Urban Design Studio: The Evolving Mosaic of South Salt Lake
Utah State University Department of Landscape Architecture and Environmental Planning in collaboration with the City of South Salt Lake
Fall 2016
Urban Design Studio Credit - Fall 2016

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Production Work
Final Presentation to South Salt Lake
November 21, 2016
Content

**TRANSIT/ MIXED USE & BUSINESS**
INTERLOCKING: TWO CITIES, TWO DISTRICTS, ONE HEALTHY CORRIDOR

**SALT LAKE COMMUNITY COLLEGE**
BRING IT IN - BRING IT OUT

**INDUSTRY AND THE ARTS**
EMBRACING THE DIRECTION OF CHANGE

**COMMUNITY CORE AND S-LINE**
NETWORKS AND ENCOUNTERS

**COMMUNITY + RESIDENTIAL**
BUILDING COMMUNITY THROUGH OPPORTUNITY

**CONNECTIVITY + OPEN SPACE**
CATALYZING CONNECTIONS THROUGH GREEN INFRASTRUCTURE
Scope of Work:

This team investigated ways to propose redevelopment along the 2100 South corridor and its surrounding (public transit) and proposed types of businesses that could reinforce the character of the district and its overall connectivity West-East, and how the corridor could be used to increase the quality of the entrance to the downtown of South Salt Lake. The team focused their efforts to establish a stronger connection between Salt Lake City and the South Salt Lake proposed downtown South of 1700 South along the TRAX. The team also looked into ways a commercial mixed-use corridor and other infill projects could help revitalize the neighborhood.
Design Principles:

1. Capture and strengthen the downtown energy
2. Break road and rail barriers
3. Restore the human element to the 2100 S. corridor
4. Bring human scale mid blocks into the corridor
5. Establish anchors that support neighboring residents
South Salt Lake Context

Salt Lake County

Salt Lake County is bordered by two large bodies of water: The Great Salt Lake to the north and Utah Lake to the south. The Jordan River contexts these two entities as well runs through South Salt Lake.

South Salt Lake

South Salt Lake is a 7 square mile city that resides in between Salt Lake City to the north and Millcreek to the south.

Salt Lake County

City Context

City Context

Salt Lake City

Salt Lake

City Context

Roadways

Open Space

Railways

Waterways

Project Context

Area of Influence

I.15 N

I.15 S

I.80 W

I.80 E

Salt Lake

The Great Salt Lake

Utah Lake

Jordan River

Millcreek

Open Space

Roadways

Railways

Waterways
Zoning and Land Use

**Commercial Issues**
When entering the 2100s dividing border of Salt Lake City and South Salt Lake, the current commercial zoning does not recognize a gateway entry into either city.

**Changing Downtown**
South Salt Lake’s current land usage is composed of randomly placed residential units. Any open Space does not exist within the area.

**Adjacent Use Issues**
Residential areas in Salt Lake City and South Salt Lake clash with commercial units. Continuity is hard to come by with too many uses next to another.

Land use patterns influence air quality, traffic, physical activity, and the impacts on public health.
Functional Dimensions of Movement

### Light Rail

Land use and walkability relationships

- **Commuter Rail Stop .5 Mile Buffer**

- **The 1300 S. Ballpark Station** serves a mixture of W. Temple residents and commercial commuters.

- **The S-Line route will run through a future mixed use development as well adjacent residential zones.**

- **The 3300 S. location is zoned for only commercial or Industrial uses. This code only caters to commuters outside of South Salt Lake.**

- **The 3900 S. location is zoned caters to a mixed use development. As like other locations, the buffer contains many commercial zoned areas.**

### Bus Routes

Routes only access the eastern and southern edges in South Salt Lake. Additional bus routes would be needed for the downtown master plan area.

### Roads

South Salt Lake is served well with roads that offer much accessibility into the site. At the same time these surface streets create large block sizes that limits walkability. Roads as well dominate the streetscape.

### Bike Routes

Bicycle routes are found in the eastern portion of South Salt Lake. The lack of having multiple east-west connections makes it difficult to safely navigate the area.
Morphology and Historical Dimensions

South Salt Lake is comprised of small town agricultural settlements. Railroad tracks run north to south as well east and west.

Much time has passed and I-15 and I-80 develop along the railroad corridor. Commercial infill between the residential area and railroad.

Infrastructure changes occur at the I-15 and I-80 crossing creating the "spaghetti bowl".

Minimal infrastructure changes in the past decades. Various districts established in their use type.

1850 1875 1900 1925 1950 1975 2000
1847 South Salt Lake Settled
1877 Railroad Salt Lake to Ogden
1869 Railroads meet at Promontory Point
1936 South Salt Lake almost annexed
1938 South Salt Lake incorporated
1950 South Salt Lake declared 3rd class city
1974 I-15 replaces U.S. 91
1980 South Salt Lake population reaches 10K
1986 I-80 opened
1999 TRAX line opened from SLC to Sandy
2004 Infrastructure changes occur at the I-15 and I-80 crossing creating the "spaghetti bowl".
2014 Minimal infrastructure changes in the past decades. Various districts established in their use type.

1936
1977
2004
2014

Block Scale in Small localities

When entering the 2100s dividing border of Salt Lake City and South Salt Lake, the current land use forms a gradient of densities. Large building/lot form directly near the railroad and interstate systems. Smaller densities formed outward from these systems where this gap was eventually filled in.

Block Scale in Large Context

Dense pockets form in between I-15 and State Street. Large lots form closer to these road systems.
Urban Landscape Structure

Open Space and Disconnections

Soft Areas
- Infrastructure on both the 1700 S and 2100 S corridors have been aging for many decades. Some of these structures like the ones found within the downtown master plan are near their intended life cycle and fit the mold as a soft area. Adaptive reuse or a complete rebuild can accommodate these sites. Hard locations include that of newer architecture, highly successful businesses, institutions, and historic residential as indicated in green. Many opportunities can arise from these soft areas as well opportunities can also arise from hard locations.

Soft Lateral Corridors
- The FrontRunner currently has no station or connection with South Salt Lake. Central Station to the north is 3 miles from the South Salt Lake 2100 border. Murray Station to the south is 2 miles from the 3900 S border. Light Rail is the key player in public transit in South Salt Lake. As of right now, it is unsure how much Salt Lake city would need to rely on a large commuter rail in the future.

Soft + Hard Analysis in Transit Accessible Corridors

Outside TRAX Proximity
- Within TRAX Proximity

Soft Lateral Corridors
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South Salt Lake City has a small population in comparison to surrounding cities. At just under 25,000 people, the city is currently growing at 5.2% per year. Currently, many of the incoming residents are refugees from all around the world.

South Salt Lake City is home to many lower-income families. 28% of the families fall under the poverty level. This is something that the city is trying to correct through education opportunities and continuing to create jobs.

The average household income for a family is $37,238 per year. The average pay rate for males is 10.85 an hour, bringing their average income to $22,596 a year while females average just $9.17 an hour making $19,091 a year.

The average household in South Salt Lake City host 2.66 residents.

According to the U.S. Census, English is not the primary language in 34.6% of the homes within the city. This is in large part to the demographics of the city and the increasing number of refugees.

South Salt Lake City is dominantly composed of businesses and industry. This is the structure that has sustained the city since its establishment in 1938. The city is proud of its heritage and has plans to continue its support of small business and industry in the area. The average commute for residents of South Salt Lake City is 22 minutes.

High School Graduation Rate: 78.4%
Bachelors Degree: 23.3%

K-12 Students from South Salt Lake City will attend schools within the Granite School District. The Granite School District comes in below average on the State testing results. They also see the highest High School drop out rate of nearly 10%

Almost 1 in 4 students will continue on to graduate from higher education after high school. There are many opportunities within South Salt Lake City boundaries that provide further education. Schools including Salt Lake Community College,

Household Income

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Sources:
Downtown Master Plan South Salt Lake City 2015
census.gov
naf.org
days.com
freeiconspng.com
emaze.com

EDUCATION

South Salt Lake City suffers from education deficiencies. Zillow shows that all schools assigned to homes (K-12) in the SSLC area have significantly lower test pass rates in comparison to schools across the state. This problem may be a direct result of the incoming population and the difficulties they may be encountering with the English language.

GRADUATION RATES

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VISUAL EXPERENCES

Buildings face the street with blank walls.

Empty lots or parking often face streets.

When on the TRAX the buildings all face away leaving a bleak view.

Single family housing is overshadowed by mature trees.

Parking lots occupy busy street corners.

Small single family housing still stands intermixed with business.

New high density housing complexes emerge suddenly.

Underpass for freeways cuts off sections of the city.

Large industrial and manufacturing business operate successfully.

View sheds from the TRAX lines. Buildings face the TRAX in the green and buildings face away from the TRAX in the red.
Perceptual Dimensions

Impassible for pedestrians these busy streets cut the site in pieces.

Long bleak corridors offer no warmth or life to the site.

Trashy ill-maintained single houses provide housing for low income and questionable residents.

Fences line some streets that make it feel like you are not welcome.

Homes are still lived in inside the industrial downtown. This confuses the purpose of the area and encourages negative contact between land uses.

The body language of the buildings surrounding the TRAX look down on the lesser form of transportation.
SYNTHESIS

STRENGTHS

Location:
South Salt Lake City is the beneficiary of the best public transportation systems in the state. Accessibility to the city and surrounding amenities are at minimal costs for residents.

Outdoor Recreation:
Utah is well known for its work and play correlation. Residents are just minutes away from mountains that provide great activities throughout the year like camping, hiking, biking, climbing, skiing, snowboarding and others.

WEAKNESSES

Public Transportation Gaps:
There are large areas that fall outside the 1/2 mile walking distance to a light rail stop.

Affordable Housing
The housing market is dominated by affordable housing and attracts a narrow range of demographic to the area. Economic diversity is needed to improve the city.

Community Open Space
South Salt Lake has a paucity of public open space. An easy and significant improvement would be to add this space more consistently throughout the city.

Education
With 3 elementary schools, 1 Jr. High, and no high school within its boundaries, only 23.3% of local students continue on to higher education and graduate with at least a Bachelor’s Degree.

Lacks identity
South Salt lacks an inviting identity. It is known for its industry but nothing more.

Front-runner
Benefits many users commuting greater distances, however there is not stop usable for South Salt Lake City residents.

OPPORTUNITIES

Public Transportation
Accessibility to both rail and bus systems are running both N to S and E to W and all light rail lines converge in South Salt Lake.

City Support
City officials are currently in support of revitalizing the city and have been for a few years. Any change must start with them and projects being carried out and done must be under regulation.

Neighboring Districts
Surrounding districts and cities have a lot to offer to residents in South Salt Lake. Public transportation has the potential to serve South Salt Lake in the evening hours of the day and not just during the work day.

Making Connections
Surrounding districts have developed trail and park systems that could be connected into using the existing public transportation.

CONSTRAINTS

Transient Population
It is difficult for a city to make improvements in residential neighborhood when the population is transient. There is a lack of investment from the people, resulting in a negative impact on the city.

Highways
I-80 divides South Salt Lake City from its downtown. It’s missing an inviting connection from one side to the other. I-15 acts as a barrier as well, restricting access to W and creating dead spaces in regards to movement.

Commercial Box Stores
Building facades are very plain and orientation will not change. They require excessive parking space and are difficult to relocate.

Perception of the City
The city has perceived to be less inviting. Because the Front-runner does not stop and the ‘spaghetti bowl’ send people in other directions, South Salt Lake is not perceived as a gathering point but a place to move away from. Ideologically this must change in the commuters eyes before the significant change will take place.

Crime Rate
Recent statistics show that South Salt Lake City has the largest number of violent crime rates per capita in the State of Utah.

Zoning/Land Use
Reevaluating the zoning and land use relationships within the city would be beneficial to the success and development of it.

Building Orientation
Although there is a lot of potential for the city using the public rail systems, current building relationships with rail keep them out of sight from consumers.
VISION

SOUTH SALT LAKE WILL BECOME A THRIVING WELL CONNECTED CITY. PEOPLE WILL CONVERGE UPON SOUTH SALT LAKE TO LIVE AND DO BUSINESS. PROPERTY VALUES WILL RISE AND STILL BE ABLE TO SUPPORT A DIVERSE POPULATION. THE CITY WILL BECOME RECOGNIZABLE FROM THE THEIR NEIGHBORS AND PEOPLE WILL PROUDLY CLAIM THE CITY AS HOME. SOUTH SALT LAKE WILL TAKE ITS PLACE AMONG THE TOP CITIES.

GOALS

- BUILD GREEN STREETS ON 1700 S, 2100 S, AND 2700 S.
- BUILD WALKABLE NEIGHBORHOODS BY ADDING MORE INFRASTRUCTURE.
- CONNECT AND IMPROVE EXISTING TRAX STOPS.
- IMPROVE CITY IMAGE BY ADDRESSING VIEWS INTO THE CITY.
- MAXIMIZE TRANSIT USE TO PROVIDE FORADABLE PROGRESSIVE TRANSPORTATION.
- TURN TRAX INTO MULTI-USE CORRIDORS THAT INCLUDE BIKE AND PEDESTRIAN LANES.
- BRING HIGH END RESIDENTS TO SOUTH SALT LAKE WITH ATTRACTIVE HOUSING.
- ENCOURAGE BUSINESS THAT START AND STAY BY PROVIDING LOCATION AND INFRASTRUCTURE.
- INSTALL CORRIDORS THAT ARE ZONED FOR A MIX OF COMMERCIAL AND RESIDENTIAL BUT STILL FOCUS ON TRANSPORTATION.
- CREATE A GREEN WAY ALONG THE TRAX LIGHT RAIL CORRIDOR TO IMPROVE ANESTHETICS AND ATMOSPHERE OF THE TRIP.
- INTRODUCE TWO NEW LIGHT RAIL STATIONS AT OR NEAR 1700 S AND 2700 S.
- INTEGRATE LIGHT RAIL STATIONS WITH SURROUNDING REAL ESTATE.
- CHARGE ZONING SO NEW DEVELOPMENT MUST INCLUDE A RELATIONSHIP WITH THE TRANSIT CORRIDORS.
- HELP ESTABLISH SOUTH SALT LAKE IDENTITY BY IMPROVING 1700 S.

PRECEDENTS

WE PROPOSE TO UTILIZE THE EXISTING CORRIDORS TO CREATE OPPORTUNITIES FOR ENHANCED USE AND INCREASED COMMERCIAL ACTIVITY. WE PROPOSE PROVIDING NEW HOUSING AND JOBS ALONG THE TRANSIT CORRIDORS AND CREATING MAJOR ACTIVITY CENTERS TO DRAW PEOPLE AND BUSINESS INTO SOUTH SALT LAKE. THIS WILL BE REINFORCED BY CURRENT CITY PLANS TO BUILD A THRIVING DESTINATION DOWNTOWN.

BY PROVIDING BETTER ACCESS AND CONNECTION TO THE DOWNTOWN WE WILL INCREASE PROSPERITY THE CURRENT RESIDENTS AS WELL AS ATTRACT NEW RESIDENTS. THIS WILL IMPROVE THE SAFETY AND CULTURE OF THIS SITE. WITH THE IMPROVEMENTS TO TRANSPORTATION OPTIONS AND MAKING IT MORE DIVERSE WILL PROVIDE AN ENVIRONMENT FOR BETTER ECONOMIC STABILITY. WE WILL IMPROVE THE VISUAL QUALITY OF OUR NEIGHBORHOODS AND STREETS TO INCREASE PROPERTY VALUES.

2100 SOUTH BECOMES AN ENTRANCE INTO SOUTH SALT LAKE AND PEOPLE CAN TELL THE DIFFERENCE BETWEEN THE TWO CITIES.
2100 S. CORRIDOR MASTER PLAN

INFRASTRUCTURE BREAKDOWN

300 W.  
100% Retail

W. Temple  
13% Retail  
14% Retail  
25% Retail  
26% Retail  
6% Retail  
86% Retail  
100% Retail

13% Retail  
62% Housing  
52% Housing  
21% Housing  
9% Housing  
14% Office

61% Housing  
23% Parking Garage  
19% Parking Garage  
20% Parking Garage  
20% Parking Garage  
14% Office

25% Parking Garage  
25% Parking Garage  
25% Parking Garage  
25% Parking Garage  
25% Parking Garage  
14% Office

22% Parking Garage  
55% Office  
65% Office  
86% Office

14% Office

Main St.  
6% Retail  
9% Housing  
20% Parking Garage  
100% Retail

Sage St.  
100% Retail
The People's Greenway History Walk

Districts

- Senior Living Pocket Park
- Mixed Income Housing
- Business Districts
- Synergetic Industry
- Community Serving Spaces
- Multiuse Corridor
- Senior Housing

The regional transit hub serves as an important anchor for the district that has surrounding services that strengthen the downtown corridor as a whole.

The People's Greenway Elements

- Human Scale
- Mid Blocks
- 360 Architecture

2100 S. Streetscape

Boulevard Interface

Central Pointe Plaza

Neighborhood Connections

Community Center

Corridor Connectivity

sdaarchitects.com
ci.santa-ana.ca.us
KING
timesofsandiego.com
visitortech.com

5. Establish anchors that support neighboring residents
4. Bring human scale mid blocks into the corridor
3. Restore the human element to the 2100 corridor
2. Break road and rail barriers
1. Capture and strengthen downtown energy

Central Pointe Plaza

2100 South allows for connections that can create multi-use corridor utilized as opportunities to be
TRAX has acts as a gateway and for a linear connection with
TRAX has

Salt Lake County

North - South 2100 S. Barrier

East - West TRAX Barrier

City Context

South Salt Lake

Utah State University

2100 South lacks

Regional Context

Desirable land uses from the South Salt Lake District Concept & Program

Corridor as a whole.

The regional transit hub stems as an important uses that will strengthen the downtown and

2100 S.

Regional Settings

Local Context

2100 South Corridor

2100 S.

Visitor Tech

Visitor Tech

Mawson Lakes, Australia

David Durfee  -  David Shirk  -  Andy Quebbeman

North Bestheda, MD

Springfield, MO

Somerset, WI

Columbus, OH

San Diego, CA

Santa Ana, CA

18th and High St. Columbus, OH

4th St. Market

Pike and Rose, (Bedz 23 North Bethesda, MD

TIO

San Diego, CA

Utah State University

LaEP 4100

Fall 2016

Professor Lavoie

David Dufree

David Shirk

Andy Quebbeman

UTAH STATE UNIVERSITY  I  LAEP 4100  I  FALL 2016  I  PROFESSOR LAVOIE  I  DAVID DURFEE  I  DAVID SHIRK  I  ANDY QUEBBEMAN

A Regionally Significant T.O.D.
A place to live, work, shop
Retail Destination
A unique shopping experience
Office Hub
A strong business alliance
Community
A place to interact

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A Regionally Significant T.O.D.
A place to live, work, shop
Retail Destination
A unique shopping experience
Office Hub
A strong business alliance
Community
A place to interact
The 2100 South Gateway corridor received a structural makeover as many buildings are past their life cycle. Streetscape improvements allow for a boulevard feel. Roads were added to improve vehicular access behind structures. Open space was focused along the TRAX corridor connecting with neighborhoods and plaza spaces. Street parking allows users to engage with the facades along the boulevard. A series of structures are wrapped around high density use buildings.

**Central Pointe Plaza**

2100 S.

**TRAX/Trail**

**Community Center**

**Pocket Park**

**Pocket Park**

**Main Street Business Hub**

**Adaptive reuse retail**

**Retail destination**

**High density housing**

**Mixed use high density housing**

**The People's Greenway**

**Senior housing**

**Retail incubator**

**Experience**

**Alternative fuels**

**Service station**

**Gateway entry tree buffer**

**State Street retail anchors**

**Pocket park and greenway access**

**Greenway corridor connections**

**2100 South Boulevard Phasing and Implementation**

1. Start the transit core anchors.
2. Expand housing and business opportunities.
3. Strengthen retail as a destination.
SCOPE OF WORK:

This team investigated ways that the existing salt lake community college site can become a community anchor and increase its influence into the neighborhood and reach to south salt lake. The community college could benefit from surrounding open space and housing and modest retail uses that support this as a community center. The team developed a program that would invigorate the college with facilities that allow public meetings and outdoor assembly or other forms of community gathering offers full benefits to the surrounding neighborhood. Lifelong learning should become a goal for all communities.
DESIGN PRINCIPLES:

>> Increasing perception of **safety** on State Street by slowing down traffic and adding streetscape and lighting

>> Expanding **educational outlets** into the neighborhoods and across State Street

>> Adding green space to integrate SLCC and surrounding neighborhood to create a **community**
Salt Lake Community College

Single and multi-family housing options are available in the area. Small and large businesses are mainly located along State and Main. O.C. Tanner is the largest business park in this area. South Salt Lake Municipality and Whittier Elementary School are nearby. Smith's Ball Park and Towne Gate Apartments are accessible.

Big Box Stores such as RC Willey, Home Depot, and many more are located in the area.

INSTITUTIONAL
- Salt Lake Community College

RESIDENTIAL
- Single and multi-family housing options

COMMERCIAL
- Small and large businesses mostly along State and Main

BUSINESS PARK
- O.C. Tanner is the largest business park in this area

PUBLIC LANDS
- South Salt Lake Municipality and Whittier Elementary School

RECREATION
- Smith's Ball Park

RESIDENTIAL MIXED USE
- Towne Gate Apartments

GENERAL COMMERCIAL
- Big Box Stores such as RC Willey, Home Depot, and many more
HISTORICAL DIMENSIONS

SALT LAKE CITY
- Founded in 1847 by Brigham Young and 146 other Mormon Pioneers
- Salt Lake Temple was completed in 1893
- Became a state in 1896
- Home of the 2002 Winter Olympics
- Salt Lake City is ranked top 10 cities to start a business

SOUTH SALT LAKE
- 1938 town became a city because of the need of a sewer system
- City of Industry since 1938
- First high school, Granite High in 1906
- The population is transient and do not tend to stay long which is why the area has many renters and not owners

SALT LAKE COMMUNITY COLLEGE
- South High School from 1931-1988
- Arts & Media Building added in 2013 from State of Utah Grants and community partners
- 7,000 students per year at this campus
- Attached to SLCC is Innovations Early College High School

Iconic places:
- Salt Lake Temple
- Liberty Park
- The Capitol Building
- Olympic Cauldron Park

Salt Lake City has an engaging night life with events every night. The city is a destination that is used to its fullest potential. People of Salt Lake live and work in the city rather than traveling elsewhere for their jobs, while the city is growing in population, they are able to keep up with the growth.

Places of interest:
- China town
- Fitts Community park

Currently, South Salt Lake is not used as a destination and not used to its full potential. There are restaurants and boutiques that make South Salt Lake a unique place to be; however, there are many vacancies and run down buildings.
VISUAL ANALYSIS

WEST ENTRANCE

The West Entrance looks out through the main walk with a large open space on either side. Looking further west is six lane State Street lacking a crosswalk for safe accessibility. The businesses directly across the street include Ironiclad Electric Tattoo, Moonlight Garden Supply, and Vapor’s Club. There is zero landscape inviting users into the businesses nor are there benches outside. The businesses across the street are lacking a cohesive facade that makes it unknown that the user is near a college campus.

There is not a median in the middle of State which puts more emphasis on the fact that this area has a focus on vehicular circulation not pedestrian circulation. This focus also proves that this area is a high travelled vehicular area, and not a place where people can take a stroll in and out of shops.

On site:
+ Grand entrance
+ Bus Stop

EAST ENTRANCE

The East Entrance of Salt Lake Community College opens up into the large parking lot for the commuter students. Directly outside of the doors is what the campus calls “The Quad.” “The Quad” is a plaza space that has a fountain down the center tree lining the space, and plenty of seating which students use in during nice weather.

When on the east side of campus, it doesn’t feel like the user is in a big city, but on a small quiet campus where education is the focus. The parking lot has recently been redone and has a decent landscape throughout with trees and grasses.

On site:
+ The Quad
+ Large Parking Lot
+ Plenty of Seating
Many of the commercial fronts do not have any landscape, benches, or street lights. While there are large windows on the buildings, much of the time they are covered by bars. The parallel parking is convenient. The user feels unsafe and not welcome when the businesses look like this. This is not a site where people will take a stroll to enter into the stores. There is not a barrier between the street and sidewalk other than the parallel parking.

There are commercial businesses that do not have direct access from the road as they are offset backward because there are businesses in front of the original building. The parking is in front of the businesses which also makes for another barrier from State Street. These locations are a sea of asphalt and have zero landscape.

The main anchors of the site include: Salt Lake Community College, O.C. Tanner, and the South Salt Lake City Government Buildings. These locations are well landscaped and maintained. The streetscapes of all of these locations face State Street with the parking behind the businesses. This is ideal to patrons can use State Street to feel safe to walk near State Street.

Some businesses are offset from the road as a parking lot is the barrier between State Street and the business. There is slight landscaping at these locations but is still not inviting.

These locations are lightly landscaped and again, face State Street. The parking is to the side of the business and creates another barrier from the street to the business.
FUNCTIONAL MOVEMENT & DIMENSIONS

PUBLIC TRANSIT MAP

BIKE WAY MAP

Functionally equivalent bikeways

17th Bus Stops
200 Bus Stops
TRAX Stops

WALKABILITY

Some Transit
A few nearby public transportation options.

There are two main bus lines surrounding Salt Lake Community College: the 17 line and the 200 line, both of which lead to the TRAX Lines.

A few nearby public transportation options.

Walk Score: 72

Very Walkable
Most errands can be accomplished on foot.

According to Walkscore.com, the Salt Lake Community College area has a score of 72 out of 100. This number is based on the distance to nearby places and pedestrian friendliness. The SLCC Area is very walkable and most errands can be accomplished on foot.

Points are awarded by the distance to the amenities. Amenities within a five minute walk receive the most points.

The objectives that work towards pedestrian friendliness include population density and road metrics.

Commuting to Downtown South Salt Lake:
- 4 min
- 11 min
- 6 min
- 22 min

Very Bikeable
Flat as a pancake, excellent bike lanes.

The main roads surrounding Salt Lake Community College are of medium comfort to bike on specifically because of the traffic that ensues the area.

High comfort bike lanes are directly near the campus which is convenient for college students to safely bike to school.

The walkscore is high because the grocery, dining and drinking, and shopping options. The score gets dinged due to the lack of parks and culture and entertainment.

The transit score is only a 49 out of 100. This score is based on the distance and type of nearby transit lines. The bus system is the main source of transportation because the TRAX System is about a mile away from this site specifically.

SLCC got a score of 77 out of 100 for the Bike Score portion. The Bike Score is based on bike lanes and trails, hills, road connectivity, and destinations. This part of the city is also "flat as a pancake and has excellent bike lanes."

Points are awarded by the distance to the amenities. Amenities within a five minute walk receive the most points.
Our area of study is conveniently framed by the freeways of I-80 and I-15 with State St. being the life vein to the school. Trax Lines and bus transit bring in students, employees, and residents, giving them easy and direct access to our site. The closest recreational amenities to our site are Liberty Park and the Jordan River.

Nestled in the heart of activity, Salt Lake Community College is connecting Ogden to Provo while giving Park City a gateway into the state’s Downtown. Wedged in between the Wasatch Mountains and the Great Salt Lake creates an energy for driving density and education.
STREET & BUILDING INTERFACES

See previous page for coordinating street and building interface typologies.
SOCIO-CULTURAL DIMENSIONS

STATE STREET
State Street is one of the busiest streets in Salt Lake, and is getting a bad reputation for being busy, unclean, and less than desirable conditions. Crossing from east to west takes a lot of motivation, and is generally avoided by pedestrians.

TRANSPORTATION
Roughly 70% of workers in both South Salt Lake City and Salt Lake City drive alone to work. This clogs the roads, especially during peak rush hours. The low number of pedestrians, about 5% of workers, could be due to the poor condition of the sidewalks and unattractive streetscape. Blocks are long and monotonous, with irregular placement of benches and street lamps. Use of the TRAX system and bus system needs to be encouraged.

CLEANLINESS
The atmosphere of State Street and immediate area is one of grunge and general uncleanliness. Few public trash cans on the sidewalks were noticed. Much of the materials on the buildings, sidewalks, parking lots, and even yards are in disrepair and poor condition. The lack of cleanliness contributes to the area feeling as though it is a low quality neighborhood. It makes it less of a destination area and more of a transitional zone.

SAFETY ISSUE
State street has a known problem with prostitution, drug dealing, and crime such as robbery or even stabblingshootings. This level of crime makes users of the area feel unsafe and uncomfortable with walking around. It deterred business for local shops. People are especially uncomfortable walking around at night. More street lighting would be helpful.

SOUTH SALT LAKE CITY

<table>
<thead>
<tr>
<th>TOTAL POP.</th>
<th>AVERAGE</th>
<th>AGE</th>
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<tbody>
<tr>
<td>23,617</td>
<td>34.28%</td>
<td>20-34</td>
</tr>
<tr>
<td>Under 19: 27.65%</td>
<td></td>
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</tr>
<tr>
<td>20-34: 34.28%</td>
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<td>35-44: 15.54%</td>
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<td>55-64: 5.18%</td>
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<td></td>
</tr>
<tr>
<td>65+: 7.63%</td>
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</table>

DRIVE ALONE 72.9%
Drive alone: 72.9%
Carpool: 12.8%
Public Transport: 7%
Walk: 3.9%
Other Means: 1.1%

RENTER OCCUPIED 61.98%
Owner Occupied Units: 38.02%
Renter Occupied Units: 61.98%

$15K-25K 21.4%
Under 10k: 10.2%
10k-15k: 7.4%
15k-25k: 21.4%
25k-30k: 19.5%
30k-50k: 18.3%
50k-75k: 14.5%
75k-100k: 4.2%
100k-150k: 3%
150k-200k: 0.6%
200k+: 0.9%

HOUSING TENURE

<table>
<thead>
<tr>
<th>OWNER OCCUPIED</th>
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<tbody>
<tr>
<td>51.2%</td>
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<table>
<thead>
<tr>
<th>HOUSING INCOME</th>
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<tbody>
<tr>
<td>$50K-75K 17.8%</td>
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| VS |

<table>
<thead>
<tr>
<th>TOTAL POP.</th>
<th>AVERAGE</th>
<th>AGE</th>
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</thead>
<tbody>
<tr>
<td>186,440</td>
<td>31.6%</td>
<td>20-34</td>
</tr>
<tr>
<td>Under 19: 26.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-34: 31.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35-44: 14.2%</td>
<td></td>
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<tr>
<td>45-54: 10.5%</td>
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<tr>
<td>55-64: 5.7%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>65+: 11%</td>
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</tr>
</tbody>
</table>

DRIVE ALONE 69.3%
Drive alone: 69.3%
Carpool: 13.9%
Public Transport: 6.3%
Walk: 4.9%
Other Means: 2.3%

RENTER OCCUPIED 48.8%
Owner Occupied Units: 51.2%
Renter Occupied Units: 48.8%

$15K-25K 25.6%
Under 10k: 9.7%
10k-15k: 7.3%
15k-25k: 15.5%
25k-35k: 13.9%
35k-50k: 16.5%
50k-75k: 17.8%
75k-100k: 8.1%
100k-150k: 6.3%
150k-200k: 1.9%
200k+: 2.3%
On return from the community college we used charcoal to draw a representation of our first impression. State Street was considered our biggest barrier along with I-80. We felt the area had an unsafe feeling as well as a feeling of isolation and disrepair.

Salt Lake Community College (SLCC) campus was one of few green and safe spaces. We hope to get that to radiate out into the community.

“A feeling of isolation and disrepair.”

The main entrance to SLCC is well landscaped and has a comfortable yet grand feeling. The campus feels welcoming, especially in comparison to the buildings across the street. There is a different feeling to the area the moment you step off of campus. The safety and greenery of campus needs to spread to the streetscape.

“Encourage more walking.”

The streetscape of State Street is largely broken concrete with little-to-no greenery. Pedestrians walk on narrow and uneven sidewalks that have no buffer between them and the busy road. This is not an environment that encourages more walking.

The west side of State Street, right across from the SLCC entrance, is a streetscape of broken down pawn shops and tattoo parlors.

The street access shops are good for pedestrians, but the lack of green streetscape makes the sidewalk uncomfortable.

Inclusion of more restaurants and stores would make the area more friendly and usable by students.

“The streetscape of State Street is largely broken concrete with little-to-no greenery. Pedestrians walk on narrow and uneven sidewalks that have no buffer between them and the busy road. This is not an environment that encourages more walking.”

“Safety and greenery of campus needs to spread to the street.”
**MORPHOLOGICAL DIMENSIONS & OPEN SPACE**

**HARD-SOFT ANALYSIS**

The area around the Salt Lake Community College campus is one that we found to be made up of mostly soft buildings and plots. This area of the city is in need of reconstruction and refurbishment. As such, the buildings in the area could easily be changed into something new.

The hard areas are not many, but include Liberty Park, the college campus, the baseball park, and established businesses such as O.C. Tanner’s.

**BUILDING RELATIONSHIPS**

In this analysis, it is clear to see that a large portion of businesses are attached to parking lots rather than having pedestrian street-front access. These businesses range in size, and make it very obvious that this area relies heavily on having personal transportation.

Most of these businesses appear along the State Street and Main Street corridor, while expanding east and west are residential areas.

The residential areas have little access to open green areas and have little access to local businesses if they are without a car. State Street serves as a large barrier for a pedestrian due to its wide and busy nature.

**PARKING LOTS & GREEN SPACE**

Parking lots attached to large businesses like the college, elementary school, government building, and O.C. Tanner’s are all made to accommodate large crowds of employees and students. It is unlikely that these large parking lots would be removed, unless they were to be replaced with parking garages.

Other existing parking lots are currently being under used near businesses, and serve just as broken down lots. Some of these lots could be utilized as public spaces.

The only green space on this strip of State Street belong to the college campus, to the O.C. Tanner campus, the government building, and the elementary school.

**EDGES, BARRIERS & GREEN SPACE**

The major barriers of the SLCC campus are Main Street and State Street. One of the defining edges of the area is I-80.

There is not much open green space. The largest green space is Liberty Park, which is several blocks away from campus. It is therefore a long journey to anyone in the residential area who would like to walk there.

Other green spaces include the ballpark and landscaped campuses of local businesses.
SYNTHESIS

STRENGTHS

+ Walkability | SLCC has a strong walkability score that shows that the school is in a strong location for easy access of amenities for sustained living.

+ SLCC | The school brings in many opportunities for programming of events and cultures a fantastic arts community. With its Film Festival association, the school is more than a landmark for education but a hub for nationally known event.

+ Established Neighborhood | The neighborhood to the east is deeply rooted and has low turnover. This makes for a established community fostering a strong identity to the area.

+ Open Space | The parking lot behind SLCC is the largest amount of open space within a half mile of the school. With the possibility of underground parking, this could lead to the surface being converted to purpose open space.

+ Complete Street | Main St. is a street that flows down through South Salt Lake (SSL) and connects to our site. As this street already has bike lanes in SSL and is not as busy as Main St, it has the potential to become a complete street.

+ Strong Arts/Edu Community | The established neighborhoods surrounding SLCC have the potential to grow into a network for the school to develop deep roots into the community. Strong ties to the neighborhoods can be produced through continual education and community outreach.

WEAKNESSES

+ Store Facade | Across from SLCC and up and down State St. are established businesses including a top 100 company, but most of these businesses have run down facades giving the street a rundown feel.

+ Business Diversity | Much of the businesses along state street are small businesses that consist of the similar traits. The majority of business consists of motels and tattoo parlors.

+ State St. | This street creates a great divide that is not pedestrian friendly or visually attractive. The heavy vehicular traffic creates a hostile feeling along the street and there is an extreme lack of plant material.

+ Lack of Open Space | The closest park worth mentioning is Liberty Park which is outside of walking distance of anyone living near SLCC. There is no substantial green space for the established neighborhoods to enjoy.

OPPORTUNITIES

+ Open Space | There is a possibility of the homeless population growing in the area as the site already has visible evidence that the issue is in SSL.

+ State St. Growth | State St. could possibly need to expand as the population in Utah and SSL grows. This could create an even larger barrier between the East and West side of State St.

THREATS

+ Open Space | There is a possibility of the homeless population growing in the area as the site already has visible evidence that the issue is in SSL.

+ State St. Growth | State St. could possibly need to expand as the population in Utah and SSL grows. This could create an even larger barrier between the East and West side of State St.
VISION STATEMENT

In redesigning the image of Salt Lake Community College campus there are several major goals in mind to create a more appealing atmosphere for the area. Salt Lake Community College’s current identity resides only on its campus and does not extend into the greater Salt Lake area or South Salt Lake. Considering that the college has so much to offer the community in terms of events and productions, the overarching goal is to create a more expansive identity for the college to create community awareness and involvement. In creating that expansive identity, it is hoped to connect the campus with both downtown Salt Lake and South Salt Lake.

State Street is considered to be one of the largest barriers of the site, as it is without any greenery and holds an unsafe atmosphere. To help make the area more user friendly, a goal would be to revamp the immediate blocks in front of the campus. This would include teaming up with the arts team and transportation teams to make the area walkable and interesting. It would also include beautifying the streetscape with trees, benches, better store frontage, and streetlights. The area surrounding the community college campus is severely lacking in public space and green space; considering the close proximity to residential neighborhoods and commercial businesses there should be a public area for the residents to easily access. An aim of this redesign is to create some multi-purpose open spaces for users to easily walk to and use for different events.
In order to create connection between two desired anchors it is imperative to have a public realm where the user can experience nature as they move through or to a destination.

Institutional
SLCC is the top educational landmark in the area and our intent is to expand its reaches to other parts of the city. Most important is its location at the end of a connection.

Community Anchor
There are several community anchors that need connections. As proposed there will be an anchor at the north and south end of our area. SLCC is the biggest in location and the Ballpark with SLCC being its labeled.

Mixed Use
Near the transit and Ballpark there is a need for mixed-use development that gives the resources to create a destination that is sustainable and accessible to the public. The best place for this was next to TRAX.

Commercial
Commercial should weave its way into the fabric of the surrounding community mixing its energy to revitalize the neighborhoods around it. It will be valuable around the greenway and school.

Medium Density
The medium density near the Ballpark will serve to feather the height difference back into the single housing from the tall mixed-use buildings. Delineated by commercial it will encourage local employees to rent.

Low Density
The staple of this area is mostly low density and its clear that this density needs to create a framework while mirroring the east side of State St’s established neighborhoods. Low density will drive the continual education.

Program Development
In conjunction with our big idea poster we are proposing to “Bring It In” and well as give back to the community. The user groups we hope to reach are current residents of single family housing and multi-family housing, small and large business owners, tourists and event goers, students, educators, SLCC, SSLC, and SLC.

In order to “Bring It In” the site will have to create a new identity with activities available for all different types of users. With the creation of new green spaces there should be an availability of public areas that are safe for pedestrians, can be used for events held by the school or locals, and provide an appealing atmosphere for the area. This program hopes to create a border identity for State Street, especially the blocks directly across from the Ballpark. In connection to the greenway, the blocks can be highlighted for retail, dining, residence, and public use.

More direct connections from SLCC campus over to West Temple should help bring in new and old users, especially through a connection to public transportation such as the TRAX station across from the Bee’s Stadium or bus lines. A creation of better sidewalks and bike lanes through the connection from campus to West Temple will appear to pedestrians and cyclists as well. SLCC campus and the area surrounding it will expand its identity by being one of safety, fun, arts, and community. This area is ready available to be utilized by the community as well as used as an educational opportunity for those of all ages.

SLCC is the biggest educational landmark in the area and our intent is to expand its reaches to other parts of the city. Most important is its location at the end of a connection.
CAMPUS ENHANCEMENT

STREETSCAPE

Mixed Use District

Plaza Gathering Space

Transforming the parking lot into an open space for the community would benefit the Salt Lake Community College as well as give the community a place to come together with family and friends. SLCC could spread around the open space as well as onto the west side of State Street. This would allow for more students at this branch as well as involve the community in events that involve students and residents.

McGill University is a huge college that surrounds multiple green spaces. These open spaces can be used by students and the community. This idea can mimic the Salt Lake Community College.

The speed limit is 55 miles per hour on State Street through this section which is creating a barrier for pedestrian accessibility. Slowing down the speed would make it safer for pedestrians to cross and create green space. Installing a green median with safe cross walks, pedestrians could cross State Street and have a streetscape experience.

The mixed use district will be just west of the Smith’s Ball Field and will include an open plaza, commercial and residential mixed use, and some open park space. This will complement the ball field and be convenient for users as it is close to the Trax System. This area will be a hub of entertainment and will be built up just as the Bee’s Stadium is with its vertical dimension.

The RiNo District in Denver is a good precedent that brought art into an industrial area, yet still maintained the history of the area. The west side of Salt Lake is an industrial area that has the potential to be just as interesting and inviting to artists as the RiNo District currently is. This mixed use district will have the idea of live, work, play with the convenience of public transportation nearby.

The mixed use district will be just west of the Smith’s Ball Field and will be an open space for community events such as a movie under the stars or a company picnic. There are not many open spaces in southern end of Salt Lake City and this area would be perfect for a public plaza gathering space.

The RiNo District in Denver, Colorado began as a run down area with industrial roots and has transformed into an area that is full of life. There is art displayed throughout the area on the buildings, in the businesses, and in the educators. The artists living in the area have made a "remarkable concentration of business."

The mixed use district will be just west of the Smith’s Ball Field and will include an open plaza, commercial and residential mixed use, and some open park space. This will compliment the ball field and be convenient for users as it is close to the Trax System. This area will be a hub of entertainment and will be built up just as the Bee’s Stadium is with its vertical dimension.

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PLAZA GATHERING SPACE

The plaza and gathering space south of the Smith’s Ball Field will be an open space for community events such as a movie under the stars or a company picnic. There are not many open spaces in southern end of Salt Lake City and this area would be perfect for a public plaza gathering space.

STREETSCAPE

The speed limit is 55 miles per hour on State Street through this section which is creating a barrier for pedestrian accessibility. Slowing down the speed would make it safer for pedestrians to cross and create green space. Installing a green median with safe cross walks, pedestrians could cross State Street and have a streetscape experience.

BUILDING FACADE

The buildings are currently uninviting and lack a space to sit and enjoy the outdoors. By transforming the facade, users will want to make this area a destination rather than a place to pass through. If the buildings are offset from the street, cafes and restaurants can have outdoor seating and plaza spaces.

CAMPUS ENHANCEMENT

Transforming the parking lot into an open space for the community would benefit the Salt Lake Community College as well as give the community a place to come together with family and friends. SLCC could spread around the open space as well as onto the west side of State Street. This would allow for more students at this branch as well as involve the community in events that involve students and residents.

McGill University is a huge college that surrounds multiple green spaces. These open spaces can be used by students and the community. This idea can mimic the Salt Lake Community College.
Regional: South Salt Lake has a direct influence from Ogden, Salt Lake, Park City and Provo.

City: Salt Lake Community College-South City is located on the south end of Salt Lake City 3 miles away from South Salt Lake.

Neighborhood: Salt Lake Community College-South City is located on the south end of Salt Lake City 3 miles away from South Salt Lake.

SLCC Campus: Salt Lake Community College-South City entrance off of State Street.

Analysis:

Safety on State:
State Street is US Highway 89 through the valley and is a key transportation corridor. It brings over 20,000 drivers passed the school each day and allows for major auto access to Salt Lake City. With heavy traffic brings a higher speed limit and automobile priority that ultimately decreases pedestrian safety and appeal.

Community Connection:
SLCC is nestled into an established neighborhood that is growing with community strength and property values. The neighborhood is clean and has an active council that advocates for the neighborhood. The neighborhood lacks a strong connection to the school and it’s wealth of amenities it can provide for.

Campus Identity:
SLCC Campus is small and surrounds the main building. Surface parking creates a harsh identity on the east side of campus and a lack of signage makes the school difficult to identify and maneuver through. State Street creates a large barrier for students to cross to the west side of State.

Open Space:
There is a clear lack of quality open space for the SLCC students and surrounding community. There is a small green buffer between SLCC and State Street. In order to serve the whole community there must be green space set aside on SLCC Campus.
Phase One includes the redevelopment of State Street and the construction of a parking garage. State Street will have the biggest impact on the site as it affects the most people. The parking garage must be installed prior to Phase Two Great Lawn installation.

Phase Two includes the installation of The Great Lawn, student housing, the additional green space surrounding the north side of SLCC. This will complete the East Campus for the community and student body. The Green Way Plaza will also be constructed to bring the East and West Sides together.

Phase Three includes almost all of the West Campus: two SLCC Buildings, movie theater, and student housing.
State Street is to have a large cross walk from SLCC East Campus across to SLCC West Campus. Medians will be implemented to slow traffic and ensure safety to pedestrians. A pedestrian stop light will be installed to allow pedestrians to cross State Street. Ample lighting will create a safe environment for users to stay on site into the evening.

West Campus will have two additional educational buildings-one of which will be a student center that includes a workout gym, a common area, and food court for students. West Campus will also have a green way plaza which will show movies that students from SLCC have made. There will be retail, restaurants, and other commercial businesses thriving in this area as well as a proposed movie theater.

East Campus will be transformed from a massive surface parking lot into a great lawn that will be used to hold events for the community. Proposed student and professor housing will allow for students and professors to remain near the campus and create a younger night life in the area.
If 11’ lane lines are installed, there is enough space on the existing road to have three lanes of traffic running each direction as well as parking on each side. A median with street trees aligned would slow down traffic creating a safer road for pedestrians to cross.

The focus is on The Great Lawn facing west towards State Street. The increase of street trees will make State Street more inviting and slow down traffic through this corridor. This will allow for easier pedestrian access across State Street.

Currently there is only one main way to get through the campus, 200 East. If 12’ lane lines remain the same, there is not enough room in the middle of the road to create a median between the different directions traffic. A thin concrete barrier could be implemented; however, that would add even more hardscape making this site less inviting.

Currently there is a bus stop directly outside of the main doors on the west side of the SLCC Main Building. There is not a bench or a shelter just a large rock with a bus stop sign. SLCC has their own buses that go directly to their campuses therefore defining this space would make it more enjoyable to the user.

By adding a Great Lawn on the east side of the SLCC Main Building, the community is able to gather together for events such as a farmer’s market or movie on the lawn. In this way, the existing neighborhood is able to mingle with the SLCC students creating a cohesive community.

Currently there is no bus stop enhancement. Currently there is only one main way to get through the campus, 200 East. 1700 South will have a drop off and there will be three entrances into campus from 1300 South.

**EXISTING CIRCULATION**
Currently there is only one main way to get through the campus, 200 East. Parking on Campus 1000 Parking Stalls

**PROPOSED CIRCULATION**
1700 South will have a drop off and there will be three entrances into campus from 1300 South. Parking on Campus 1135 Parking Stalls

**EXISTING 12’ LANE LINES**
If 12’ lane lines remain the same, there is not enough room in the middle of the road to create a median between the different directions traffic. A thin concrete barrier could be implemented; however, that would add even more hardscape making this site less inviting.

**PROPOSED 11’ LANE LINES**
If 11’ lane lines are installed, there is enough space on the existing road to have three lanes of traffic running each direction as well as parking on each side. A median with street trees aligned would slow down traffic creating a safer road for pedestrians to cross.

**BUS STOP ENHANCEMENT**
Currently there is a bus stop directly outside of the main doors on the west side of the SLCC Main Building. There is not a bench or a shelter just a large rock with a bus stop sign. SLCC has their own buses that go directly to their campuses therefore defining this space would make it more enjoyable to the user.
CRITICAL ISSUES:

- Massive surface parking lot creating barrier between SLCC and existing neighborhood
- Lacking student and professor housing
- Vacant building on campus

CRITICAL ISSUES:

- Thin concrete median or no median at all
- Lacking signage and difficult to maneuver through
- Unsafe pedestrian access for students and other users to cross State Street
- Concrete jungle without any tree canopy

CRITICAL ISSUES:

- Increase SLCC campus with two new buildings
- Lacking green space and tree canopy
- Oversaturated business market

DESIGN PRINCIPLES:

- Increasing perception of safety on State Street by slowing down traffic and adding streetscape and lighting
- Expanding educational outlets into the neighborhoods and across State Street
- Adding green space to integrate SLCC and surrounding neighborhood to create a community

DESIGN FOCUS

- Safety
- Community
- Campus

PLACES OF FOCUS

- SLCC East Campus
- State Street
- SLCC West Campus
The focus is on the Plaza Green Way facing east towards SLCC College.

**ADDITIONAL SLCC BUILDINGS**
1. SLCC Lecture Halls and Studios
2. Offices
3. Retail, Restaurants, Commercial Businesses

**LIVE FEED AT PLAZA GREEN WAY**
On West Campus there will be two additional SLCC Buildings, three new housing units, a corner grocery and many commercial businesses. A two-block green way will be added for additional park open space for people to gather.

**MOVIE THEATER**
SLCC South City has the opportunity to build a small movie theater to show television shows and movies made by current and past students. This is another way the neighborhood and SLCC can create a community.
SCOPE OF WORK

EMBRACING THE DIRECTION OF CHANGE

THIS TEAM INVESTIGATED WAYS TO FACILITATE A CONVERSATION WITH THE NEIGHBORHOOD ON HOW TO COEXIST WITH THE EXISTING INDUSTRIAL ACTIVITY, AND HOW TO TRANSFORM THE NEIGHBORHOOD WITH THE RE-USE OF BUILDINGS WHEN POSSIBLE, THAT COULD ADDRESS THE THEMES OF THE ARTS OR CREATIVE ENTREPRENEURSHIPS.
DESIGN PRINCIPLES

1. SOFTEN EDGES WITH ART IMPLEMENTATIONS
2. INCORPORATE ADAPTIVE RE-USE BUILDINGS
3. CONNECT TO THE PROPOSED DOWNTOWN SOUTH SALT LAKE
4. CREATE SOUTH SALT LAKE IDENTITY
5. CREATE AN ALL-INCLUSIVE DESTINATION
With close proximity to Salt Lake City, Sugarhouse, and Downtown South Salt Lake, the area of influence shown above will serve as a prime location for the extension of the South Salt Lake arts district. Access from Interstate 15 and Interstate 80 proves that this location will be ideal for industrial revitalization and urbanization for the citizens and visitors.
**HISTORY**

**TIME LINE**

- **1936**
  - Jesse Fox Jr. was inspired by his trip to New York and names South Salt Lake “Central Park.”

- **1950**
  - South Salt Lake is declared a 3rd class city.

- **1990**
  - Annexed portions of Salt Lake City that were unincorporated from South Salt Lake and it doubles in size.

- **2012**
  - South Salt Lake develops a China Town the only one in the inter-mountain west.

**MORPHOLOGICAL TRANSFORMATION**

- **1936**
  - I-15 and I-80 are not yet developed.
  - The railroad is a strong morphological dimension.
  - 3300 is the strong connection from east to west.
  - Main Street and State Street have the most traffic.
  - Residential surrounds Main and State Street.

- **1977**
  - State Street is more developed.
  - I-15 forms along east side of the existing railroad.
  - I-80 starts to form.
  - Residential pockets increase and are accumulated, especially east of State Street.

- **2004**
  - I-80 and I-15 grow stronger.
  - Residential development becomes more sparse.
  - “Spaghetti Bowl” develops with I-15 and I-80.

- **2014**
  - I-80 is developed and is a physical barrier separating South Salt Lake.
  - Residential development disintegrates further.
  - 3300 South becomes a stronger east/west connection.

**HISTORICAL DEVELOPMENT**

- Single-use housing is growing sparse throughout South Salt Lake and historical houses should be preserved.
- 3300 South has always been a connection to west of South Salt Lake and the connection should be capitalized in branding South Salt Lake.
- I-15 and I-80 have always been physical barriers with little residential. Instead, they should be viewed as connection opportunities.
- Annexed portions of Salt Lake City that were unincorporated from South Salt Lake and it doubles in size.
- South Salt Lake develops a China Town the only one in the inter-mountain west.

**S H I N E**
**Industry and the Arts**

**Embracing the Direction of Change**

South Salt Lake's population is uniquely diverse. The city boasts more diversity than any of its immediate neighbors, including Salt Lake City. This may be a reflection of the many transitional periods this city has experienced.

The addition of the TRAX and FrontRunner systems to the Wasatch Front is directing the current state of transition. The medium value of owner-occupied housing in South Salt Lake is $70,000 less than its neighbors to the north. The Millcreek Park and Ride offers a trip to Central Station downtown in 13 minutes along the Blue Line, and also services the red line. The City has a second stop at the 2100 South boundary, and the C Line street car runs through it's eastem boundary.

The powerful influence of transit oriented development will inevitably reshape the district once again. The diverse community of South Salt Lake can integrate with this growth, to strengthen the community and develop a sense of place, or watch as the industrial area around the tracks stations becomes spotted with isolated lots of more dense residential infill.

South Salt Lake hosts this unique, nearly six acre shopping center. Created to bring the rapidly growing Asian community together, all of the centers retail shops sell products geared to a Chinese and Asian Market.

**CHINATOWN IN SOUTH SALT LAKE**

**Creating Community**

The center is located on 3300 South, just west of state street, nestling it deep within South Salt Lake, and right at the border of the Arts and Industry topic.
In his novel *Looking at the Cities*, Alan Jacobs describes how mapping change in transitioning areas can suggest a geographical direction of change. The Salt Lake Valley has experienced many periods of transition. Currently, the continued introduction of light-rail into the urban infrastructure is having major influence on patterns of development. The map below describes how transit oriented development is converging on Downtown South Salt Lake and the proposed Arts and Industry District.

**DIRECTION OF CHANGE THROUGH ZONES OF THE SALT LAKE VALLEY**

**MAP LEGEND**
- Arts and Industry Focus Area
- Downtown South Salt Lake
- Transit Oriented Residential Infill
- Commercial District
- Dense Commercial/Residential
- Medium Density Residential
- One or Two Family Buildings
- Public Facilities and Institutions
- Industrial/Manufacturing
- Interstate Freeway
- Major Streets
- Light Rail Transit

**Downtown Salt Lake City through the Ballpark District**
Transit oriented development moving south from the Downtown Salt Lake through the currently revamping Ballpark District approach Downtown South Salt Lake.

**Sugar House via the S-Line**
Sugar House is an area that is experiencing a great deal of change. Residential urban infill and commercial projects have recently changed the character of the area. Connecting Downtown South Salt Lake to Sugar House via the S-Line should encourage that development to continue west.

**Transit Oriented Residential Infill**
Residential infill projects along the 1-15 corridor following the TRAX lines are extending north from suburban areas south of downtown.
South Salt Lake City’s zoning map illustrates some major differences between the existing zone usages and the actual usage. Several areas that are zoned for different types of commercial businesses are actually developed as residential areas. It also appears that even though there are areas zoned for mixed use, there are none being utilized for this reason.

In order for this area to be a successful art district, it needs to acquire amenities that draw users from far and near to use the space and support the local economic growth of the community. We must do this by encouraging people to visit the site with new attractions such as galleries, studios, restaurants, theaters, and open space.
There is a lack of parks on the west side of State Street.
- Open space along Millcreek, but it is not in condition where people would want to utilize it.
- There is a huge void of parks west of I-15; these open spaces are vital to a thriving arts and business community.
- S-Line currently has interfaces of buildings facing their backs to the S-Line. This is a connection to our area of influence.

Utilize the part of Millcreek that passes through the area of influence to connect and attract traffic to the arts district.
- Create a green space west of State Street that can be utilized for vendors and events using the Buehner Block as a potential multi-use area.
- Look at the 5th east entry, Gateway Garden, for branding opportunities for arts and industry connection.
MOBILITY

INVENTORY

S-LINE
- Along TRAX, most stops are within a 1/2 mile walking distance but there is a large gap between 3100 and 1300.
- S-Line is a great connector currently, from east to west but lacks aesthetics as it runs from east (Sugar House) into South Salt Lake.
- There is a gap with the 1/2 mile radius, on the tax, north of South Salt Lake within a closer proximity to Salt Lake Community College (SLCC).

BIKING
- There is a lack of bike lanes west of State Street and a general lack of bike roads in South Salt Lake.

BUS ROUTES
- There are limited bus routes west side of State Street.

FRONT RUNNER
- FrontRunner does not have a stop in South Salt Lake, but the city does well with connecting alternative transportation to the FrontRunner station through bus routes and TRAX.

ROADS
- I-80 and I-15 are physical barriers that disconnect and split movement physically, visually, and mentally.
- There are few roads that extend past I-15. The only two that do are 2700 South and 3300 South.

ANALYSIS

- There is potential for a new tax stop on 2700 South to make the walking distance to light rail systems much more reasonable.
- Capitalize on the opportunity to connect to SLCC and connecting them to the arts district.

- South Salt Lake has all of the potential to become a bike friendly community, especially close to current bike street West Temple.
- There should be more bike lanes created west of State Street.
- Create safe corridors for the commute of SLCC students and staff.

- There is opportunity for more bus routes west of State Street and more stops near West Temple due to all of the residential areas.

- Continue to connect alternative transportation to the FrontRunner to connect to cities north and south of South Salt Lake.

- Capitalize on nodes to make I-15 and I-80 inviting and not a physical barrier.
- Nodes that enter into South Salt Lake from the west side of I-15 should be designed as well to create connection that lacks west of I-15.
Nodes

This is a subjective analysis based on a hard and soft analysis. Nodes were identified according to areas that will make the greatest impact in branding and connecting components to the arts district. Node sizes illustrate hierarchy of importance.

1. West Temple & I-80
   - I-80 was identified as a physical barrier in analysis.
   - Due to the large accumulation of arts district buildings, West Temple is crucial to our area of influence.
   - South of I-80 is residential with much more green space.
   - North of I-80 is generally commercial use.
   - Along I-80, conditions remain the same, not maintained and uninviting for any pedestrian traffic.

2. Garden Gateway
   - The Garden Gateway is a community garden and is the first impression of those riding the S-Line from South Salt Lake to Sugar House.
   - This is a great connection east to Sugar House and down to West Temple through TRAX.
   - There is potential to make this a green space corridor.

3. West Temple & Millcreek Reek
   - This node is important for open space development as well as the incorporation of the arts district. This is a north/south corridor that is lacking a successful connection.

4. 1700 & TRAX
   - This location is in an area where there is a gap of TRAX stops within a 1/2 mile radius.
   - SLCC is within close proximity.
   - SLCC is an art based school and should be connected to the arts district.

5. West Temple & 3300 South
   - West Temple & 3300 South is the connection to West Valley City and I-15.
   - This intersection currently lacks character that matches into South Salt Lake. Block sizes are inconsistent and green space is limited.
BUILDING / STREET INTERFACE
VISUAL RELATIONSHIP

STRONG

• Buildings are close to the street
• Have inviting signage
• Have plantings to soften the front appearance

MODERATE

• Parking lot separating the business from the road
• Face of the building not towards the traffic

WEAK

• No entrance facing the street
• Fenced or blocked off at the street face
South Salt Lake offers an amazing number of travel options. Within the 7 square miles that make up the city there are 2 Interstate freeways, 1 highway, 2 light rail systems, and 2 heavy rail systems. This high volume and proximity of travel corridors brings thousands of commuter eyes through the city daily. This provides the city with opportunities for community branding and event advertising.

Once these corridors are exited, they become visual, physical, and social barriers. The I-80 corridor runs east to west the length of the city. While the city provides underpasses for every through street, the continual corridor wall creates visual barrier that separates the downtown district from the rest of the city.

I-15 and the light and heavy rail systems interrupt the visual and physical connections at the west side of the city. 3300 S. is the only non-border street in the city that runs through all three of these barriers, most other streets simply terminate at one barrier or the other.

Despite these interruptions and the industrial character of large sections of the city, the city feels safe. Crime in the city has decreased by 30% since 2007. Setting the stage for residential infill and re-branding of the area.

View of the Water Tower from I-15

Poor Yorick Studios

Barrier presented by Trax line

Range of residential character

Mural on business wall

Available space Buehner Block Co.
HARD/SOFT ANALYSIS

Established Areas
Potentially Transitioning Areas
Opportunities for Redevelopment
Opportunities of Vertical Branding
Opportunities to Connect to Trax
Interstates
Streets
Light Rail
Millcreek Canal

DISTRICT CHARACTER

EXISTING

POTENTIAL

Immediately South of the I-80 and east of I-15, South Salt Lakes industrial district begins to blend into the residential district further to the east. This approximation of low-cost housing and available industrial space is a key element of what makes this area suitable to host an arts and industries district. This analysis identifies opportunities for redevelopment within the area, as well as opportunities to re-brand the district, marrying the art to the industry.
SYNTHESIS

SWOT ANALYSIS

**Strengths:**
- Access/transportation
- Existing industrial character
- Thriving businesses
- Many potential sites for development
- Buildings scaled to support small businesses
- Strong city, county, and regional support
- Proximity to surrounding hubs of activity

**Weaknesses:**
- Bad connection to the rest of south salt lake
- TRAX, I-15, and I-80 barriers
- Lack of open space
- Poor East/West connection
- Social equity
- Poor pedestrian access

**Opportunities:**
- Buehner stone block for sale
- Canal through the site
- Various vacated blocks
- TRAX stop at 2700 South
- West Temple corridor arts district
- Proximity to industrial centers
- Close to Park City and other recreational opportunities
- I-80 re-branding

**Threats:**
- I-15, I-80, and TRAX barriers
- Potential brownfields
- Poor air quality
- Noise pollution
- No TRAX stop within the site
- Residential apartments are gating themselves off from the street

**CASE STUDY**

The River North (RiNo) District in Denver, Colorado serves as a great precedent for our proposed art district within South Salt Lake. The district is a revitalized industrial hub for the arts and for users all around Denver. Within this district, you can find various art studios, galleries, restaurants, and other interesting amenities that welcome visitors from all around.
VISION STATEMENT

South Salt Lake Transitions

Conceived as a Central Park District, green and residential time and pressure has bisected the city with transit corridors and shaped an area known for its industrial character. Today, the pressures of change have returned. The addition of the light rail to the transit corridor system has provided opportunities for linkage at a pedestrian level. Our goals include changing the character of the corridor district, opening opportunities for residential infill and intimate inter-community linkages.

We want to return to the original vision of the region, and bring a sense of destination to the area. We can accomplish this by branding the area with life and vitality through a concerted effort to augment the growing artistic community.

Transforming physical barriers like the I-80 wall into massive works of art will draw attention to the area and shape first impressions of the region. Converting the Buehner Block lot into a mixed use commercial/residential project, tailored towards artist and community activity, will provide a focal point with the power and energy to re-characterize the district. We are striving to invite community and life to settle in around the successful industrial activity in the area.

PROGRAM GOALS

- Create art incubator and activity hub
- Exploit vertical branding opportunities
- Preserve single family residential character
- Increase bike/walk opportunities
- Develop strong downtown South Salt Lake connection
- Increase district green space
- Communicate district presence at major nodes and traffic corridors
- Art installations at the termini of east/west streets along proposed bike/walk TRAX corridor

MOOD SKETCHES

ENVISIONING CHARACTER

Potential Nightlife

Sense of Destination

Milcreek Feels

Existing Nightlife

Drawing Regional Energy

Canvas Corridor

CREATING OPPORTUNITY

Some of these mood boards are intended to express the energy and life that we want to bring to the district. Others express impressions of the district as it currently exists.

Arts districts are characterized by their vitality, visual stimuli, and sense of opportunity. South Salt Lake is full of opportunities to infuse life and shape the character of the district.
1. There is a proposed stop along 1700 S. to connect SLCC to arts district.

2. Vertical Branding opportunities to draw in traffic from I-80 W., I-15, and I-80 E.

3. Garden Gateway Community Garden with addition of arts district branding to draw in traffic from the Sugar House area.

4. I-80 W. extension from West Temple, Main, and State will be branded to create a connection from downtown into South Salt Lake.

5. I-80 E. will be transformed into an art piece to create an identity for South Salt Lake.

6. Proposed stop at 2700 S. to create a 1/2 mile walk-ability radius within our area of influence.

7. Green Space and opportunity for node branding to draw attention from State Street towards area of influence.

8. Buehner Block becomes an area of destination filled with mix-use, arts entertainment and main art events.

9. Potential skate park to appeal to the diverse demographics and create another sense of destination.

10. Millcreek is viewed as a green way as well as an east-west connection throughout South Salt Lake. Areas around the West Temple and Millcreek intersection will include commercial opportunity for small businesses.

11. The node on 3300 South will include branding and surrounding revitalized commercial areas. This will connect to southern residential neighborhoods.

12. West Temple, Main Street, and State Street are branded with a new street identity throughout area of influence to define an area of change.

With the class W model there was a large amount of activity on West Temple. Buehner Block seemed to also be a central destination.
**CONCEPT 1**

1. Mill Creek and West Temple become the center of destination within this concept with all traffic connected to this central node.
2. I-80 becomes a connector, not a barrier, between downtown and the arts district.
3. Green Space on 2700 S. is another strong east-west connector to West Temple, especially for residents.
4. Mill Creek becomes the connecting east-west connector and with emphasis on strong vertical connection.
5. The Arts district becomes a center of destination that connects to surrounding nodes.
6. This Parti represents the flow of energy, with the downtown Salt Lake City at the top fading into South Salt Lake Arts District.

**CONCEPT 2**

1. Successful industrial activity is preserved west of West Temple.
2. Green space off of 2700 S. is connected to the school and surrounding residential areas.
3. Vertical branding is connected to maximize the view shed.
4. Buehner Block is the center of destination with surrounded mixed use.
5. Commercial revitalization is especially strong along West Temple, I-80 and 3300 S.
The Pearl District in Portland, Oregon hosts a variety of art galleries that feature local and nationally known artists.

Gordon Square in Cleveland, Ohio is home to many restaurants and cafes that serve locally grown ingredients and dishes.

Logan, Utah’s downtown district houses the “First Friday Art Walk,” every first Friday of October where visitors can check out all that Logan’s art district has to offer.

Wynwood Art District in Miami, Florida held a graffiti competition in 2009 that hosted artists from around the world to leave a piece of their artistic ability on the “Wynwood Walls.”

In close proximity to the Midtown arts district in Atlanta, Georgia, Piedmont Park provides visitors with a place to relax and enjoy the outdoors.
Program Elements

- Bikeable/Walkable Complete Street Corridors
  - 2700 South, 3300 South, and West Temple

- Regional and District Destination Sites
  - Buehner Block, Food Court Alley, and Millcreek Trail

- Increased Open Space
  - Buehner Block, Millcreek Corridor, Millcreek Skate Park, Various Pocket Parks, and Improved Green Streets

- Increased Housing Opportunities
  - High Density, Mixed Use, and Preserved Single Family Housing

- Mixed Use Additions: Approx. 1,752,425 sq. ft. (1,168 units)
- Commercial Additions: Approx. 68,214 sq. ft.
- High Density Additions: Approx. 212,058 sq. ft. (141 units)
- Parking Additions: Approx. 674,969 sq. ft.
- Open Space Additions: Approx. 15 acres
**Project Phasing**

- **Phase 1 (0-10 Years)**: Minor intervention among residential neighborhoods.
- **Phase 2 (10-20 Years)**: “Start the Spark” with various artistic applications.
- **Phase 3 (20-30 Years)**: Include a variety of high density residential and mixed use developments.

**Housing Types**

- **Mixed Use Residential**: Mixed use residential units will be added throughout the Art District site but concentrated in the B-block.
- **High Density Housing**: This diagram shows the proposed buildings in the Art District site.
- **Single Family Housing**: Open spaces have been increased from the previous site, which had no green space.

**Elements Diagrams**

- **Trax Corridor**: Complete streets.
- **Green Space**: The Trax corridor and the proposed Trax stop at 2700 West Temple, 2700 South, and 3300 South are proposed complete streets.

**Industry and the Arts**

Embracing the direction of change.
INDUSTRY AND THE ARTS
EMBRACING THE DIRECTION OF CHANGE

TOP RIGHT: THE I-80 ART WALL WILL PROVIDE A FRIENDLY GATEWAY INTO THE NEW ARTS DISTRICT OF SOUTH SALT LAKE FROM THE PROPOSED DOWNTOWN SALT LAKE.

BOTTOM LEFT: THE STREET IMPROVEMENTS TO WEST TEMPLE NEAR B-BLOCK WILL PROVIDE WALKERS AND BIKERS WITH A SAFER AND MORE COMFORTABLE EXPERIENCE ALONG THE MIXED USE STREET.

THE 3D MODEL CONSTRUCTED BY OUR TEAM SHOWS THE VIEW OF B-BLOCK FROM ABOVE.
B-BLOCK MASTER

HIGH DENSITY RESIDENTIAL
COMMERCIAL CORRIDOR
AMPHITHEATER
COMMUNITY GARDEN/ROOFTOP CAFE
CONCRETE DISPLAY AREA
DOG PARK
HIGH DENSITY RESIDENTIAL

PROPOSED COMMUNITY CENTER
VARIOUS ART INSTALLATIONS
SPLASH PAD
MIXED USE HOUSING
MAKER SPACE/BUSINESS INCUBATOR
FOOD TRUCK/FARMERS MARKET
CLIMBING WALL
PARKING STRUCTURE

UNDERGROUND PROPOSED PARKING
FOOD TRUCK CAFE
OUTDOOR CONCERT
ART INSTALLATIONS
MAKER SPACES
HIGH DENSITY RESIDENTIAL
MIXED USE HOUSING
FARMERS MARKETS
COMMUNITY CENTER
COMMERCIAL CORRIDOR
CONCRETE DISPLAY AREA
AMPHITHEATER
COMMUNITY GARDEN/ROOFTOP CAFE
DOG PARK
HIGH DENSITY RESIDENTIAL
B-BLOCK ELEMENTS

B-BLOCK BIRDS EYE

This birds eye view of B-BLOCK shows the different uses and spaces provided in our design. It includes a dog park, amphitheater/outdoor stage, gantry system to allow for multiple events, and a climbing wall.

B-BLOCK ENTRANCE

This perspective showing the entrance of the B-BLOCK shows some of the amenities that you might see when first walking into the block. These include an indoor/outdoor cafe, Trax access, food truck/farmers market area, and a splash pad for children.
SCOPE OF WORK

This team investigated ways to propose redevelopment that will help synergize and connect to the South Salt Lake downtown area (food, health, public transit, community core). The team also proposed types of businesses and a public space anchor that will reinforce the character of the district and its overall connectivity between the SSLC downtown, the S-Line and the Salt Lake Community College. One of the challenges for this team was to bring human scale and connectivity across State Street and Main Street. The team identified all the projects that are getting permitted and currently built along the S-Line, State Street and in the SSLC downtown area.
DESIGN PRINCIPLES

1. Create a network of non-revenue based public spaces

2. Establish development around major nodes

3. Create incubators that compliment existing and proposed developments
COMMUNITY CORE & S-LINE

EXISTING DEMOGRAPHIC
- Primarily White and Hispanic/Latino demographic, also large transient population residing within SSL
- $15,786 per capita income, the lowest in Wasatch Front
- 29.7% of persons living below the poverty level from 2009-2013, which is twice the Utah average
- Lack of low income housing and educational facilities

snapshot 2050 research report

POPULATION GROWTH
- Population in Salt Lake County expected to increase by 25% by 2050
- Utah’s 65 and older population is projected to double by 2050, while the 17 and younger population is projected to decline
- Acceptance of Downtown revitalization aims to bring a different demographic to SSL; this new demographic will be millennials, young professionals, and young families

snapshot 2050 research report

S-LINE DIRECTION OF CHANGE
- Lack of housing options, definite shortage of low income housing (according to AMI study)
- Complement new housing developments that are under construction
- A community core along the S-Line will aim to provide higher densities around transit stops, a variety of housing options, address the lack of core amenities, and create a series of spaces that encourage chance encounters

snapshot 2050 research report

CORE AMENITIES
Effective public transit is available, but the corridor lacks many necessities

Parks & Trails
UTA Routes
TRAX Stops
Schools & Libraries

EAST TO WEST CONNECTIONS
Bike lanes and transit connect to destinations throughout the Salt Lake valley

I-80, I-15, and the TRAX rail system converge within South Salt Lake

CROSSROADS OF THE WEST

SLC
ARIZONA
IDAHO
NEVADA
WYOMING

SOUTH SALT LAKE
JORDAN RIVER
MILCREEK
SOUTH SALT LAKE
I-80
I-15
700 E
STATE ST
TRAX LINE
3900 S
STATE ST
2100 S
S-LINE
3300 S
A CLOSER LOOK AT SOUTH SALT LAKE

FUTURE DOWNTOWN ZONING

By plugging the proposed downtown master plan into the existing context we are able to see the contrast between existing uses and the proposed uses.

If there are discrepancies, or uses that don’t work well together we can propose alterations to adjacent lands or the downtown master plan.

This new downtown plan will alter district boundaries. We will use these findings to formulate a soft and hard analysis.

CURRENT ZONING

FUTURE ZONING

CONCLUSION

To make accurate design choices for the S-Line and core we need to determine if the future zoning plans meet the needs of the community. If there is room for improvement in particular areas we will suggest alternatives and additions to the zoning plans.

We will also look at transportation from residential zones to the mixed use developments and the community core. The goal is to make as many connections to these nodes as possible.

• Heavy emphasis on commercial use along State street
• Single family residential zoning is primarily in the north east quadrant
• The East Streetcar neighborhood is designed to facilitate economic growth and transportation connectivity

• Future zoning will create mix-use hubs of activity throughout the city
• More high density residential and retail use will be added to the State Street corridor
• Transit Oriented Design and form based code implementation will foster biking and walking culture
COMMUNITY CORE & S-LINE

SYNTHESIS

STRENGTHS

The existing S-line and Trax infrastructure is one of the major strengths within SSL and will promote transit oriented development.

Streetcar neighborhood and the form based code developed for the area, if followed, will serve in creating a nebula of development that increase densities with a range of housing options.

Community programs like Promise SSL that promote community values and seek to improve the quality of life for residents.

WEAKNESSES

East to West movement is limited within the city.

Pedestrian and bike traffic is non-existent within the State Street corridor and in areas of the downtown district.

The current image of SSL is tainted by the recent past of SSL “Sugarhood” Although rebranding of the city is currently in progress, there is still room for improvement.

Lack of open space connections and options is a major concern for the city.

OPPORTUNITIES

Parley’s trail has the potential to serve as an arterial East to West pedestrian link from 500 E, running along the S-line, into the SSL downtown where it could serve as a major channel linking spaces in the district.

The undeveloped S-line setback is an opportunity to provide community open space, rebrand image of SSL, and fissure the existing uses surrounding the S-line that don’t align with the vision for the area.

THREATS

Transit barriers and existing infrastructure that can’t be changed (I-80, Trax on 200 w).

Existing land owners and their unwillingness to cooperate with the city.

Average household income is very low, which provides challenges in new housing developments. Bringing growth and energy to an area is preceded by increased land values, doing this without gentrification will prove difficult.

GUIDING PARTI...
Establishing major nodes will harness and expel energy into the surrounding residential neighborhoods. Connections surrounding the nodes will reinforce and balance the energy of high density development and single family residences.

**Concept 1**
- Compliment downtown
- Enhance walkability
- Residential options
- Green space anchors
- Linear development focus

**Concept 1**
- Compliment downtown
- Enhance walkability
- Transit oriented development
- Green space linkage
- Nodal development focus
- Smart Growth Principle
Our design of the S-Line community core programmed each node with a different emphasis. The diagrams on the right illustrate each node's emphasis.

**State Street** node provided more retail and open space to complement the downtown.

**300 East** node emphasis is education and health and fitness.

**500 East** node is focused on retail and housing.
**PHASED IMPLEMENTATION**

**phase ONE**
Develop a cohesive network of open spaces that strengthen the green way along the S-Line.

**phase TWO**
Acquire properties that can be easily developed to complement the open space corridor.

**phase THREE**
Fortify the community core by integrating anchors that generate an energy that attracts all walks of life.

**CORE INFRASTRUCTURE**

**GREEN SPACE**

**PARKING STRUCTURES** | **VEHICULAR NETWORK**

**PEDESTRIAN CIRCULATION** | **TRANSIT STOPS**
The Civic Center inspires creativity and fosters educational opportunities.

The Gateway Anchor creates a rhythm that echoes throughout the corridor.

Parley's Plaza creates a human scale at State Street and compliments the future downtown.
SCOPE OF WORK

This team investigated ways to integrate South Salt Lake growing population. This team looked into ways to address upcoming needs related to this population shift such as housing with lifestyle, affordable housing, proximity of work and recreation with small parks, public gardens, etc. What types of services and schools would be needed? What are the existing amenities? A major key anchor in this area is the HUB of Opportunity located to the South of their site.

The team identified issues of isolation created by the I15 corridor to the Jordan River and the 3300 S corridor. It identified potential infill areas to contribute to the healthy development of the district and its connectivity to the South Salt Lake downtown area. The team took advantage of the proximity of the TRAX station stop (Waterloo Station) as well as the mixed-income residential project (Hamlet Homes builders) located to the West of their site.
DESIGN PRINCIPLES

• CREATE A “TOWN CENTER” / COMMUNITY CORE PROVIDING ESSENTIAL AMENITIES NEEDED AND WHICH SERVES AS A CENTRAL CONNECTOR BETWEEN DISCONNECTED RESIDENTIAL POCKETS

• CREATE SEVERAL ADDITIONAL “CATALYST” RESIDENTIAL DEVELOPMENTS TO ATTRACT FURTHER INVESTMENT IN THE AREA

• IMPLEMENT A VARIETY OF NEW HOUSING / MIXED USE PROJECTS CATERING TO MIXED-INCOME (ESP. PROVIDING FOR LOW-MID INCOME RESIDENTS) AND IMPLEMENTING DEED-RESTRICTED PURCHASING OR SIMILAR RESTRICTIONS

• ENHANCE EXISTING AND CREATE NEW GATHERING AND COMMUNITY SPACES WHERE CULTURAL AND OTHER COMMUNITY EVENTS CAN TAKE PLACE.

• ENHANCE EXISTING AND CREATE NEW GREEN SPACES AND IMPROVE OVERALL CONNECTIVITY BETWEEN LOCAL AND LARGER, REGIONAL SCALE TRAIL AND OPEN SPACE NETWORKS

• IMPROVE PEDESTRIAN AND BICYCLE ACCESS THROUGHOUT SITE AS WELL AS CONNECTIONS TO DOWNTOWN AND RESIDENTIAL AREAS TO THE EAST AND WEST
GOAL: DESIGN FOR A THRIVING COMMUNITY WHICH IS:

VIBRANT
- Revitalized park space with multi-use soccer field
- Community center with plaza and splash pad
- Expanded Utah Refugee Education and Training Center
- Market which provides basic needs for all residents
- Variety of type and scale of public open spaces
- Revitalized streetscapes with trees and building fronts
- Structured parking where possible to improve walk-ability and increase open space

EQUITABLE
- Variety of housing styles and types
- Rental and owner occupied units
- Catalyst development to bring energy and make affordable housing development viable
- Improved accessibility to open space
- Expanded community gardens
- Market rate and subsidized units in same building
- Improved lighting in all areas

ACCESSIBLE
- Grocery store / Market @ Hub of Opportunity
- Library with after school, literacy and other programs
- Community center with plaza and splash pad
- Pharmaceutical store
- Daycare / childcare resources
- Used bike shop (with bike recovery program, maintenance workshops, riding clinics)
- New office and retail space to stimulate economy and create additional jobs
- Outdoor exercise equipment at park
- Laundry mat

THE PROGRAM ELEMENTS

PROJECT LOCATIONS + CONTEXT

SITE SELECTION CRITERIA:
- Adjacency to West Temple “backbone”
- Available land / Land ripe for redevelopment
- New development already underway and / or planned in the area
- South Main Public Health Center
- Columbus Hub of Opportunity, including integrated grocery
- Many small businesses = large number of jobs
- Utah Refugee Education and Training Center
- Adjacency to I-15 (esp. at 3300 south offramp)
- Centrality to existing neighborhoods and residential pockets
- Adjacency to existing parks and open space
- Proximity to TRAX stops
  - 5 min. to Downtown South Salt Lake City
  - 17 min. to Downtown Salt Lake City
  - 28 min to Downtown Draper City
  - 50 min. to Daybreak
MEADOWBROOK PARK COMMUNITY SPACE

VIBRANT
- Soccer / Multipurpose field serves a more diverse community than existing softball fields
- Community center with plaza provides a variety of spaces for events and gatherings
- Splash pad provides a fun, free activity to everyone

EQUITABLE
- Rowhouses face park and capitalize on greenspace connections
- Variety of housing facing park including market rate and affordable options
- Single family units on north side of park to be rebuilt as a part of phase III

ACCESSIBLE
- Revitalized playground area with seating and exercise equipment for adults
- Enlarged community garden area provides additional food options
- Adjacent retail provides opportunities for pharmacy
- Library provides literacy for community

PARKS
- Sports field
- Community center
- Splash pad
- Playground

COMMUNITY CENTER
- Homes facing park
- Residents

COMMUNITY THROUGH OPPORTUNITY
- Oakwood Shores Community Center
- 3825 S. Vincennes Ave.
- Chicago, IL 60653

The design of this contemporary, multi-purpose recreation and community facility achieves a unique dynamic between the interior and exterior spaces. The building incorporates an urban "loft" feel through the use of exposed structural elements, finished concrete flooring and metal/wood accents to standard Drywall finishes. The plan includes an activity/presentation area and interior cafe and lounge area where social events may be hosted and small groups may conduct meetings, craft circles, do homework, and other activities. Outside cooking grills and event area combine with lush gardens to seamlessly integrate all spaces and weave the building into the neighborhood landscape.
MILLREEK STATION GATHERING SPACES

MILLREEK STATION AREA

- Within easy walking distance of millcreek TRAX station
- Existing catalyst residential developments in place
- Large number of vacant lots and areas ripe for redevelopment
- New development adds additional housing in the form of multi-family and mixed-use units
- Additional green space provides much needed recreation area for residents
- Revitalized streetscapes improve character of streets throughout site and help to calm traffic
- Special attention given to West Temple to strengthen “backbone”
- Plazas create a variety of public spaces

MILLREEK STATION AREA

- Within easy walking distance of millcreek TRAX station
- Existing catalyst residential developments in place
- Large number of vacant lots and areas ripe for redevelopment
- New development adds additional housing in the form of multi-family and mixed-use units
- Additional green space provides much needed recreation area for residents
- Revitalized streetscapes improve character of streets throughout site and help to calm traffic
- Special attention given to West Temple to strengthen “backbone”
- Plazas create a variety of public spaces
South Salt Lake City enjoys a very diverse population which continues to diversify year after year. This creates many opportunities for cross-cultural experiences and community development. Additionally, the median household income in SSLC, while slowly increasing, is quite low compared to surrounding areas. This leads to additional development challenges and helps shape the program for future design.

- **Median Household Income of South Salt Lake City Residents**: $37,238
- **South Salt Lake City Total Population (2014 Data)**: 24,748
- **Median Age of South Salt Lake City Residents**: 29.8 yrs

**Availability of Key Amenities**

- **Elementary Schools**: Much of SSLC has poor accessibility to elementary schools (one approved)
- **Grocery Stores/Markets**: Much of SSLC lacks accessibility to a store (stripes indicate culture specific stores)
- **Health Care Facilities**: A gap in proximity to healthcare facilities can be seen which includes most of SSLC
- **Public Libraries**: A very large area of SSLC and Murray lack proximity to a public library

**Housing**

This table identifies one of the major problems facing SSLC. There is a large shortage of housing that is within the price range of residents making less than the Annual Median Income (AMI) in SSLC (nearly 2/3 of the city’s population). Inversely, there is a surplus of housing in the price range of those earning at or above the AMI.
Our focus area is located on the far south end of South Salt Lake City and borders Murray City. The area is located adjacent to the Meadowbrook TRAX Station and extends from just south of 3900 S. northward to approximately 3700 S. and east to include the east side of state street. This area was selected in part due to its proximity to public transit, as well as for its centrally located Meadowbrook Park, abundance of desirable properties, and the presence of several new housing projects that can serve as a catalyst for further residential development. We foresee this area serving as a catalyst of development which will extend outward and eventually have far-reaching impacts on all of the surrounding areas. Of key importance will be the intersections of West Temple, South Main, and State St. with 3900 S. Also of interest is the relationship across the TRAX line with the old Applied Technology College building and the properties adjacent and to the north.
Mental Mapping

- Housing is the only categorized district. The rest are vacant or unorganized mixed use.
- Landmarks are not interesting. They only help identify where you are in the space.
- Pathways lead to dead ends, heavy traffic, or don’t continue further.
- Nodes are vehicle influenced and are the only four-way intersections.
- Edges are too strong. Needs more connection through pathways and walkable nodes.
- Connection to existing districts and landmarks are poor.
- Few pathways that are enjoyable, most are along main corridors.

Perceptual Dimensions

- Some crosswalks feel clustered and unsafe, others are unmarked.
- Bad visual connection between corridors, a lot of dead ends.
- Bike routes get lost in intersections.
- Barriers have been created from high traffic roads.
- Large distances to be traveled to reach a bus station.
- Many areas with run-down or missing sidewalks.

Sketches

- This sketch is of the housing district. Plymouth Townhomes and Waverly Station Apartments, a close-knit community that utilizes focal points, privacy, and various materials that make the space interesting throughout. The space includes some gathering areas and a nice balance of vegetation. The design was well planned which makes it feel safe and private for how tight the space really is.

- This is a sketch of the walking path leaving Waverly Station heading toward Harmony Park. The path leads to a community garden and large park that has a playground, 2 softball fields, and pavilions. The site feels tight and quiet but a short walk opens you up to an outdoor experience, all within walking distance of the apartments.

- This is the patio of VIA apartments near the Meadowbrook Trax Station. This sketch shows some of the luxury of the apartments within our area of interest. Beyond this view there is track, I-80, and the front runner. But when on this patio, it seems non-existent. The apartments do a great job with a simple style making it feel easy and relaxing.
OPEN SPACE ANALYSIS

EXISTING AND PROPOSED OPEN SPACE

KEY
- EXISTING PARKS
- OPPORTUNITY FOR OPEN SPACE
- 1/4 MILE BUFFER AROUND OPEN SPACE OPPORTUNITY
- 1/4 MILE BUFFER AROUND OPEN SPACE
- BARRIERS
- TRAX LINE

THE CENTRAL LOCATION FOR RESIDENTIAL OPEN SPACE IS HARMONY PARK. IN OUR FOCUS AREA THERE IS ONLY TWO OTHER SMALL OPEN SPACE AREAS TO THE EAST OF HARMONY PARK. IN ORDER TO ACCOMODATE MOST RESIDENCE IN THIS AREA, SEVERAL PROPOSED LOCATIONS HAVE BEEN NOTED ON THE MAP.

TRAILS AND BIKE Lanes

SOUTH SALT LAKE TRAIL AND BIKE LANES MAINLY RUN NORTH TO SOUTH WITH LITTLE CONNECTION FROM EAST TO WEST.

PARK OPPORTUNITIES

WITH LITTLE PARKS AND OPEN SPACE THERE IS LOTS OF OPPORTUNITIES FOR NEW AND IMPROVED PARKS AND OPEN SPACE THAT WILL CONNECT THE COMMUNITIES TOGETHER.

ACCESS TO PARKS & OPEN SPACES

PARKS AND OPEN SPACE ARE VITAL TO HEALTH AND COMMUNITY CONNECTION. THIS MAP SHOWS ACCESS TO PARKS AND OPEN SPACE, 1/4 MILE DISTANCE FROM PARKS, AND A 1/2 MILE DISTANCE FROM OPEN SPACE.

COMMUNITY + RESIDENTIAL
BUILDING COMMUNITY THROUGH OPPORTUNITY
Social Cultural Dimensions

South Salt Lake City’s Changing Demographic

South Salt Lake City enjoys a very diverse population which continues to diversify year after year. This creates many opportunities for cross cultural experiences and community development. Additionally, the median household income in SSLC, while slowly increasing, is quite low compared to surrounding areas. This leads to additional development challenges and helps to shape the program for future design.

Availability of Key Amenities

Elementary Schools | Much of SSLC has poor accessibility to elementary schools (one approved)
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Housing

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Existing Housing Stock versus Household AMI

New Housing Unit Demand by Household Income Level

Figure 11: New Housing Unit Demand by Household Income Level

Current population projections indicate that, by 2030, the City of South Salt Lake will need an additional 3,000 housing units. Of these, 536 will need to be affordable to extremely low-income (≤50% AMI) households, and 535 will need to be affordable to moderate-income (>50% to ≤80% AMI) households, and 3,000 will need to be affordable to very low-income (<30% AMI) households. Of these, 2,446 will need to be affordable to extreme low-income households, and 3,000 will need to be affordable to very low-income households. Of these, 2,446 will need to be affordable to extreme low-income households, and 3,000 will need to be affordable to very low-income households. Of these, 2,446 will need to be affordable to extreme low-income households, and 3,000 will need to be affordable to very low-income households.
scope of WORK

This team investigated the themes of connectivity and mobility to develop and reinforce park and open spaces within the neighborhood in relationship to the City of South Salt Lake, to other surrounding communities (Salt Lake City and West Valley among others). This team had to think about open spaces at various scales from the possibility of a grand loop (mountains to Jordan River and back) and also to site scale within SSLC and in relationship to adjacent communities. A range of scales from destination gathering to neighborhood gathering are proposed. This team also looked into infrastructure systems (transportation, etc.) that integrate the city and neighborhood, not dissect it. The team acted as the main ‘connector’ with all the other teams.
design PRINCIPLES

EXPANSIVE
The system of open space connections will span from the Jordan River to the Bonneville Shoreline Trail. It will provide a safe, well maintained system of alternative transportation to citizens of SSL as well as the adjacent community members. The program will also encourage people to explore surrounding landscapes.

ADAPTIVE
The system of open space and community centers will serve the needs of a changing population. Addressing both the shifting demographics and the metamorphosing location of housing centers will make the system work for present as well as future residents.

RESILIENT
The open space and community centers will remain functional through changing markets, economic fluctuations, and population shifts. It will preserve South Salt Lake’s historic properties, integrating them into modern times.
OPEN SPACE

BY THE NUMBERS

36.3 ACRES OF PARKS

176 ACRES OF OPEN SPACE

7.5 MILES OF TRAILS

10 COMMUNITY CENTERS

8.5 MILES OF BIKE LANES

GOALS

77.5 ACRES OF PARKS

9 MILES OF BIKE LANES

RESIDENT ACCESS

100%

• 1/4 MILE PARKS
• 1 MILE OPEN SPACE
• 1/4 MILE TRAIL
• 1/2 MILE BIKE LANE
• 1 MILE COMMUNITY CENTER

CONNECTIVITY + OPEN SPACE
BUILDING A RESILIENT, ADAPTIVE, EXPANSIVE SYSTEM
South Salt Lake serves as an industrial hub at the center of Utah’s population corridor. It is the vertex of two of Utah’s main transportation corridors, I-15 and I-80.

Mill Creek is the primary tributary to the Jordan River which runs through South Salt Lake. Parleys also used to run through SSL before being diverted to Sugar House. From the large scale analysis, the importance of both topography and the Jordan River becomes evident.

Open space encompasses the space from the mountains to the Jordan River and a green loop is the ultimate goal. To better serve the expanding community of SSL, an operable system of community centers, parks, and trails with heavy emphasis on alternative means of transportation and neighborhood connectivity is crucial. Expanding on existing infrastructure and natural systems such as Mill Creek can improve. Our analysis will look to understand the barriers, both physical and cultural, that need to be addressed in order to meet these goals.
DEMOGRAPHIC DATA

- Median Age: 29.1
- Average Income: $37,238
- Unemployment: 3.1%
- Poverty: 2.8%

- Median Housing Income: $166,100
- Housing Units: 9,176
- Asian: 9.7%
- Other: 7.6%
- Hispanic: 28.5%
- White: 54.2%
BUSINESS ANALYSIS

Business Goals:
- Increase the number of jobs and attract higher-paid industries
- Increase the percentage of occupied properties to increase tax revenue
- Increase retail sales and reduce leakage (shopping outside city boundaries)
- Market and display products “Made in SSL”

**BUSINESSES**

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Size Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>93%</td>
<td>small (under 20 employees)</td>
</tr>
<tr>
<td>4%</td>
<td>medium (26-50 employees)</td>
</tr>
<tr>
<td>2%</td>
<td>large (over 50 employees) or chain franchise</td>
</tr>
</tbody>
</table>

**IN DOWNTOWN**

<table>
<thead>
<tr>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>275 people live here</td>
</tr>
<tr>
<td>3,000 people work here</td>
</tr>
<tr>
<td>262 businesses</td>
</tr>
</tbody>
</table>
WALK SCORE
BY THE NUMBERS

SSL
WALK SCORE®
54/100

3300 SOUTH STATE STREET
80/100

Walking Radius

Below Average Walk Scores
- West side of I-15
- Directly east of I-15
- Around newer housing developments

Lower Walk Scores
- On edges of city

Above Average Walk Scores
- On main drags
The main purposes of our regional concept were to identify large scale connections, determine team overlaps and proximities, and to identify vacant for sale lots to add to the city land bank. The largest of the proposed acquisitions is the Buehner Block located on 2800 S W Temple.

Beuhner Block’s adjacency to Trax and Millcreek, along with its centralized location make it a prime piece of real estate for SSL to acquire. In exploring concepts on the large floor map, we experimented with the idea of a community center wrapping around the edges of an extension of Millcreek.

MILLCREEK CONCEPT

Important nodes in the Millcreek Concept included the intersection of Millcreek and Trax, the State Street commercial crossing, unearthing the stream, and the 300 E connector. Identifying the realities of the industry sector helped strengthen the case for Millcreek to bisect the otherwise impenetrable western infrastructure.

The hinge point of Millcreek’s connection, the transit node stems into Beuhner Block, possibly the most important piece of real estate currently in SSL.

An old trailer park occupies the plot of land along the Millcreek section of State Street, creating a programmable space here will aid in transforming State street into a commercial hub.

Millcreek is piped underground to cut under this Rite-Aid and parking lot. Demolishing this soft site to bring Millcreek to the surface provides room to add additional green space.

Crossing the industrial railyard is the first of two major hurdles for Millcreek Trail to extend into SSL. There is abundant green space in a sliver shape between the tracks which may serve as a unique industrial greenspace destination.

The western edge of Salt Lake serves as a major recreation source and regional connector for the ambitious biker. With heavy industry flanking Millcreek, special attention will have to be made for this gateway.
EXISTING OPEN SPACE

CONNECTIVITY + OPEN SPACE

BUILDING A RESILIENT, ADAPTIVE, EXPANSIVE SYSTEM

Found in SSL Parks Master Plan
The Millcreek corridor is an underutilized waterway cutting east to west through SSL. It is the only Jordan River tributary within the site and its central location makes it a great opportunity to create neighborhood connections through improved urban trail networks.
As Millcreek passes through SSL, the interface transitions through industrial, commercial, and residential zoning before transitioning back into large-scale streets. The width of the streets along with how close the buildings are to the water are the two main issues which must be addressed in order to make Millcreek into an urban trail corridor.
The history of South Salt Lake's open space was not so much formed within the city limits, but in the surrounding communities. Once Mormon pioneers settled the valley, the Salt Lake City grid system expanded, creating rural communities on the outskirts of town and beyond. Along with the growth came recreation areas where citizens could retreat from the bustling streets of town. Initially, these rec areas came in the form of resorts and country clubs with the more well known properties being Saltair, Calder Park Resort, and the Salt Lake Country Club. It wasn't until 1881 that Brigham Young's 'Forest Park' was sold to Salt Lake City and in 1882 was redesigned and named 'Liberty Park.' Upon its completion, Liberty Park would become the city's first public park. Then, in 1890, a man by the name of Jesse Fox Jr. recognized the magnitude of growth and pursued a plan to preserve open space in a rural area south of the city. Inspired by New York's Central Park, Fox designated that a plot of land extending from State St. to 300 East and 2500 South to 3000 South as Utah's own 'Central Park.' In the 30 years following the park's conception, Utah's population more than doubled and the open space of Central Park succumbed to residential development. In 1925 the area was dubbed the LDS Park Ward. A little over a decade later, the City of South Salt Lake was incorporated. But as the city was organically developed, preservation of parks and open space was not priority, creating the immense grey areas we see today. Going forward, this problem can be combated by programming park space in to redevelopments as well as retrofitting it into unde-utilized areas.
GEOGRAPHIC CONNECTIVITY

While South Salt Lake is a city composed of 2/3 industrial/commercial, the fact of the matter is that the city sits in the center of a mecca of outdoor recreation activities. The opportunity to build upon this connection should not be overlooked.

OUTDOOR RETAILERS IN SOUTH SALT LAKE
- 4FRNT
- Coalatree
- Go-Ride Bike Shop
- Intermountain Aistream
- Kirkham’s Outdoor Products
- Performance Bicycle

NATIONAL PARKS WITHIN A FIVE HOUR DRIVE

Given the proximity of South Salt Lake to world renowned outdoor recreation and access via two major interstates, the city has the potential to be seen as a “Gateway to the Wild.” The programming of open space within the city can utilize this relationship to establish an identity that better affiliates future development with the geographical surroundings.
While Millcreek has evolved a unique, feral beauty; the grey landscapes it bisects create a less-appealing perception of the waterway. The river as it sits now is an urban canal, vulnerable to litter and pollution. This is evidenced by the murky water seen within our site that is actually clear a few miles upstream along with an apparent need for litter removal along the banks.

Business in South Salt Lake appears to have rebounded, yet the landscapes surrounding the now-occupied space still exhibit symptoms of recession. Many mid-age trees are half-dead, a sign that the landscaping went unmaintained for an extended period of time and was unable to adapt to the harsh Utah climate. With a little upkeep these storefronts will have the rejuvenated look of a young city.

Active and inactive railcar tracks exist throughout the site. Though these provide obvious opportunity, the big take away is that the city has large-scale infrastructure at their disposal. As South Salt Lake moves forward with plans for vertical growth, the transit systems and ample access to major thoroughfares will prove to be an invaluable advantage, all it needs is greenspace.
### Strengths
- Strong system of community centers wide a wide variety of uses
- High use of existing parks
- Local library and senior center
- Trail system is expanding and serving a broadening population
- City is skilled at getting grant money to fund programs for low income residents
- New programs for adults in response to requests including jazzercise, yoga, pickleball, and volleyball
- Partnerships with Jazz, SL Bees, Chill
- Youth sport programs are high-quality, affordable, and have high rates of participation
- Value/cost of programs is high
- Good relationship with Mill Creek and Jordan River
- Majority of residents are within 1/4 mile of a park, open space, or school
- Strong volunteer efforts keep rec programs operating
- Excellent after-school programming

### Weaknesses
- No adopted Parks and Rec Master Plan
- No dedicated capital funding or impact fees
- No master plans for several parks/facilities
- Lack of coordinated Capital Improvements Plan or Facility Management expertise
- Facility management funds have not grown to meet expanded property inventory
- No outdoor recreation programs
- Outdated equipment and deferred maintenance
- Need for first class recreation center
- Loss of community rooms for rent after leasing Columbus Center to Alianza Academy
- Some popular programs were lost/dropped recently (WOW, adult softball, movies, first tee)
- Limited adult recreation offerings
- Limited summer rec programs for youth and adults
- County recreation is open to SSL residents, but is unaffordable
- Relatively low level of service for recreation, measured by park acreage per capita
- No field or gym space available for expanded programming
- Uncertainty of rented facilities (schools, county)
- No parks in northeast corner of the city (St. Annes maybe?)
- Need bike routes and trails
- Heritage Moos not big enough for demand
- Need a membership gym
- Demand exceeds supply
- Lack of equipment (even distribution)
- No urban forestry plan or coordinated city policy
- No money to maintain Jordan River Parkway

### Opportunities
- Recently vacated lots
- Tell people about recreation in new resident packet
- Opportunity for responsive programming and communication
- Guerrilla fitness-recreation anytime, anywhere.
- Improve communication between departments and externally
- Central Park is close enough to access from the S-Line and could attract people with the right programming and wayfinding
- Scott School is underutilized for recreation
- Better job recruiting - Can do with PSSL
- More collaboration with SL County Rec is possible
- Adult rec programs get local businesses involved
- Potential to make Central Park the city's premier park and recreation and fitness center
- Potential to move senior center to new location (Creekside Building) to open up space at Columbus for Community use/school
- Potential to acquire the Todd Property to expand Columbus Center green space/building
- Build parks and public spaces within Downtown SSL
- Build the greenway public park along the S-Line/Parleys Trail
- Secure open spaces/parks along Millcreek trail corridors. Develop city property on the west side of Fits Parks to trail corridor.
- Rent available gym space
- Create fitness circuit at Fits
- Potential for boating on Jordan River
- Oakland Ave property
- Create more recreation opportunities within developments, such as fitness centers, pools, and rooftop gardens inside apartment complexes and FUDS

### Threats
- Columbus Center does not feel like a community center anymore to some residents
- Limited rooms/spaces available for rental by residents
- Questionable budget support for rec programs
- City population is increasing through redevelopment, but park space is severely limited
- Cost to rent/lease park and rec facilities is increasing each year
- Losing public green space, tennis courts, and track at Granite High
- Losing location for Freedom Festival at Granite High
- Salt Lake County interested in running more rec programs within city, which may not suit resident needs and budgets
- Possible loss of park space if Grant School District closes Granite Park Jr high School
- Potential for loss of character, big box stores

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**Found in SSL Parks Master Plan**
In order to better understand the S.W.O.T. analysis, we began mapping the elements contained within it to see where they are located. Some areas ended up being both strengths and weaknesses. Many items within the analysis are not on the map, as they have not found locations yet. Examples of this include finding new open space and trail corridors, a membership gym, and the lack of parks to the northeast. As we continue to analyze areas within SSL, the map will expand as a working document to determine phasing and implementation of site elements.
PROGRAM DEVELOPMENT

VISION
Connection to prominent geographic features (Jordan River and Wasatch Range), through a hierarchy of open space networks will better integrate South Salt Lake with its surrounding neighbors as well as its own communities. Our vision is to break down barriers through the implementation of bike, pedestrian and alternative transportation connections throughout the city focusing on the natural river corridors along with smaller, more pedestrian arterials.

With its successful history of industry and commerce, South Salt Lake is looking to become a more well-rounded city through implementation of a master plan. Maintaining the industry that gives the city its character and economic base is critical to this plan for the future. Balancing this with the recreational, social, and practical needs of the residing peoples by activating under-utilized land in the region will help close the gap between industry and community. South Salt Lake’s commitment to a progressive future will include unique destinations linked by open spaces, public transit, and arterials for its growing urban core. We will pair financial reality with big dreams for an achievable end goal of stronger choices and better options for a city on the MOVE.

FORMING NETWORKS THAT ARE...

1. ADAPTABLE
- Absorb the added access needs of a rising population by identifying 41.2 acres of adaptable space for parks
- Identify and obtain vacant/for sale lots in key locations forming a land bank to address future needs. Sites include Granite High, Oakland Ave the Todd Property
- Create redundant program elements to support growth and distribute recreation equipment equitably across the city to support access.
- Trees are amazing carbon sinks. Aid in climate change mitigation through planted corridors

2. EXPANSIVE
- Complete Parley, Millcreek, Meadowbrook, and Jordan River trails in a network of over 176 acres of open space
- Form additional north south connectors along 300 E and 500 E
- Extend Millcreek to the Bonneville Shoreline Trail, broadening the reach of SSL trails
- Add a minimum of .5 mile of bike lanes to meet open space goal of 9 miles
- Use the new downtown node to push the agenda of open space

3. RESILIENT
- Absorb the added access needs of a rising population by identifying 41.2 acres of adaptable space for parks
- Purchase land where possible to avoid losing recreation sites not owned by the city
- Solidify funding sources for recreation programs and after-school programming
- Continue to garner grant funds to support the participation of low income residents
- The annual medical expenses of physically active individuals are $865 less on average. Create a more resilient population.

Densification of Millcreek Corridor

- Produces more corner lots
- Provides additional store frontage for more variety businesses and uses
- With larger concentrations of residents, creates enough mass for large scale public transit and trail systems
- Better reacts to changes in markets and city needs
DESIGN PRECEDENTS

OPEN SPACE OVERLAYS

Millcreek runs between the Jordan River and Millcreek Canyon mouth for 7.75 miles. Across the country, cities have improved the lives of their citizens by making an investment in open space connectors. Well built, well maintained, and well branded open space connectors instill a sense of pride in the city’s population. They aid commerce by providing more human interactions with storefronts. They encourage an escape from vehicular travel into a more natural setting among the often stressful daily life within cities.

Millcreek is a 7.75 mile urban stream that connects residential areas to cultural districts and provides connection to the Jordan River. The Millcreek project involved the development of a series of interconnected open space connectors along the stream.

Wall Creek will link nine anchor along the 7 mile creek section. Each anchor includes a unique element and brand. This includes “The Grove”, highlighted with large stands of live oaks and “The Refuge”, an all ages rock and grassland open space with active learning opportunities. Through thoughtful land planning, the meandering nature of the creek has been maintained throughout the high density area, a concept that could be applied to future development around Millcreek.

The Rose Fitzgerald Kennedy Greenway is the result of one of the largest and longest correctional construction projects in history, the Big Dig. The result of the 24 billion dollar project is a 15 acres/1.5 mile greenway through the heart of downtown Boston. It shifted the major highways underground, reducing the above ground vehicular pressure. The parks are each unique and often display travelling art displays from artists including Ai Weiwei.

Build around the Bloomingdale rail line, the 606 provides a much needed 2.7 miles/99 acres of open space to Chicago. In a city with a considerable crime rate, the 606 provides a safe, lively space for residents. With walk and roll to school programs, concerts, exercise programs, and shared access, the 606 shows the importance of bringing a City up to open space standards.

Programmable spaces along Millcreek will both draw crowds and raise awareness of the trail.

SALT LAKE CITY

BOSTON

CHICAGO

INDIANAPOLIS

AUSTIN

SAN ANTONIO

SAN ANTONIO RIVERWALK | TX

The San Antonio Riverwalk masterfully meshes recreation, nightlife, art, museums, sports, shopping, and events along a beautiful 14.5 mile urban trail. The section of trail above one of the more industrial/residential sections of the path, also crossing under the Jose Lopez freeway. The brilliance of this project is the seamless way it winds through high rises as effectively as single family residential. The high degree of programming is well received and heavily attended. Programmable spaces along Millcreek will both draw crowds and raise awareness of the trail.

The style and design of the 3/4-mile long Sugarhouse section of the S-Line is directly applicable to South Salt Lake’s open space plans. Through integration of similar planting and building materials, along with recognizable signage, the S-Line package could provide a cohesive base for the look and feel of open space corridors in South Salt Lake.

The 606 | CHICAGO, IL

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**Design Precedents**

**Branding**

South Salt Lake seeks the value that a strong brand can provide. People hold a psychological connection to brands because a brand can represent a person’s style, beliefs and values. Brands create loyalty and pride especially where people live and recreate. Open spaces that embody safety, creative programming, energy and high value towards its people presents a desirable environment that the community can share. People also greatly value their free time and would use time to travel to that experience. If desirable open space branding is brought to their own backyard, the possibilities would sky rocket for local activity and recreation. This strengthening force of being a part of something bigger than oneself, part of a progressing city will spark the identity that South Salt Lake is searching for.

South Salt Lake’s neighbor, Sugarhouse paved the way for beautiful transit corridors. Pathways are well defined with changes in color, texture and paver styles. Lush barrier plantings separate the people from the transit, and activities and seating dot the corridor facilitating a feeling of comfort and familiarity as the S-Line enters South Salt Lake with its lack of design identity, and unkempt aesthetic features.

San Antonio is a hub for modern affluence. The Venice inspired gondola rides, impeccable dining options and consumer variety capture identity in its essence. The Milcreek corridor has the potential for cultural influence, unique food experiences and consumer expansion especially along the State Street corridor. Day and night life thrive in San Antonio, exemplifying potential for evening programming along Milcreek. The many intersections such as West Temple, Main Street, State Street and even 700 E allow pockets of density that will support the economic and overall open space use of the Milcreek corridor.

**The Rose Fitzgerald Kennedy (RFK) Greenway** in Boston, MA is an iconic park system in landscape architecture. The connectivity of green spaces flows with the high rise city architecture providing a wide range of amenities that users can partake in, such as splash pads, places for social meet ups, urban escape greenery, bike lanes and much more. The mile and a half of contemporary parks can be mimicked along the Milcreek which flows from industrial, commercial and residential with the overall goal of connecting people to places within South Salt Lake.

**The Monon Trail** represents the movement culture in Indianapolis, IN. Constructed and modeled after old rail roads, it becomes an inspirational precedent for adaptive reuse that can be implemented throughout South Salt Lake, considering the high quantity of industrial aspects. The trail also runs along the White River which is many ways is similar to the Milcreek or Jordan River. It exemplifies identifiable bridge crossings and outlooks of beautiful river vistas.

**The 606** or formerly known as the Bloomingdale Trail, runs east to west in the city of Chicago, IL. An under-utilized space was revamped into a park ‘bring together arts, history, design, trails for bikers, runners, and walkers, event spaces, alternative transportation avenues and green, open space for neighbor, Chicagoans, and the world” according to The 606 webpage. The easily identifiable pathways, unique trail designs and artistic lighting seen in the 606 can greatly enhance the identity of the trail systems if implemented throughout South Salt Lake.

**Waller Creek Greenway** in Austin, TX displays many opportunities of riverway trail systems combined with modern architecture. Its has restored the local creek and created a parks district increasing public open space by 27 acres. Similarly South Salt Lake envisions an increase of 36.3 to 77.5 acres of new park space. The Narrows shown in the top left precedent promote opportunities for retail and art space for an intensified urbanity experience along the river.

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PARTI

Parti development focused on telling the story of South Salt Lake’s inner and outer connectivity. Generalized thoughts about the direction of planning for SSL have been abstractly portrayed through Regional, Site, and Group Networks.

The variety of mediums used to define our big idea and departure point. The big idea is to think regionally and locally at a deep level to ensure South Salt Lake becomes better connected at all scales.

REGIONAL

Forming Connections

The second regional parti is a 3D representation of the span between the Wasatch Range and the Jordan River. The landscape steps down from the 7 canyons of Salt Lake, reaching across the sugarhouse region, through South Salt Lake and connecting to the regions major waterway.

The hierarchy of elevation brings small tendrils of water together from deep in the range to feed something greater. Water and gravity are inexorable forces and their pull on people can be used to create human centers.

OPEN SPACE DISCONNECT

A blank slate park parti shows South Salt Lake’s parks without the context of roads, zoning, and connections. Massing the parks in this way allows ideas to form about why the open space was formed in this way before diving into details about the physical realities and barriers of the site.

Looking at a map that the lack of green to the north west is due to the rail yard and industrial complexes nestled along I-15. Seeing this immediately limits vision of the site, something a parti allows us to see past innate biases and think about grand ideas.

THE MILLCREEK BACKBONE

Open space serves little purpose without well defined, highly utilized districts to serve as connection points. A section cut of South Salt Lake shows current land use skewed heavily to the west, slowly transitioning to commercial and then single family residential to the east. Each of the 6 teams involved have areas of influence. We wanted to show that things being shaken up might not be so bad. Spreading green space throughout SSL with services, housing, commercial ventures, and transit options could work!

The mess above has been put back together into a recognizable, well organized form in the blank parti. Ideas of connectivity through the expression of separateness, but equal districts connected by a web of green space became the final formation of our idea of teamwork. Each team will have to pull together to collaborate on overlapping areas, as well as to spread out proposed amenities in a financially and socially responsible manner.

While our focus is regional, our core design revolves around creating a backbone of open space and amenities. Millcreek is currently the largest undeveloped open space corridor in SSL. It’s central location, diverse adjacent uses, and broad east west connection potential make it the spine of our neighborhood connectivity initiatives.

FORMING CONNECTIONS

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**LAND MAPPING**

**EXISTING OPEN SPACE**
There are only 36.3 acres of parks in SSL currently. The population, especially those living closer to the industrial west are underserved.

**EXISTING BIKE LANES & TRAILS**
9 miles of bike lanes exist in SSL currently with the majority running north south. Millcreek is underdeveloped and does not connect. It is not bike-able as it is mostly polluted gravel paths.

**VACANT LOTS + Potential Sites**
There are numerous vacant or underutilized commercial, industrial, and vacant spaces throughout SSL. The majority of these areas are within a half-mile of Millcreek Corridor.

**THE OS**

**operating system**

the software that supports a computer’s basic functions, such as scheduling tasks, executing applications, and controlling peripherals.

**open space**

the land infrastructure that supports a community’s necessary functions, such as commuting, relaxing, recreating, and networking.

**Vision**

Our goal is to break down barriers to better connect communities and create equitable open space access for all of South Salt Lake’s diverse populations.

**CONCEPT**

**Millcreek Backbone**
The Jordan River to the west and the Granite High Community center at SSL’s eastern border provide a strong impetus and gravity for a thread of open space between the two.

**Three Anchors**
By creating spaces that attract people in the middle and at the ends of the SSL Millcreek Corridor, the trail system gains a reason for being.

**Connect In**
Millcreek Corridor will ultimately link in all major streets, reimagining the region around the trail and providing connections into the surrounding cities.

**RESIDENTS**

**Race**

- **WHITE**: 51.3%
- **HISPANIC / LATIN AMERICAN**: 34.9%
- **ASIAN**: 8.8%
- **BLACK**: 2.1%
- **AMERICAN INDIAN**: 1.5%
- **PACIFIC ISLANDER**: 0.5%

**Gender**

- **FEMALE**: 11,784
- **MALE**: 12,964

**Age**

- **0-19**: 6.7%
- **19-44**: 48.3%
- **45-65**: 25.2%
- **65+**: 19.8%

**Users**

- **Retirees/Empty Nesters**
- **Refugees & Immigrants**
- **Recreation Seekers**
- **Young families**
- **Kids/Teens**
- **Commuters**
ZONING
The Millcreek corridor is an underutilized waterway cutting east to west through SSL. It is the only Jordan River tributary within the site and its central location makes it a great opportunity to create neighborhood connections through improved urban trail networks.

ETHNIC DISTRIBUTION
The two major populations, Hispanics and whites live mostly in opposite corners of SSL. Hispanics tend to live on the industrial side while dense white neighborhoods hug the eastern edge near Sugarhouse. Equitable park access and affordable houses will help bridge this divide.
As Millcreek passes through SSL, the interface transitions through industrial, commercial, and residential zoning before transitioning back into large scale streets. The width of the streets along with how close the buildings are to the water are the two main issues which must be addressed in order to make Millcreek into an urban trail corridor.
1.5% increase in sale price with 11% increase in park space within 200-500 feet

Up to 15% property value drop within 400 feet of unkempt areas

Asphalt roofing produces heat island effects and prevents natural infiltration from feeding Millcreek

4-12% decline in housing values within direct proximity of sex offenders homes

One large tree produces the cooling effect of 10 room-size AC units running 24/7

There is generally less crime in areas with high visibility (State St) and park space.

Existing Trailer Park

Proposed Park

adapting STIGMATIZED LANDSCAPES

Millcreek ECOLOGY PARK

Generates 24 kilowatt hours of power daily

Providing 100% of the park's electric demands

CONNECTIVITY + OPEN SPACE
CATALYZING CONNECTIONS THROUGH GREEN INFRASTRUCTURE

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Reinforcing Revitalization

Current efforts are underway to return Millcreek to its historic ecological state. By creating deep, tree-covered waterways within the creek, the Bonneville Cutthroat Trout habitat can expand beyond the confines of Millcreek canyon.

The ecology center will provide a learning environment for all ages to be exposed to information about Millcreek and the goal to return it to a more natural and stable ecological state. It will demonstrate green building practices and coordinate events with the community center across the street.

The new community center meets the needs of the growing population of South Salt Lake by providing:
- Rentable Community Spaces
- Public Gathering Spaces
- Recreational Courts and Equipment
- Amenities for the retirement community and the apartments in the renovated Granite High School
- A soccer field, tennis courts, basketball courts, and aquatic center

GRANITE COMMUNITY AND RECREATION CENTER

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catalyzing CONNECTIONS

COMMUNITY CORE

RESIDENTIAL + HEALTH

TRANSIT

INDUSTRY + ARTS

SLCC

local CONNECTIONS

CONNECTIVITY + OPEN SPACE

YELLOWSTONE NATIONAL PARK: 373 MILES

BONNEVILLE SALT FLATS: 110 MILES

PARK CITY: 28 MILES

LAKE POWELL: 420 MILES

SLCC

local CONNECTIONS