



SLCRDA

Rio Grande District Vision and Implementation Plan

APRIL 2024



Rio Grande District

Vision and Implementation Plan

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SLCRDA

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Introduction

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1.1 Project Vision

The Rio Grande District places community wellness at the heart of its design framework.

The neon glow of the Rio Grande sign shining atop the historic depot is a beacon, welcoming all Utahns to be a part of a robust new Downtown neighborhood located at Utah’s most transit rich gateway.

The Rio Grande District Vision and Implementation Plan presents a long-term development road map that encapsulates the vision statement above and the values memorialized in Salt Lake City’s Downtown Plan to deliver *‘an internationally recognized destination and a vibrant neighborhood defined by mountain beauty and the best quality of life in the country.’*

The design framework outlined here serves the two guiding ambitions established at the onset of the planning process:

- 1 The Rio Grande District is the best transit-oriented development site in Utah.
- 2 The Rio Grande District is an urban neighborhood committed to advancing community wellness and delivering equitable outcomes.





Figure 1.1:
Rendering of the Green Loop

1.2 Transit-Oriented Development

The Rio Grande District is the best transit-oriented development (TOD) site in Utah.

A magnetic hub that maximizes its downtown location.

The Rio Grande District is uniquely positioned to receive a wide range of public and private investments. Most notable is the site's adjacency to Utah Transit Authority (UTA) Salt Lake Central Station, the City's premier transit hub. Currently, this station provides service for Frontrunner commuter rail, TRAX light rail, local bus, Amtrak, and Greyhound. Furthermore, UTA is proposing to enhance transit service at this station via the Tech Link TRAX Study. This wealth of existing and future transit service complements parallel projects such as the City's Green Loop linear park and urban trail, the renovation of the Rio Grande Depot, and the potential future home of a National Governing Body of Sport.

A public realm that serves as an armature for future growth.

The site's design framework is founded on a network of walkable, fine grain public spaces that are anchored by notable buildings such as the Rio Grande Depot, the Salt Lake Mattress Building, and Artspace's Macaroni Flats.

300 South becomes a vibrant festival street that serves as a civic scaled and experience-rich Downtown entrance for Salt Lake Central Station transit patrons, seamlessly connecting to the magnificent Rio Grande Depot.

As part of the Green Loop, 500 West becomes a lush urban forest, providing biophilic respite within a downtown setting, while also promoting alternative modes of transportation for a climate positive future.

Building on the wealth of artists, cultural organizations, and non-profits located in the Rio Grande District's Artspace facilities, the Arts Campus becomes an ever-evolving canvas for SLC's thriving arts, music, and community scene.

A new iconic social heart where the past and future converge.

At the intersection of the Green Loop and the Festival Street forms the Rio Grande District's epicenter for public life. From this social heart rise three distinct buildings that represent the district's past, present and future. To the east is the revitalized Rio Grande Depot, one of Utah's grandest buildings; to the south is the proposed headquarters and training center for a National Governing Body of Sport; and to the north is a future iconic tower, which will enhance SLC's evolving skyline while providing expansive views out to SLC's magnificent natural environs.

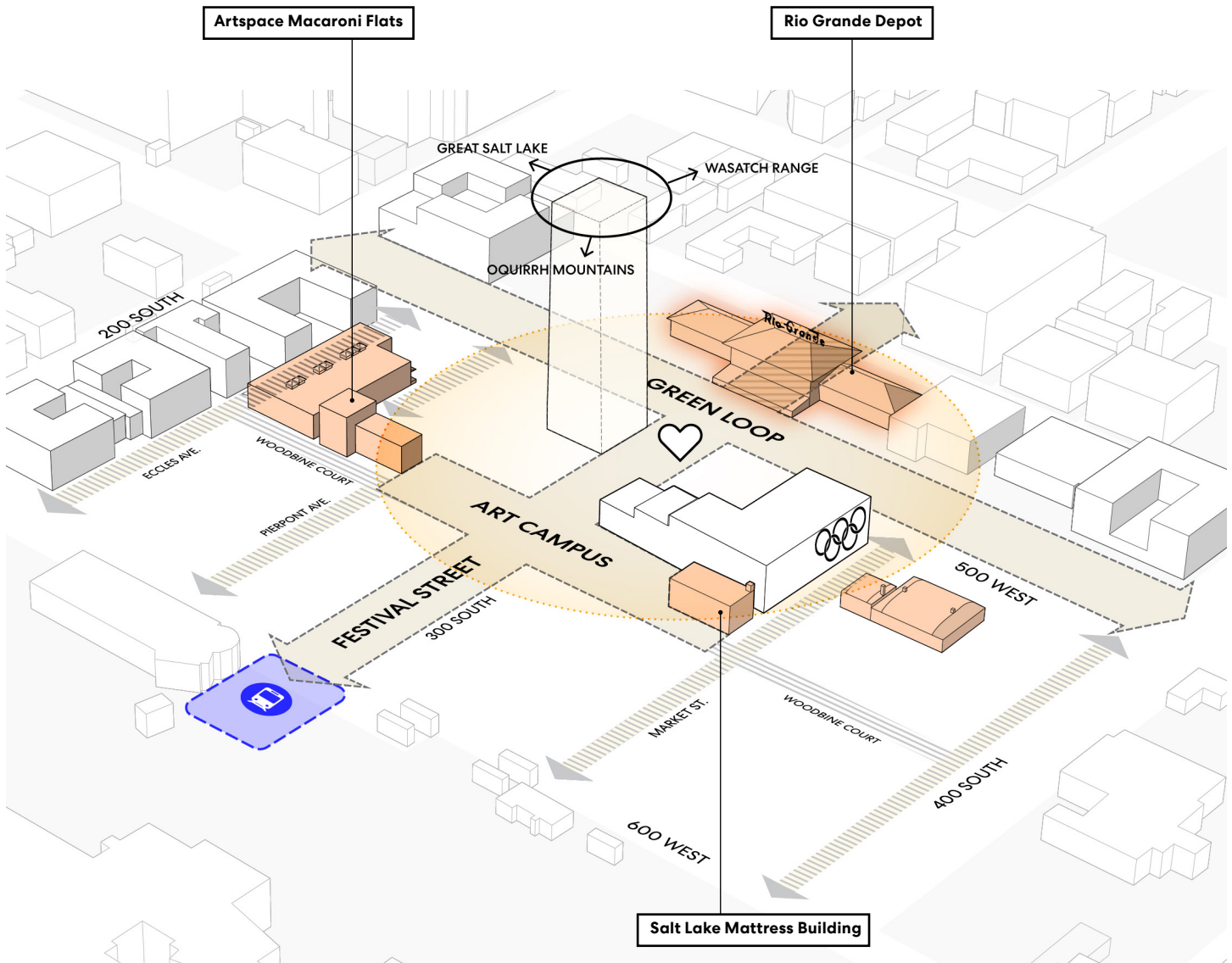


Figure 1.2:
Project Vision Design Part I

What is Transit-Oriented Development (TOD)?

TOD means integrated urban places designed to bring people, activities, buildings and public space together with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities. *

* Institute for Transportation & Development Policy (ITDP) <https://www.itdp.org/library/standards-and-guides/tod3-0/what-is-tod/>

1.3 Community Wellness District

The Rio Grande District is an urban neighborhood committed to advancing community wellness and delivering equitable outcomes.

An emerging district that reflects the mission of the RDA.

The RDA's mission is to strengthen neighborhoods and business districts by improving livability, creating economic opportunity, and fostering authentic, equitable communities. The RDA is committed to enhancing the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability.

As such, the Rio Grande District's future built and natural environment upholds this commitment to community wellness by championing inclusive growth and taking a holistic approach to sustainability and resilience.

A district committed to delivering social infrastructure that enables all people to thrive.

Adopted City and RDA policies will influence the future built form of the Rio Grande District. The adopted Plan Salt Lake (2015) identifies Equity as one of its guiding principles, specifically highlighting access to public amenities and events, to healthy food, housing, employment, education, and recreation.

To actualize this principle, the Rio Grande District Vision and Implementation Plan promotes the construction of affordable housing units and commercial spaces, fosters access to active recreation opportunities and healthy food options within new public spaces, expands access to apprenticeship and upward mobility, and invests in physical and programmatic connections to Westside neighborhoods.

A national model for climate positive development.

Salt Lake City Climate Plan (2017) defines 'climate positive' as protecting the health and safety of its residents by ensuring access to clean air, clean water, and a livable environment.

Salt Lake City is already experiencing significant impacts of global climate change leading to record heat, drought, and increasingly harmful air pollution.

The design framework takes a holistic approach to addressing these pressing environmental issues via building standards for high-performing, biophilic buildings, reducing embodied carbon through preserving and revitalizing existing buildings, on-site stormwater management and re-use for outdoor irrigation, an all-electric district through renewable energy sources, low-carbon transportation options, and an inclusive public realm.



Figure 1.3:
Community wellness programming in
the Arts Campus Plaza

1.4 The Design Moves

The Project Vision is distilled into 11 design moves informing the Vision and Implementation Plan.



Establish Compact, Walkable Blocks

Strategically break up the typical SLC block with new streets to ensure a walkable environment while promoting compact urban development.



Restore the Site for All Living Things

Streets, parks, plazas, and the spaces between buildings will be designed to heal the site, restoring the land back for all living things with native plants, fostering biodiversity, cleaning air, and water conservation.



Enable Low Carbon Mobility

With new streets comes an opportunity to champion low carbon modes of transportation via low-stress pedestrian and bicycle facilities that are seamlessly connected to the Salt Lake Central Station.



Champion the Green Loop

A critical part of the neighborhood's mobility network is the Green Loop on 500 West. The Green Loop is more than just an urban trail, it's envisioned as an inclusive community open space that activates the neighborhood at different times of the day and year.



Ensure Functional Roadways

While the Plan leads with people-first streets, it is critical that streets also serve as functional roadways with two way vehicle travel lanes, on street parking, pick up/drop off points, and ingress and egress for parking and loading.



Lead with Shared Parking

The shared parking strategy includes progressive parking ratios for new development, a shared, unbundled garage for all neighborhood uses, and opportunities to broker agreements to utilize existing but underutilized parking supply within the Depot District.



Curate Public Places with Arts, Culture, and Performance

Building on existing Artspace facilities, the Plan includes an Arts Campus plaza, a place for temporal art, cultural events, performances and maker spaces for emerging artisans.



Strengthen Social Fabric

The Rio Grande District's horizontal and vertical development should deliver significant community benefits to support a more equitable, resilient urban fabric and ensure that historically marginalized and underrepresented communities are the recipients of this new district.



Catalyze Street Life and Mixed-Use Development

A calibrated mix of uses fosters vibrant street life with spaces for shops and restaurants along 300 South and the Green Loop. New development consists of an array of different land uses ranging from residential, to tech office, to civic and cultural.



Maximize the TOD Potential

The Rio Grande District is the best transit-oriented development (TOD) site in the state of Utah, and therefore development has downtown height allowances to capitalize on this optimal location.



Design Sustainable Buildings

The design standards promote occupant connections to nature, preservation of key buildings to preserve embodied carbon; conserving water through outdoor irrigation and greywater systems, and harnessing the power of sun through high performing buildings, and renewable energy.

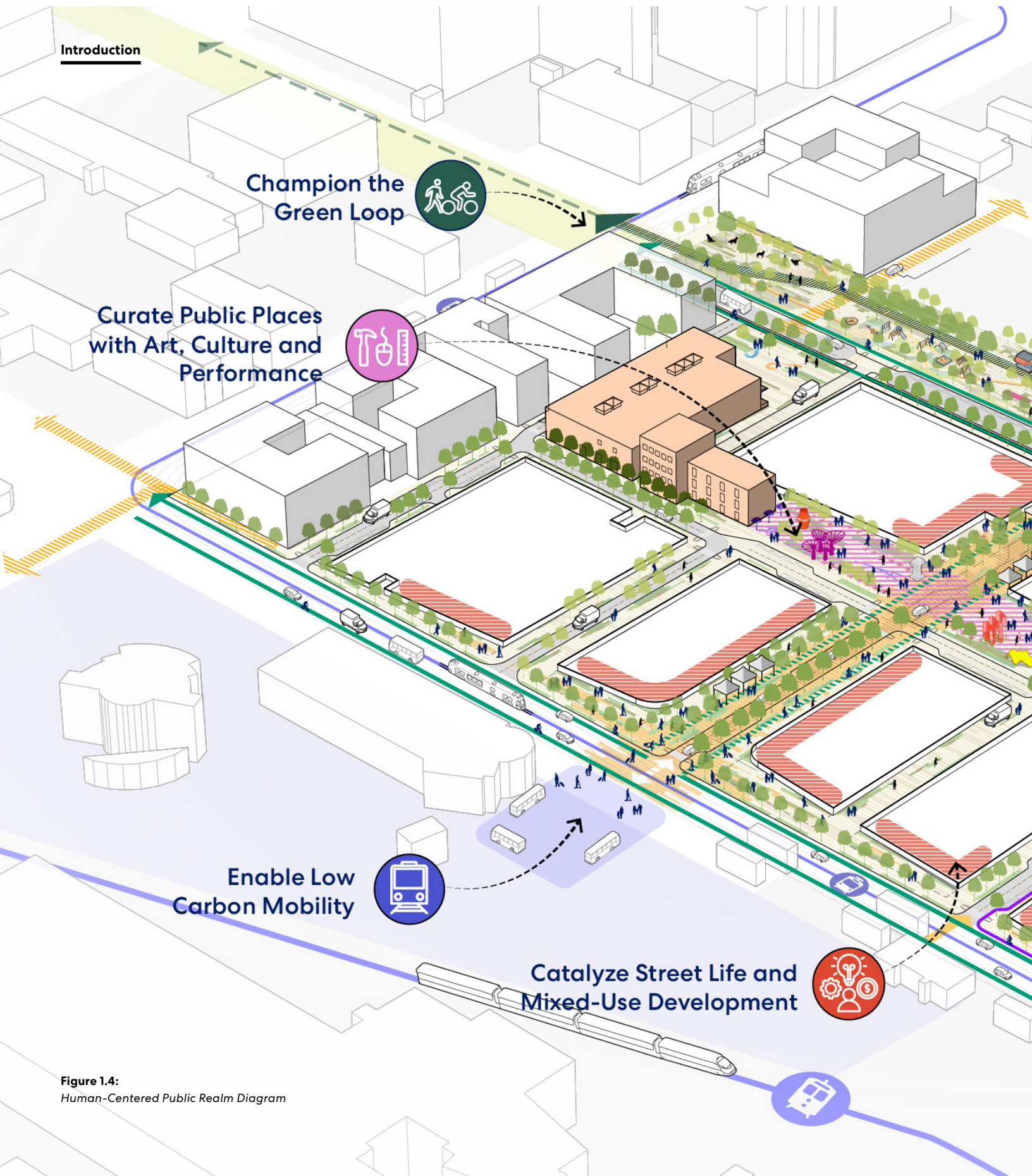


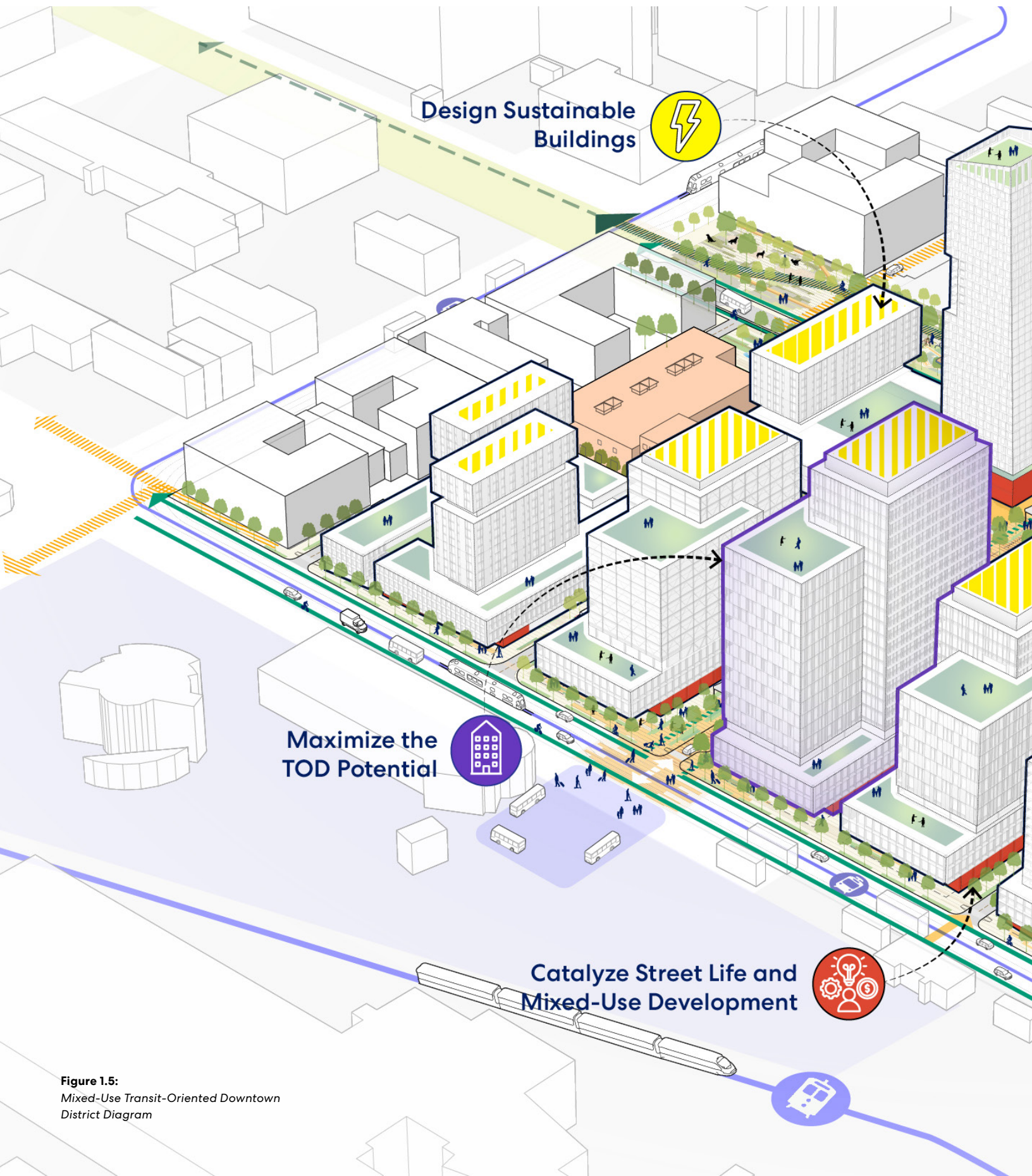
Figure 1.4:
Human-Centered Public Realm Diagram



Ensure Functional Roadways

Restore the Site for All Living Things

Establish Compact, Walkable Blocks



Design Sustainable Buildings



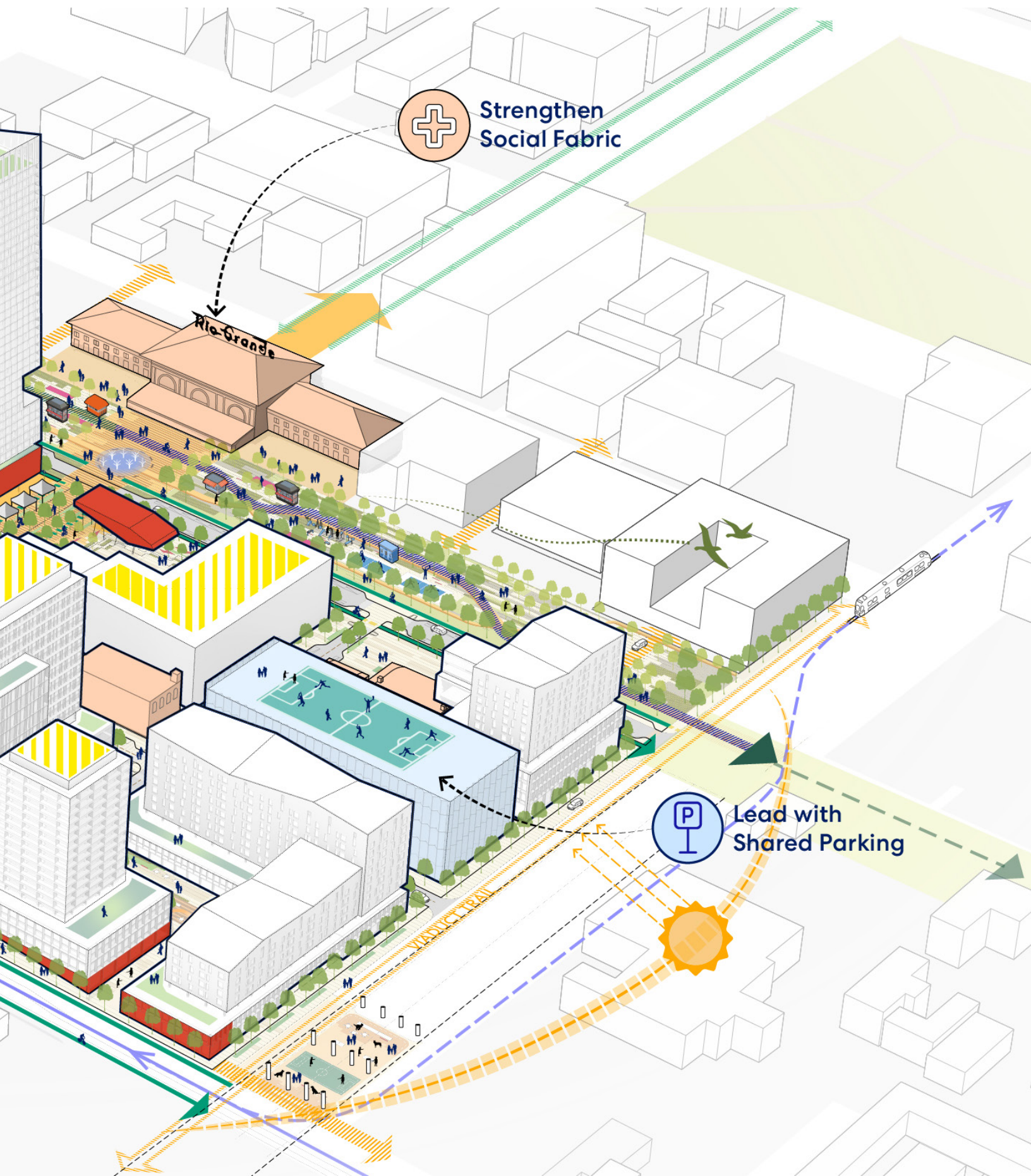
Maximize the TOD Potential



Catalyze Street Life and Mixed-Use Development



Figure 1.5:
Mixed-Use Transit-Oriented Downtown District Diagram



 Strengthen Social Fabric

 Lead with Shared Parking

1.5 Stakeholder Engagement

Stakeholders representing a diverse cross-section of the SLC community helped shape the Plan.

The engagement process led by the Redevelopment Agency of Salt Lake City (RDA) included a variety of outreach touchpoints including stakeholder advisory meetings, one-on-one and small group work sessions, and an update to the RDA Board. These conversations revealed a series of common themes and observations that were critical to the users and neighbors of the Rio Grande District. This input ranging from streets, open space, programming, and urban form ideas, guided the development of the urban design framework and placemaking strategy. Stakeholder engagement included the following parties:

Elected Officials

- Mayor Erin Mendenhall
- Salt Lake City Council

Property Owners

- Artspace
- Stack Real Estate (lessee)
- University of Utah

Educational Partners

- Utah System of Higher Education
- Utah State University
- Salt Lake Community College
- STEM Action Center
- Salt Lake Education Foundation

Industry Anchors

- Recursion Pharmaceuticals
- Denali Therapeutics
- PIVOT Center
- Altitude Lab
- Intermountain Health
- University of Utah Health
- Stena Center for Financial Technology

Industry Partners

- BioHive
- BioUtah
- Governor's Office of Economic Opportunity (GOEO)
- World Trade Center Utah
- EDCUtah

Salt Lake City

- Planning
- Transportation
- Engineering
- Public Lands
- Arts Council
- Economic Development
- Police
- Fire
- Public Utilities
- Housing Stability

Government Partners

- State of Utah
- Utah Transit Authority (UTA)
- Utah Department of Cultural and Community Engagement

Non-Profits

- USA Climbing
- Downtown Alliance
- Urban Food Connections of Utah
- Utah Arts Alliance
- Make Salt Lake
- Slug Magazine / Craft Lake City
- NeighborWorks Salt Lake
- Community Development Finance Alliance of Utah

Development / Real Estate

- W3 Partners
- BCG Holdings
- Gardner Batt
- Hamilton Partners
- dbUrban

Neighborhood Councils

- Poplar Grove
- Fairpark
- Capitol Hill



Figure 1.6: Photographs from the Rio Grande District Stakeholder Engagement Worksessions

1.6 Plan Document Structure

This document contains six chapters, each containing descriptive text, figures, and precedent images to explain and visualize the proposed redevelopment of the Rio Grande District.

Chapter 1: Introduction details the project vision for the Vision and Implementation Plan including the design framework big moves and community engagement.

Chapter 2: The Site provides an overview of Downtown Salt Lake City context, the historical significance of existing buildings on the site, and existing site conditions including ownership and zoning.

Chapters 3,4,5: Design Standards and Guidelines outlines requirements that govern the construction and modification of open spaces, streets, and buildings within the Rio Grande District. Standards are quantifiable or objective requirements whereas guidelines are qualitative or subjective requirements.

Each new open space, street, and buildings within the Rio Grande District must meet the standards and guidelines prescribed in these chapters unless modifications to these standards and/or guidelines are approved by the RDA. An annotated example of a typical design standards spread is featured on the right in **FIGURE 1.7.**

Introductory Text

Standards and Guidelines

Chapter Title

Section Number and Section Title

Figure

The Public Realm

3.1 Development Blocks

The layout of development blocks at Station Center is critical to establishing a fine grain, human-scaled neighborhood.

The development blocks contribute to a successful urban fabric with a functional network of connected public rights-of-way and urban open spaces that provide people with a variety of engaging routes to choose from and encourage pedestrian accessibility and movement. Additionally, the development blocks are the foundation for well-proportioned, visually engaging, and high-performing architecture.

As illustrated in FIGURE XX, Station Center has 7 blocks, each identified by a letter for reference within the document.

Standards

1. Land Parcelization: New development blocks shall adhere to the following specifications:

BLOCK ID	ACREAGE	SQUARE FOOTAGE (SF)	DIMENSIONS (FEET)	REQUIRED OPEN SPACE	EASEMENT OR STREET VACATION
A	3.27 acres	142,500 SF	450' x 320' 470' x 300'	Yes	Yes
B	1.96 acres	85,500 SF	300' x 285'	Yes	Yes
C	1.79 acres	78,375 SF	275' x 285'	No	Yes
D	1.65 acres	72,000 SF	240' x 300'	No	No
E	1.03 acres	45,000 SF	150' x 300'	No	Yes
F	2.06 acres	90,000 SF	300' x 300'	No	Yes
G	1.89 acres	82,500 SF	275' x 300'	No	Yes
Green Loop	6.5 acres	286,150 SF	1475' x 194'	Yes	No

2. 400 South Frontage Easement: Blocks C and G shall adhere to a 25 foot easement along 400 South frontage road to accommodate future UTA light rail extension.

3. 300 South Street Vacation: New development on Blocks A, B, E, F development can build in the 23.5 feet street vacation on either side of 300 South.

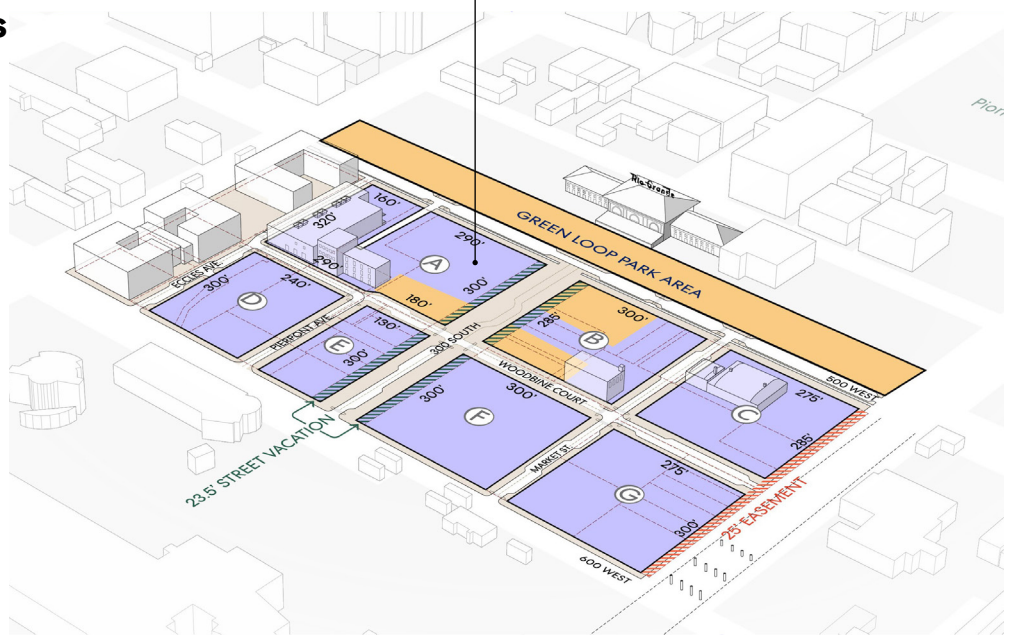


Figure 06: Future Investment Context Map

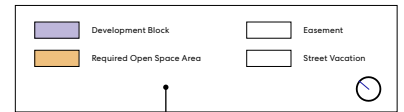


Figure Number and Caption

Figure Legend and North Sign

Figure 1.7: Design Standards and Guidelines User Guide

2

The Site

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2.2 **Transportation Context**
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2.3 **Site History**
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2.4 **Site Ownership**
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2.5 **Site Today**
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2.1 Downtown Context

The Rio Grande District is one of Downtown’s key opportunity sites due to its central location.

Site Location

The Rio Grande District is located in the Depot District on the western edge of Downtown Salt Lake City.

The Rio Grande District is bounded by 400 South to the south, 200 South to the north, 600 West and Salt Lake Central Station to the west, and 500 West and the Rio Grande Depot to the east.

The Rio Grande District is within a 10-minute-walk of major destinations such as the Delta Center, The Gateway, Pioneer Park, the West Quarter, and the Salt Palace Convention Center.

Recent Development:

Within Downtown, The Depot District, The Granary, and Central 9th neighborhoods have seen significant development and investment over the past few years, building thousands of new housing units and new jobs. On the 500 West segment of the Rio Grande District, two projects are either under construction or in the pipeline - The Rio, a seven-story,

210-unit apartment building with ground floor retail and The Nest @ Rio Grande, a 220-unit apartment building.

Central Station Plan (UTA)

In 2019, UTA and RDA led an area plan for 38 acres of land in and around Salt Lake Central and North Temple Transit Stations. The parcels are identified in yellow in **FIGURE 2.1**.

Rio Grande Depot Renovation

In 2020, an earthquake and its subsequent aftershocks damaged the 114-year-old Rio Grande Depot. The building is currently undergoing seismic upgrades and a major renovation with a target reopening in 2026.

Pioneer Park Vision Plan

Pioneer Park has undergone a comprehensive vision plan encompassing the northern end of the park to include a new playground, plaza, pavilion, ranger station, shade lawn, mist fountain, and habitat area. Phase 1 construction is anticipated in 2025.

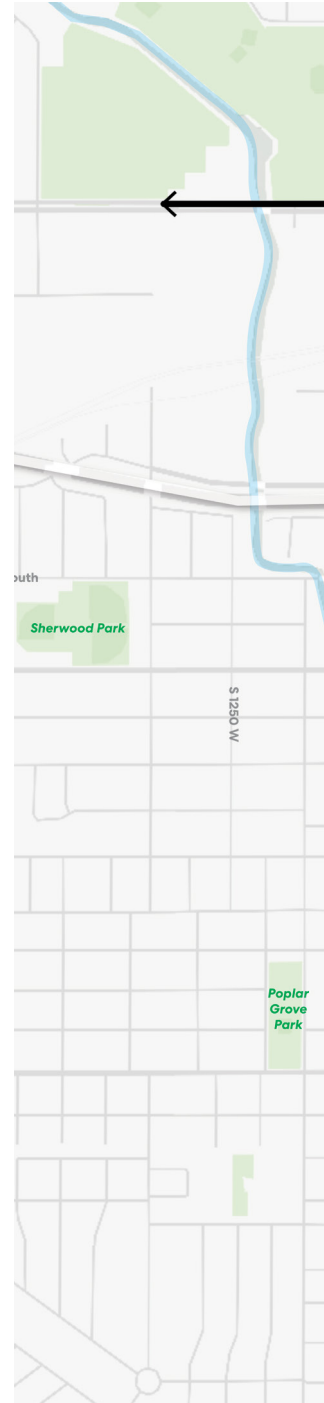
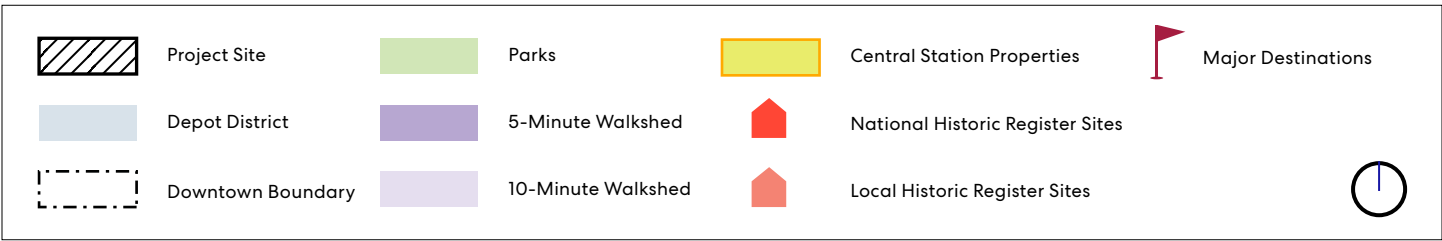
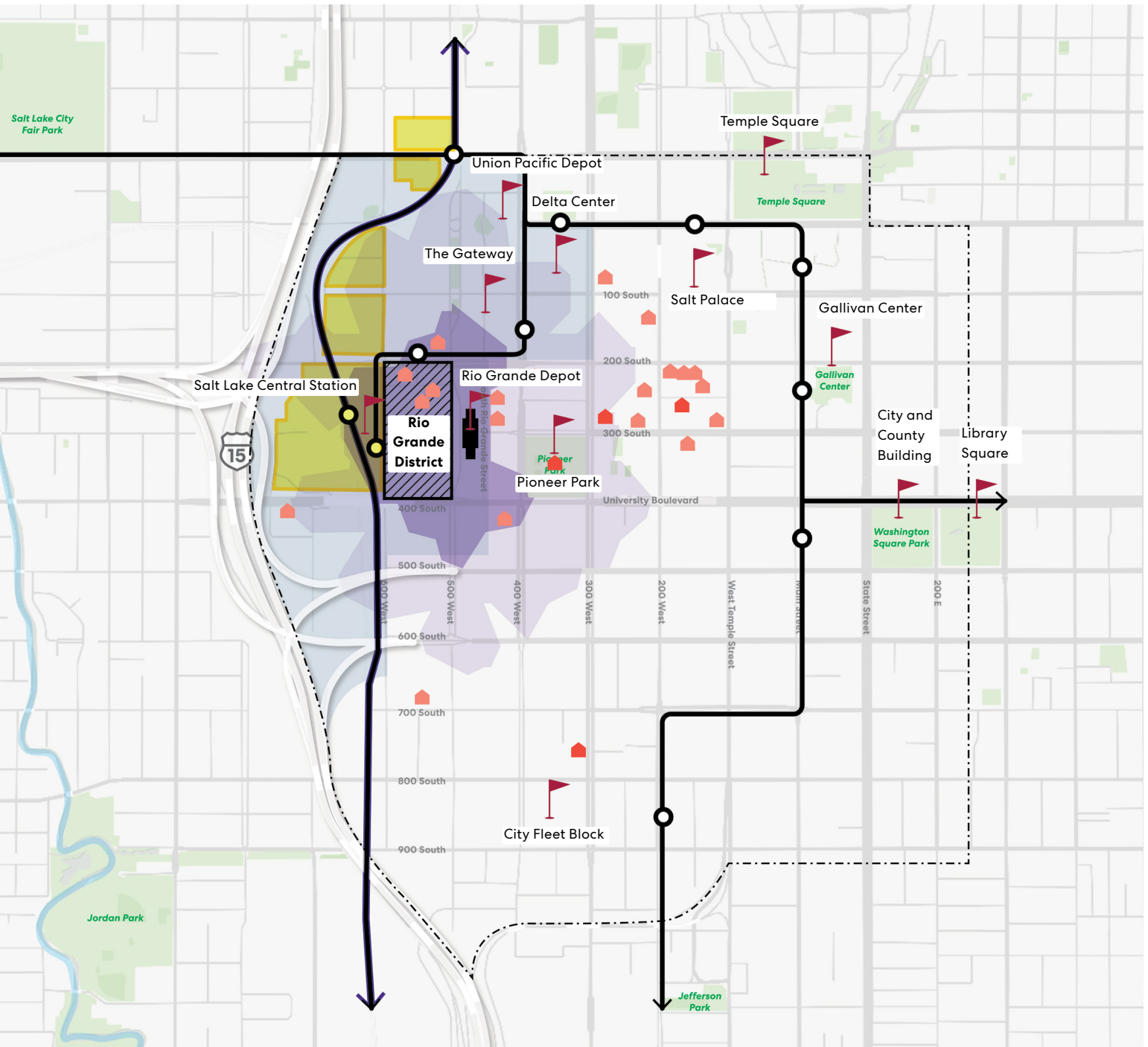


Figure 2.1: Downtown Context Map



2.2 Transportation Context

The site is located at the convergence of extensive existing and future multi-modal transportation.

Transit Connectivity

The Rio Grande District is currently served by the TRAX Blue Line, Frontrunner (Ogden to Provo), Amtrak, Greyhound Bus at Salt Lake Central Station; TRAX Blue Line at the Old Greektown Station, and UTA local bus service on 400 South and 200 South.

The Green Loop

The Downtown Neighborhood Plan proposes a series of major long-range active transportation capital projects. The most prominent is a proposed linear park called the Green Loop. 500 West is currently the western alignment for the Loop, serving as a north-south connection through Downtown.

Future of Light Rail Study

The Future of Light Rail (FOLR) Study developed a concept design for the Granary District Ballpark Spur to Salt Lake Central via 400 South and 600 West. This allows through running operation, such as interlining of the proposed Orange Line with the

existing Green Line or proposed Strategic Blue Line operation. Due to the 400 South viaduct approach crossing the Frontrunner and Union Pacific tracks, there are limited options at this location.

Connection to Westside

Salt Lake City is currently divided by Interstate 15 and Union Pacific Railroad (UPRR) mainline and intermodal terminal, a regional north-south corridor that has bifurcated east-west connectivity, altered community cohesion, and embedded socio-economic inequities, and environmental injustice.*

Existing connections to the Westside neighborhoods adjacent to the Rio Grande District include:

- 400 South via Viaduct
- 200 South at grade
- The Folsom Trail via 600 West and North Temple

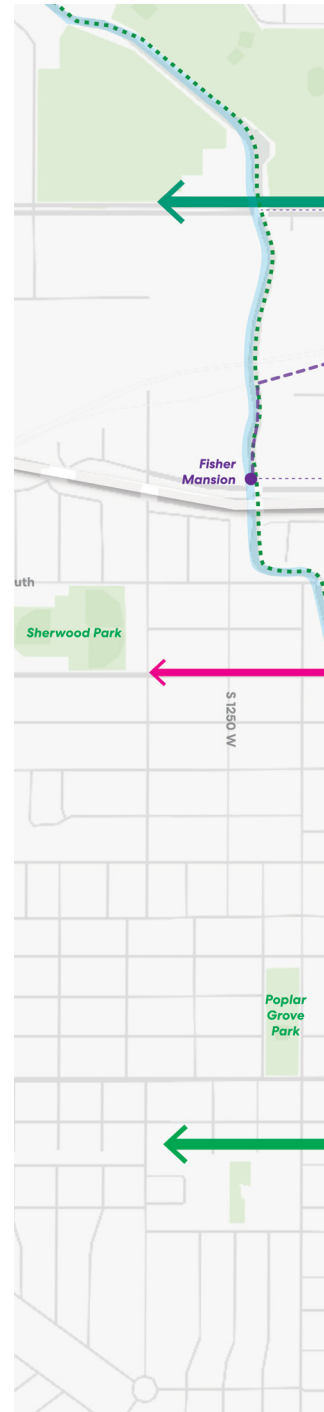
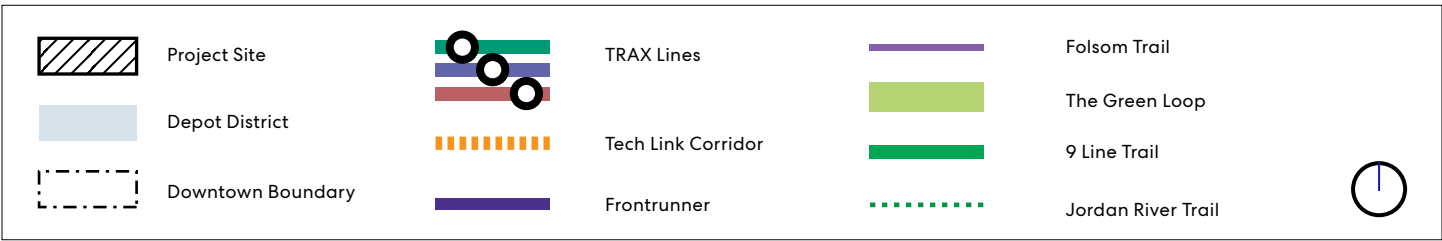
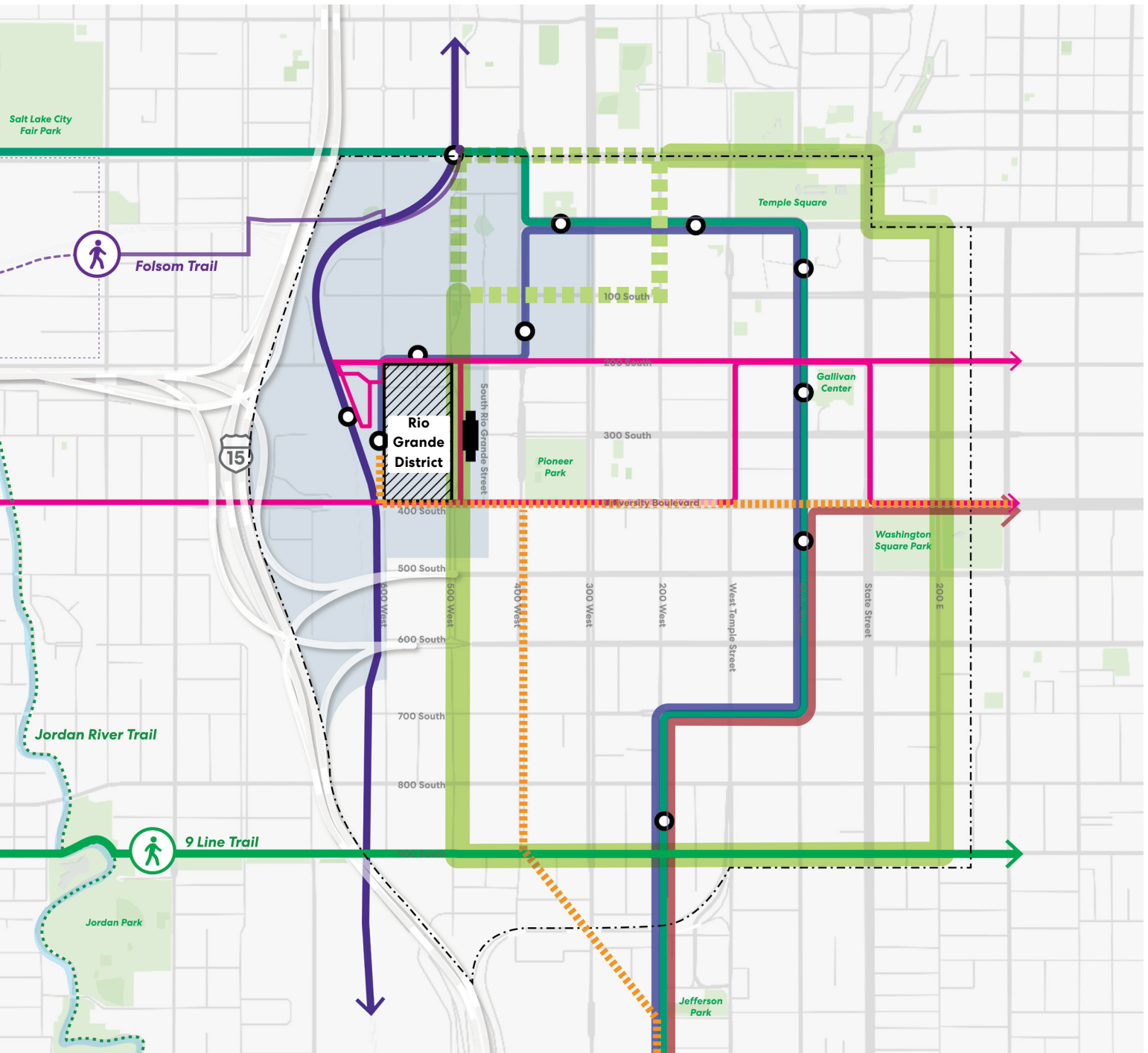


Figure 2.2
Transportation Context Map

* Critical Connections: Healing Salt Lake City's East-West Divide



2.2 Transportation Context

The Vision Plan takes into consideration transportation capital projects that are currently being implemented or planned in both Salt Lake City and UTA’s Capital Plans.

PROJECT ID	CORRIDOR	SEGMENT	PROJECT NAME	DESCRIPTIONS
1	200 South	400 West to 900 East	Complete Street / Transit Corridor Reconstruction	Transit improvements, Buffered Bicycle Lanes, Pedestrian Improvements, Curbside Parking and Loading Zones
2	400 South	Post Street (900 West) to 400 West	Viaduct Trail	Two-way multi-use trail for pedestrian and bicyclist on south side of 400 South. New barricades between motor vehicles and trail
3	300 South	600 West to 300 West	Salt Lake Central Station Bikeway Connection	Provide bikeway connection between Salt Lake Central station and existing 300 South bicycle facilities.
4	300 South	300 West to 1000 East	n/a	Pavement maintenance and bike lane upgrades
5	400 South	300 West to Main Street	400 South Bicycle Lanes	Bicycle Lanes are currently in design by Salt Lake City
6	600 West	North Temple to 300 South	Buffered Bike Lanes	Buffered or Protected Bike Lanes
7	Multiple	Multiple	Green Loop	Convert existing street space to include more green space and active transportation options
8	n/a	n/a	UTA TechLink TRAX Line	Improve east-west Downtown and regional transit connectivity. Realign the TRAX Red Line New TRAX Orange line along 400 South
9	n/a	n/a	Increased Frontrunner Frequency	Increase train frequency: Peak from 30 minutes to 15 minutes; Off-peak from 60 minutes to 30 minutes.

Table 1:
Relevant Transportation Capital Projects

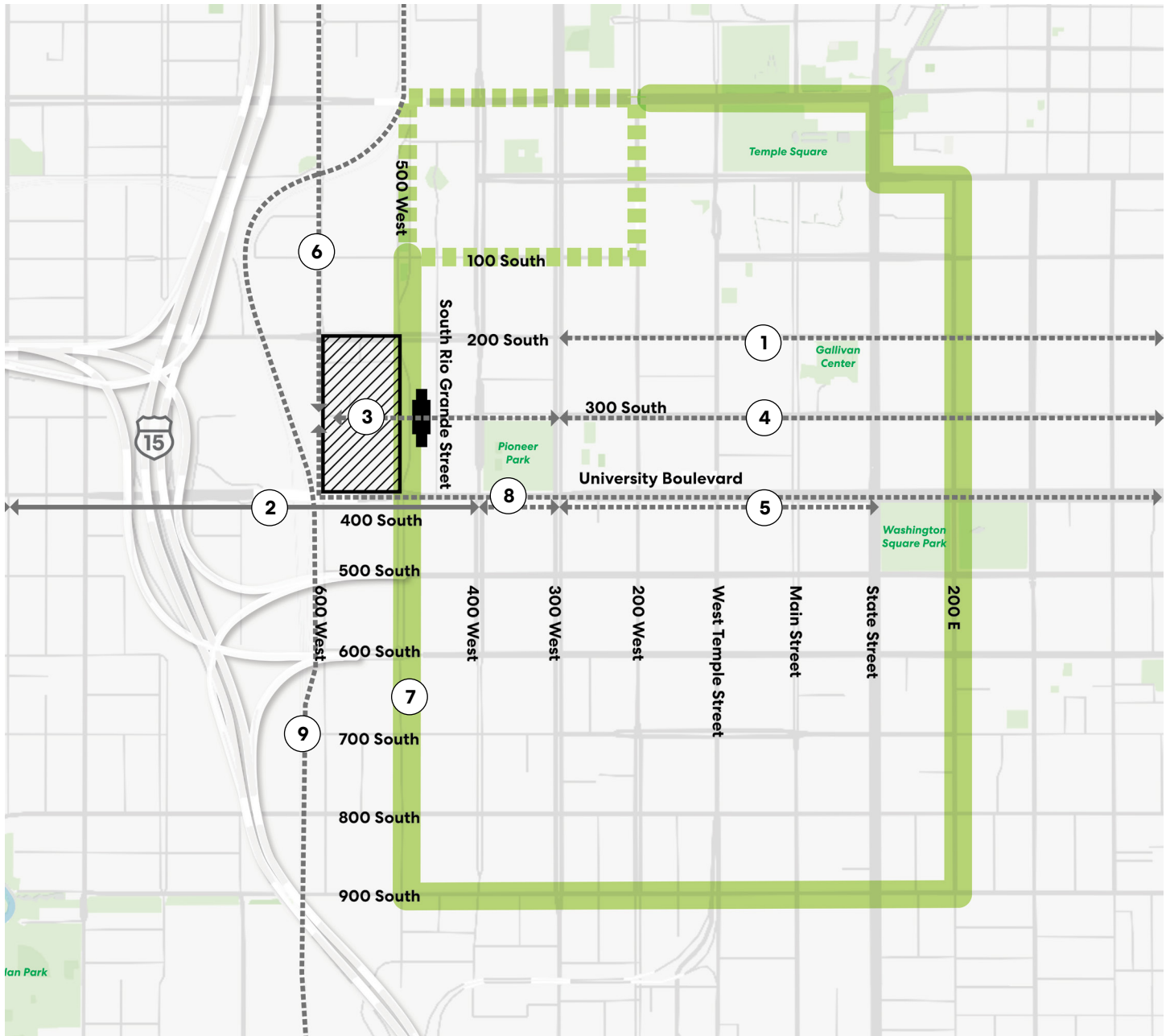
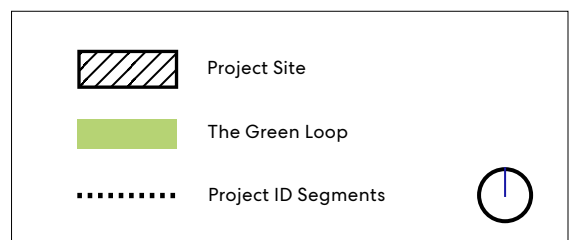


Figure 2.3
 Relevant Transportation Capital Projects



2.3 Site History

The Vision and Implementation Plan acknowledges and celebrates the site’s rich history.

The area around the Rio Grande District was originally settled by the Fremont Tribe of Native Americans who benefited from the fertile soils in the area.

Mormon Pioneers arrived in the Great Salt Lake Basin in 1847 and drew up a plat of the City a couple months later, which brought the Rio Grande District blocks into existence. There were eight original owners on each block, equally divided into 1.25-acre segments. In 1870, the railroad was built on the west side of Salt Lake City, bringing with it a regional commerce connection while also creating a demarcation line between east and west in the City that still exists today.

By 1900, the area had been densely settled by a large number of Greek families and other immigrant workers who were mainly laborers for the railroad. Greek-owned businesses began to spring up along 200 South at that time and the area became known as Greek Town.

In 1911, the Rio Grande Depot opened its doors and became the city’s central rail station for transporting people, industrial goods, minerals, and agricultural products. This new building replaced two smaller Rio Grande depots that existed where the Salt Lake Central Station now stands. The new Depot connected Salt Lake City to Denver and to the west coast. This building also had the effect of further dividing the City’s more affluent residents on the East from the immigrant communities to the west.

The direct connection to the railroad in the district spurred a transition from residential land uses towards manufacturing and industrial uses, which resulted in a jumbled mix of residential and industrial uses intermixed with rail spurs and roads.

Businesses located on the two blocks of the Rio Grande District included Utah Ice & Storage, The Jensen Creamery Companies, J.I. Case Implement, Z.C.M.I. General Warehouse, Western Macaroni Manufacturing Company, Salt Lake Mattress and Manufacturing Company and the Z.C.M.I. Stables. By 1949, the rail boom had hit its peak and Interstate 15 was built just to the west in the 1960’s. By 1977, passenger rail ceased operations at this location. This marked a steady decline in the area until the Gateway and Central Station were built in the early 2000’s and signaled a new future for this part of the city.*

* *Summary of Site History from Station Center Design Standards and Guidelines (2015)*



Figure 2.4
Historic Photographs of Rio Grande Depot and Salt Lake Mattress Building. Credit: Utah State Historical Society

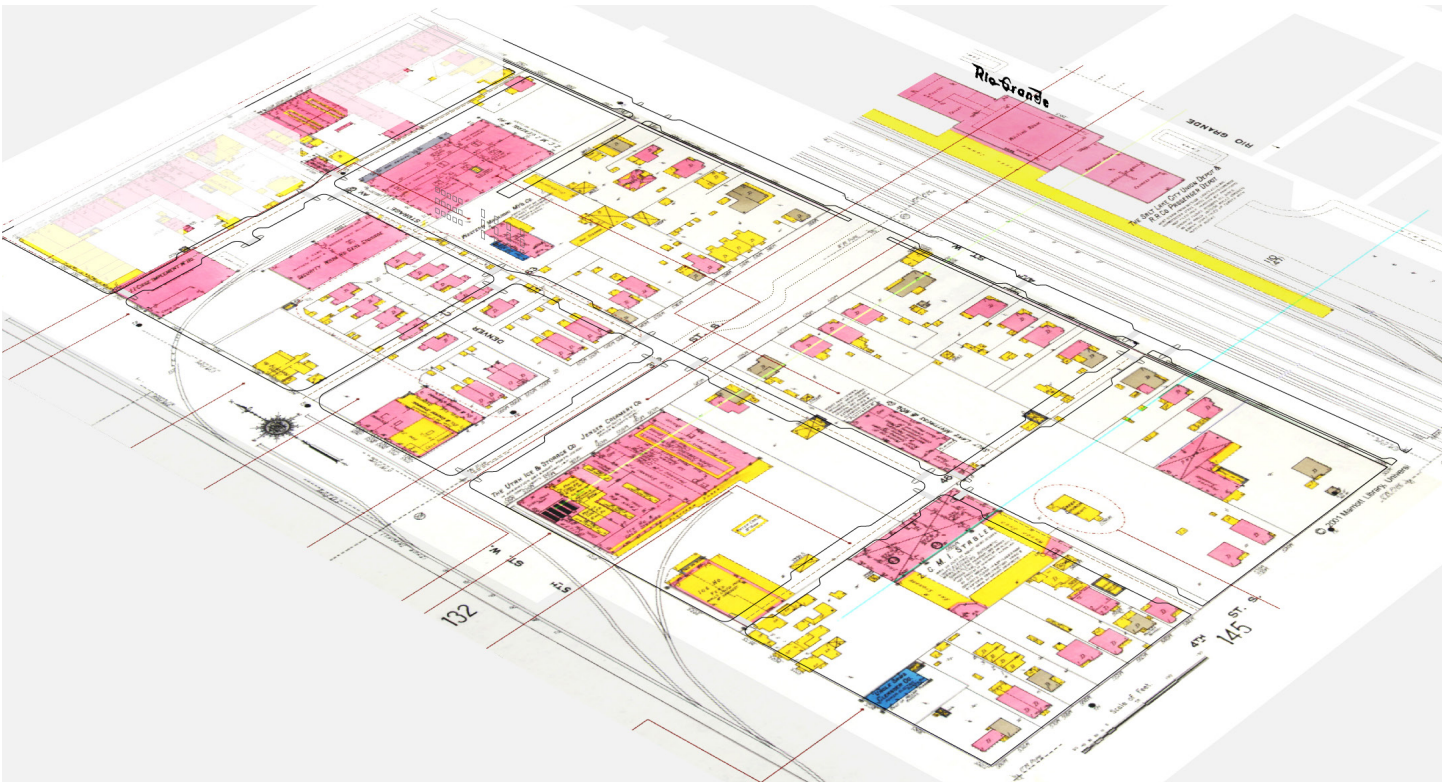
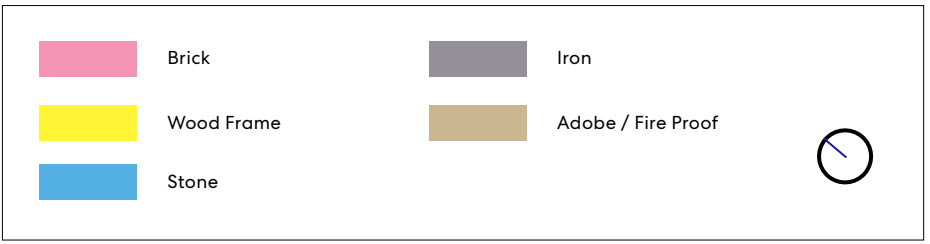


Figure 2.5
Historic Site Map from 1911. Credit: History of The Hub, Salt Lake City



2.4 Site Ownership

Today, the Rio Grande District consists of a consortium of property owners and businesses.

PROPERTY OWNERS	ACREAGE	PARCELS	BUILDINGS ON PROPERTY
Redevelopment Agency of Salt Lake City	10.8 acres	29	SDI Warehouse
			SDI Printex
			Salt Lake Mattress Building
			Blue Warehouse
Nicholas & Co.	3.3 acres	1	Nicholas & Co. Building
Artspace	1.6 acres	3	Artspace City Center
			Artspace Macaroni Flats
			Artspace Bridge
University of Utah Foundation	1.9 acres	7	None

Property ownership is subject to change.

Table 2:
Site Ownership Matrix

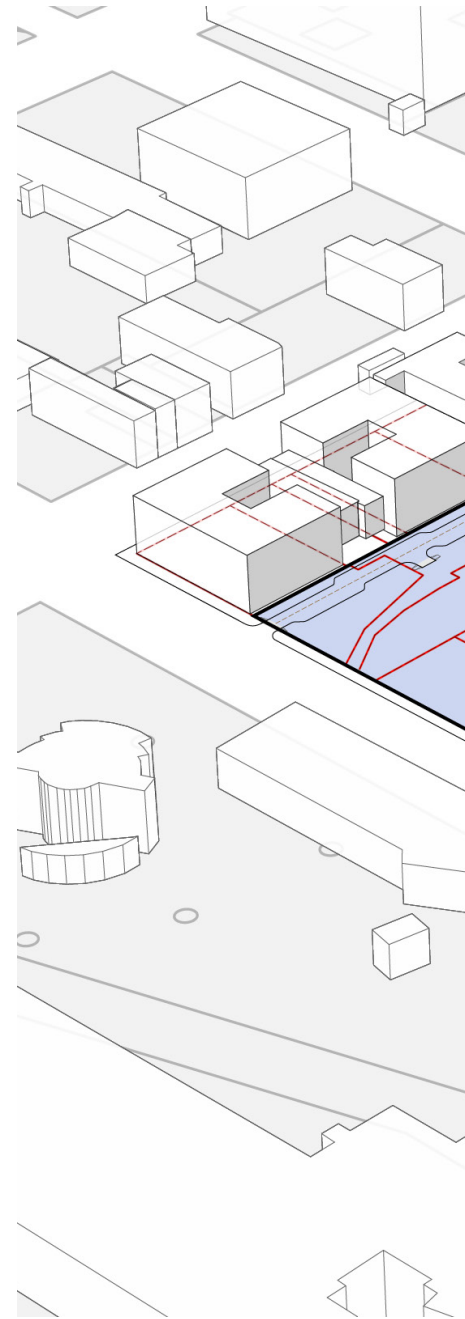
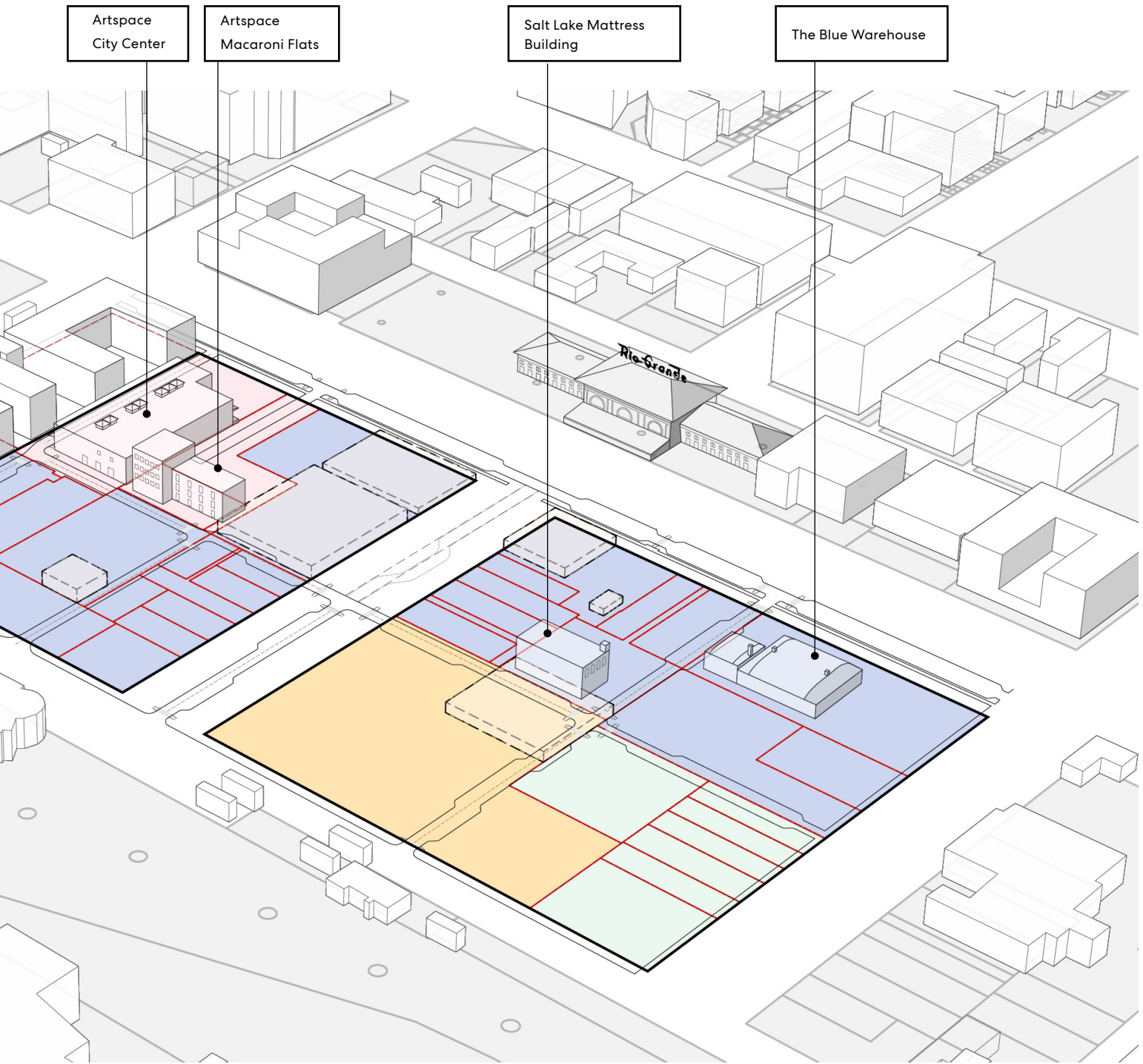



Figure 2.6:
Site Ownership Diagram



	RDA Owned Properties		University of Utah Properties		Site Boundary
	Nicolas & Co. Properties		Parcel Lines		Buildings to be Replaced
	Artspace Properties		Salt Lake Central Station		



2.5 Site Today

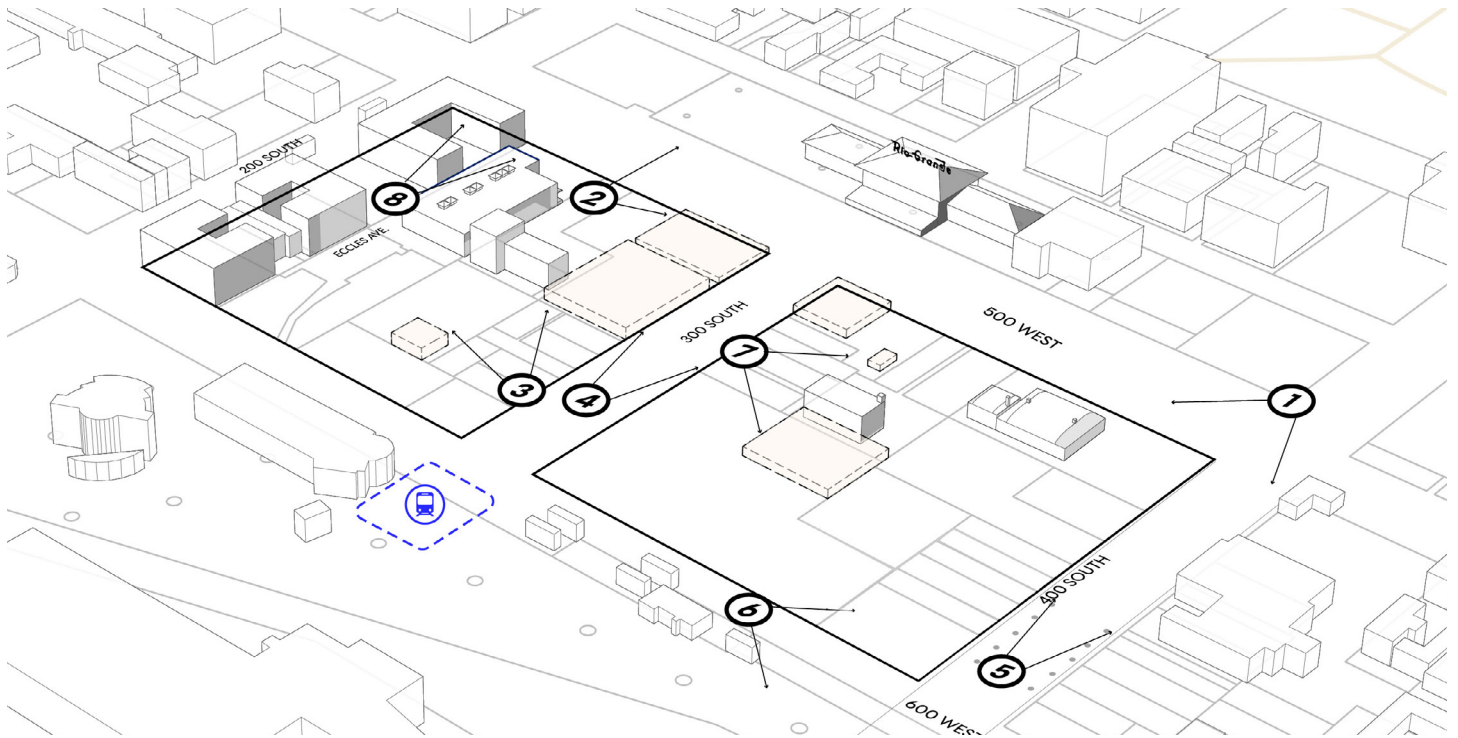


Figure 2.7:
Key Map for Site Existing Condition Photographs



1 View of 500 West and 400 South looking west toward the Blue Warehouse.



2 View from Artspace parking lot looking south-east toward 500 West and the Rio Grande Depot



3 View of Artspace City Center and Macaroni Flats looking north-east from 300 South.



4 View of the Rio Grande Depot looking east from 300 South.



5 View of 400 South underpass parking area looking east from 600 West.



6 View of WRR Industries building to the east, TRAX on 600 West to the west, and the 400 South viaduct in the background.



7 View of the existing Salt Lake Mattress Building looking south from 300 South..



8 View of Eccles Avenue and the Artspace Bridge and City Center buildings looking east toward 500 West.

2.6 Site Zoning

The two primary blocks are zoned Gateway Mixed-Use. The site is home to three buildings on the historic register.

The Rio Grande District area is zoned G-MU Gateway Mixed-Use District. The intended purpose of the G-MU District is as follows:

“to...encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere...the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.”

The land use intent in the Design Standards and Guidelines is to balance the site with both residential and commercial uses.

The areas closest to the Salt Lake Central Station and its extensive transit infrastructure are envisioned to become an office employment center due to the ease of commute via transit from all areas of the city and from large portions of the Wasatch Front.

The Zoning Ordinance intends for the 500 West corridor to be primarily residential in nature, and requires structures fronting 500 West to contain residential units that occupy at least 50% of the structure’s gross square footage.

All ground-level floors of buildings facing onto the Festival Street at 300 South Street are required to be occupied with retail uses, including restaurants and bars, in order to encourage activity and liveliness along this important corridor.

The uses, densities, and design components envisioned in the Rio Grande District Design Standards and Guidelines are intended to conform with objectives outlined in the Salt Lake City Downtown Master Plan (2016), and all proposals must comply with the Salt Lake City Zoning Ordinance. *

* Summary of Site History from Station Center Design Standards and Guidelines (2015)

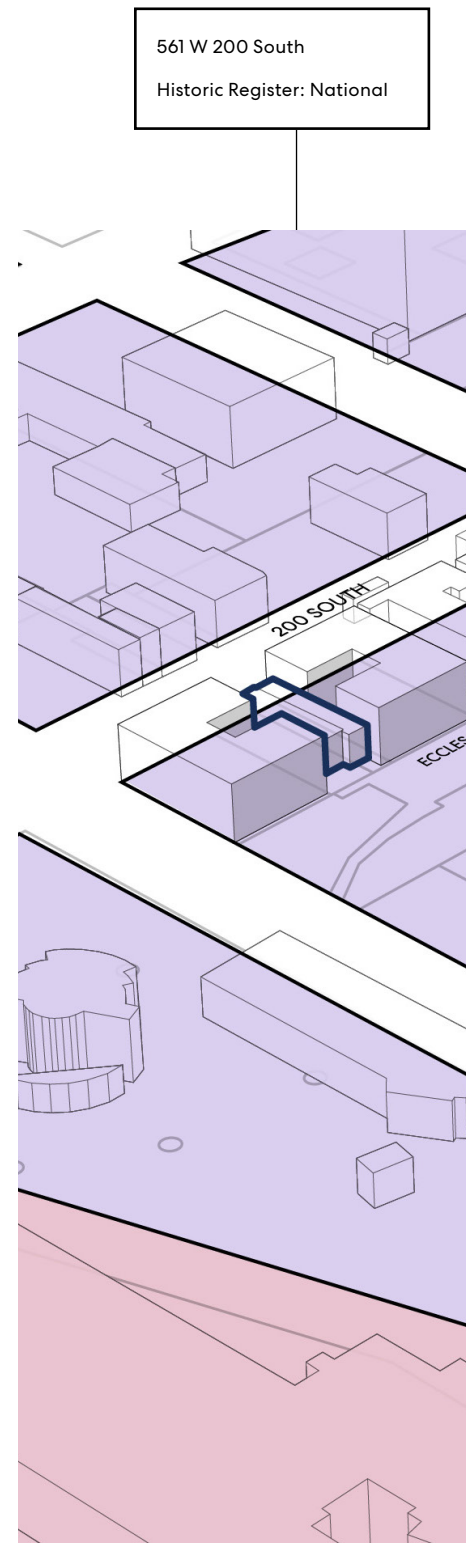
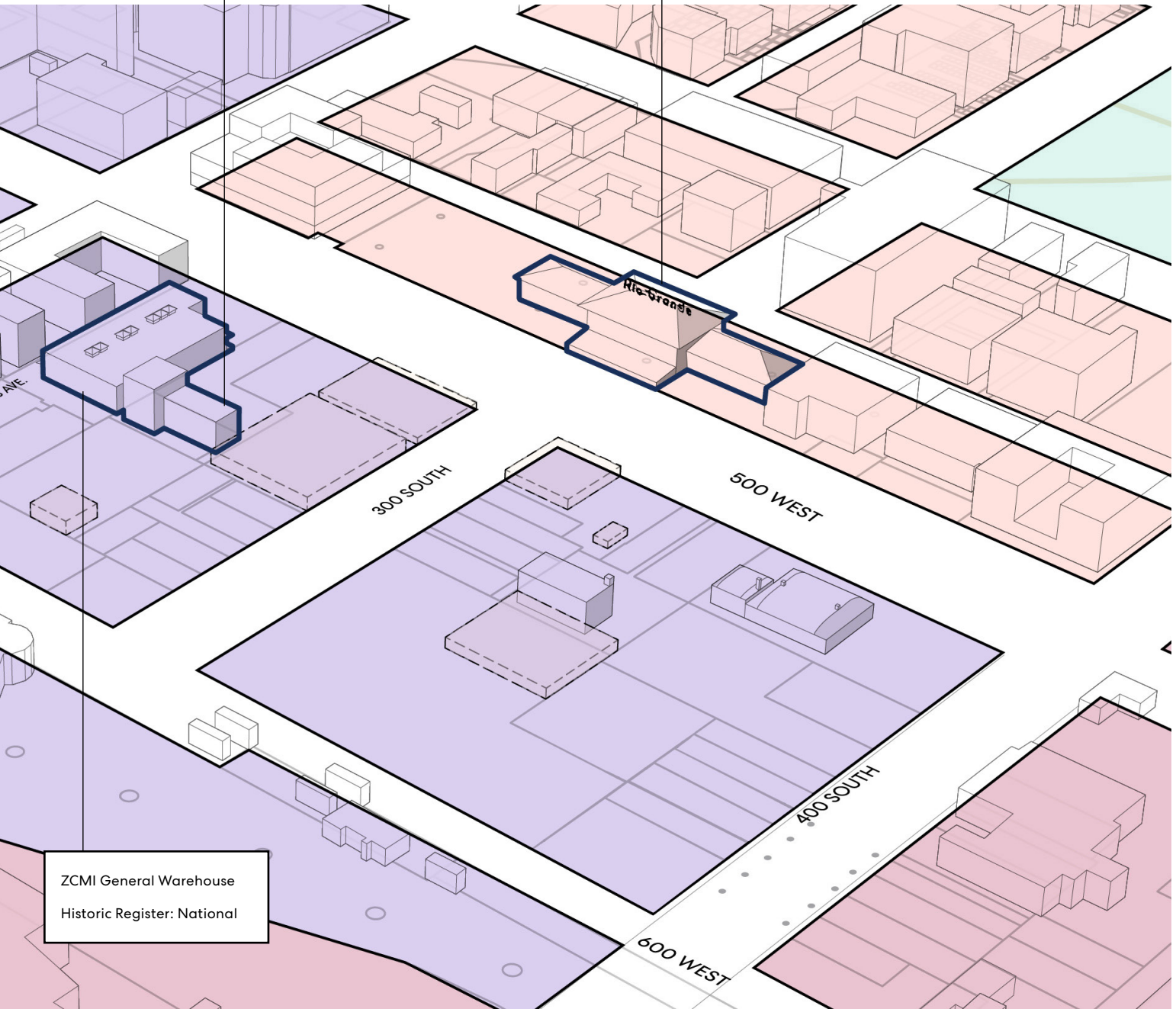







Figure 2.8: Site Zoning and Historic Properties Map


Western Macaroni Manufacturing Company Factory
Historic Register: National

Rio Grande Railroad Station
Historic Register: National and Local



ZCMI General Warehouse
Historic Register: National

	G-MU: Gateway Mixed-Use Zoning		OS: Open Space
	D-3: Downtown Warehouse/Residential District		Landmark Sites
	CG: General Commercial		



3.1 Development Blocks

The layout of development blocks at the Rio Grande District is critical to establishing a fine grain, human-scaled neighborhood.

The development blocks contribute to a successful urban fabric with a functional network of connected public rights-of-way and urban open spaces that provide people with a variety of engaging routes to choose from and encourage pedestrian accessibility and movement. Development blocks are the foundation for well-proportioned, visually engaging, and high-performing architecture.

As illustrated in **FIGURE 3.1**, the Rio Grande District has 7 blocks, each identified by a letter for reference within the document.

Standards

1. Land Parcelization: New development blocks shall adhere to the following specifications:

BLOCK ID	ACREAGE	SQUARE FOOTAGE (SF)	DIMENSIONS (FEET)	REQUIRED OPEN SPACE	EASEMENT OR STREET VACATION
A	3.27 acres	142,500 SF	450' x 320' 470' x 300'	Yes	Yes
B	1.96 acres	85,500 SF	300' x 285'	Yes	Yes
C	1.79 acres	78,375 SF	275' x 285'	No	Yes
D	1.65 acres	72,000 SF	240' x 300'	No	No
E	1.03 acres	45,000 SF	130' x 300'	No	Yes
F	2.06 acres	90,000 SF	300' x 300'	No	Yes
G	1.89 acres	82,500 SF	275' x 300'	No	Yes
Green Loop	6.5 acres	286,150 SF	1475' x 194'	Yes	No

Table 3: Development Block Matrix

2. 400 South Frontage Easement: Blocks C and G shall adhere to a 25 foot easement along 400 South frontage road to accommodate future UTA light rail extension.

3. 300 South Street Vacation: New development on Blocks A, B, E, F development can build in the 23.5 feet street vacation on either side of 300 South.

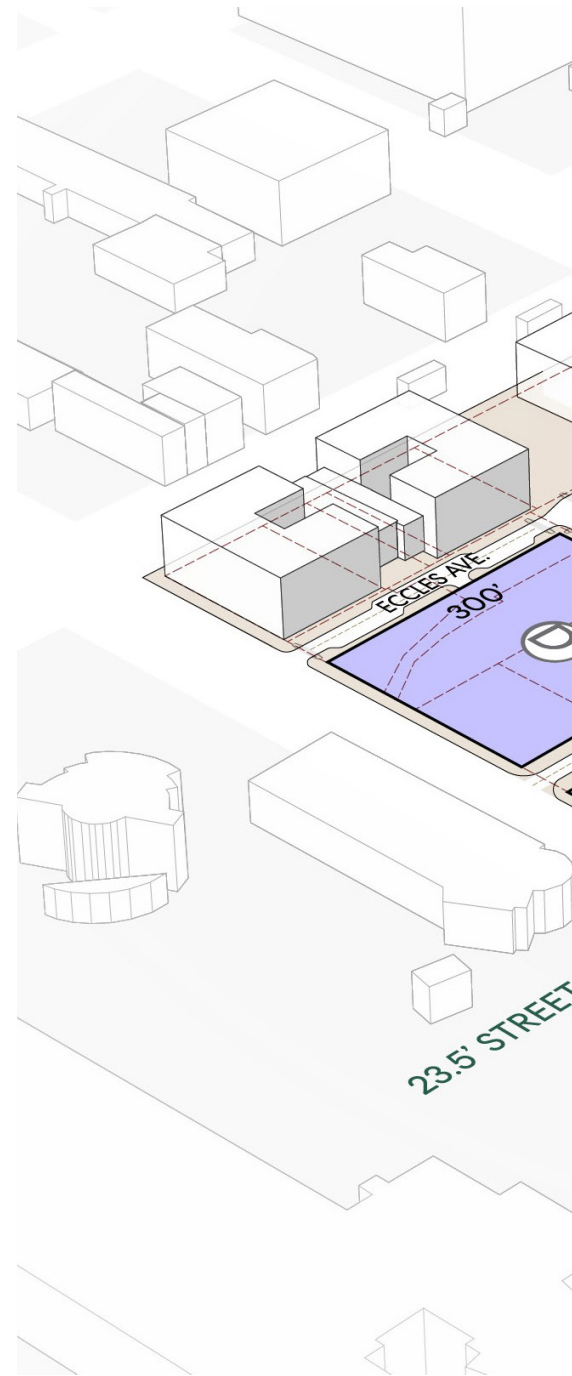







Figure 3.1: Development Blocks Diagram



	Development Block		Easement
	Required Open Space Area		Street Vacation



3.2 Open Spaces

The integration of various types of public open spaces is critical for successful placemaking and urban development at the Rio Grande District. The public realm sets out a vision for a thriving and healthy community open and engaging for all.

The following principles are intended to guide all future public agencies, developers, and designers in the creation of Rio Grande District public spaces:



Scale and Rhythm: Fully respect the scale and rhythm of historic buildings and the neighborhood while providing a diversity of open space types.



Indoor-Outdoor Interface: Promote active edges between open spaces and buildings for a vibrant community.



Biophilia: Consider biophilic design approaches for all the open space areas from programs to material selection.



Integrated Infrastructure: Showcase innovative stormwater treatment and other sustainability elements in the public realm for educational purposes.



Adaptability and Resiliency: Create resilient landscapes to support a thriving and healthy long-term development.

The following spreads provide design standards and guidelines for four major public spaces:

3.2.1: The Green Loop

3.2.2: The Festival Street

3.2.3: The Arts Campus

3.2.4: The Underpass Park

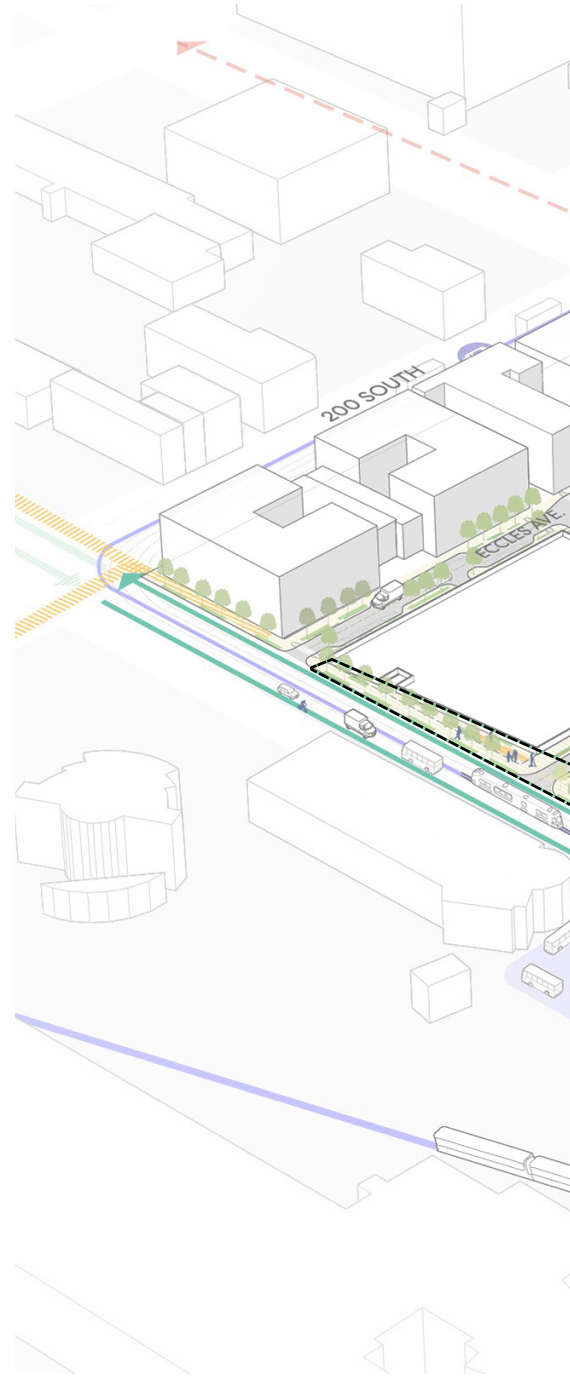


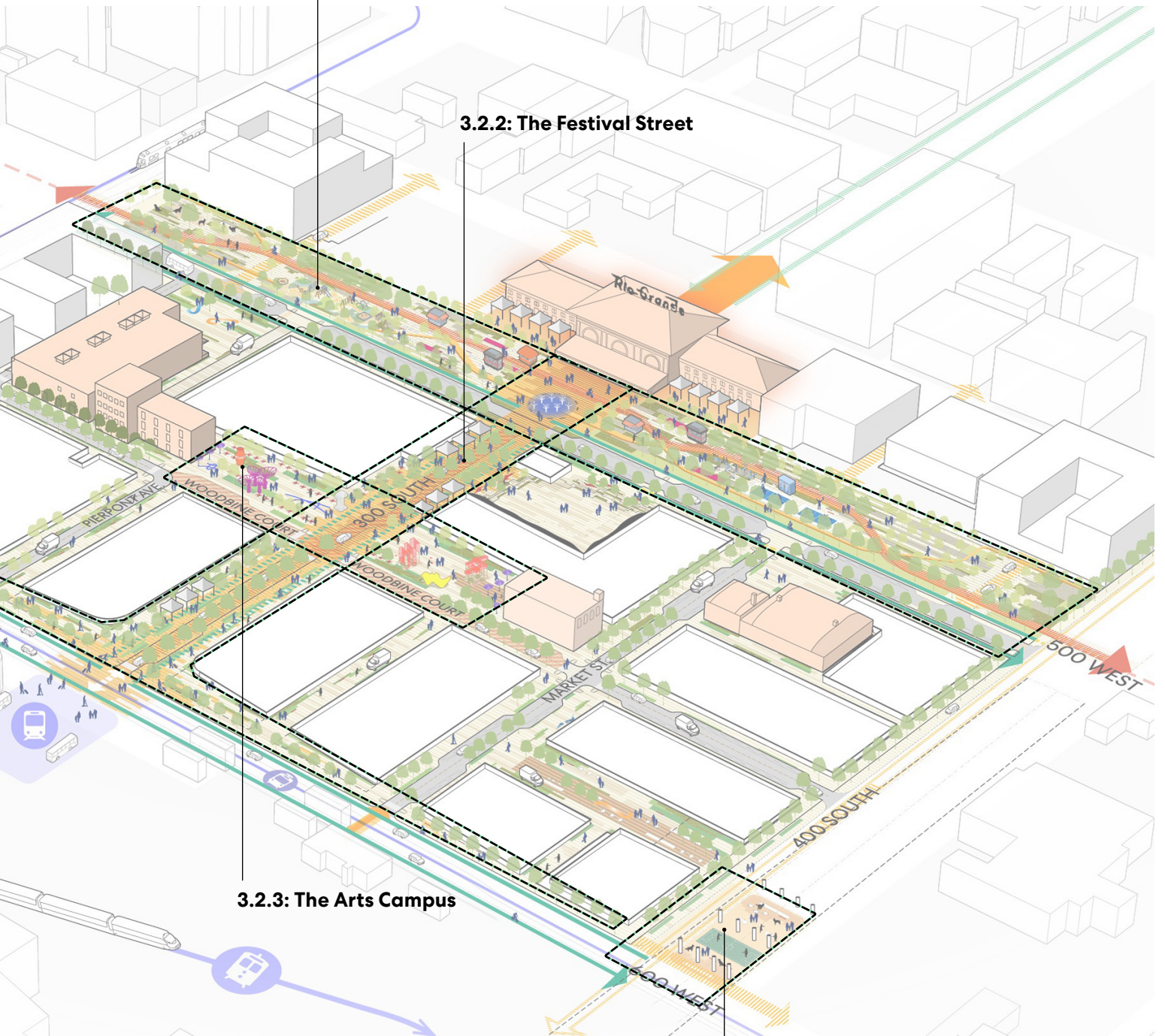
Figure 3.2:
Rio Grande District Open Spaces Diagram

3.2.1: The Green Loop

3.2.2: The Festival Street

3.2.3: The Arts Campus

3.2.4: The Underpass Park



3.2.1 The Green Loop

500 West is the preferred alignment for the Green Loop, a proposed 5.5 mile urban trail and linear park that connects the Rio Grande District to Downtown SLC.

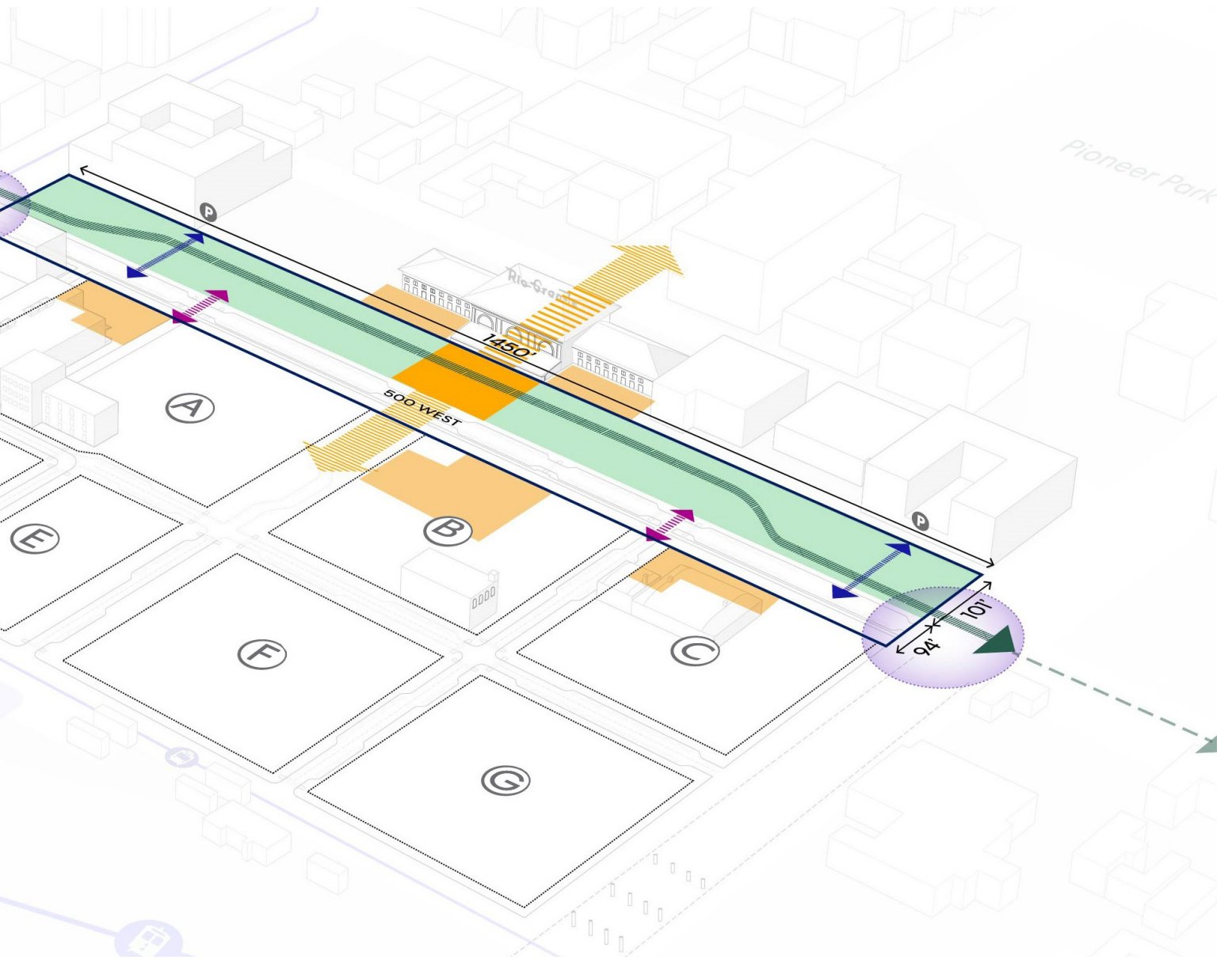
The Rio Grande District segment of the Green Loop is envisioned to be a lush urban forest providing biophilic respite within a dense urban setting. It will foster community wellbeing by promoting alternate modes of mobility to navigate through Downtown and provide options for active outdoor activities. It will create vibrancy with pockets of recreational and passive congregate spaces designed to cultivate a sense of community, support local businesses, and celebrate the arrival to the Rio Grande District.

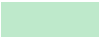





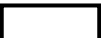


Standards


- 1. Dimensions and Siting:** The park space is 1450 feet long and 101 feet wide and aligned to the eastern edge of 500 West right-of-way.
- 2. City Coordination and Approval:** The street, park and utility design for the green loop shall be in coordination and reviewed by City departments.
- 3. Pedestrian Promenade:** A shared path at least 20 feet wide shall be incorporated into the park design.
- 4. Vehicular Access:** Vehicular access shall be provided to existing developments on the east side of the park. Vehicular access for new development on the eastern edge of 500 West is prohibited.
- 5. Intersections and Gateways:** The intersections of 200 South and 400 South at 500 West are designated as gateways to the Rio Grande District via the Green Loop. Design of intersections shall consolidate various transportation modes for safe and efficient crossing.
- 6. Rio Grande Depot:** A civic plaza, measuring 150 feet by 101 feet, shall be positioned in front of the Rio Grande Depot, ensuring clear visibility and access to the depot structure. It will serve as a gateway to cross over 500 West Street into the Rio Grande District on 300 South, also known as Festival Street. The ground floor of the central bay of the depot structure shall be made public for greater east west porosity on 300 South.
- 7. Active Edges:** All ground floor uses along 500 West shall adhere to the Parkfront Zone Ground Floor Use. Refer to **Section 5.3**.
- 8. Secondary Open Spaces:** The site design, materiality, and plant selection of secondary open spaces along 500 West, such as the spectator plaza on Block 2, the spaces in front of the Blue Warehouse building, and Artspace City Center on Blocks 1 and 3, respectively, shall be designed as extension of the Green Loop.



Figure 3.3:
Green Loop Standards Diagram



	Green Loop Park Area		Rio Grande Plaza		Parking/Service Access
	Open Spaces Along Green Loop		Green Loop Shared Trail		Crossings
	Open Space Boundary		Improved Intersections		Vehicular Access



3.2.1 The Green Loop

The Green Loop programming ensures that Rio Grande District residents, workers, and visitors enjoy the benefits of sustainable urban life by having convenient access to a wide array of outdoor spaces and activities.

Guidelines

- 1. Retail Cluster:** The park should feature outdoor retail kiosks and additional spaces for shopping and dining, strategically clustered around the Rio Grande Depot.
- 2. Outdoor Recreation Facilities:** To complement the urban trail, the park should include other active uses such as an outdoor gym and sports courts, playground, and dog run. All uses should be located with consideration to adjacent land uses.

- 3. Programming:** The Green Loop may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Fitness Class	Daily
Sports Demonstrations	
Street Performers and Musicians	
Recharge Stations	
Community Gardening Classes	
Community Volleyball	
Youth Sports Club	Weekly
Parenting Lunch and Play	
Movie Night	
Live Music	
Mobile Health Clinic	Monthly
Youth, Elite, Collegiate, Para-competitions	
Symphony Night at Rio Grande Depot	
State, National, International Competitions	Annual
Film Festival	
Winter Clothing Drive	

Table 4: Green Loop Programming Table

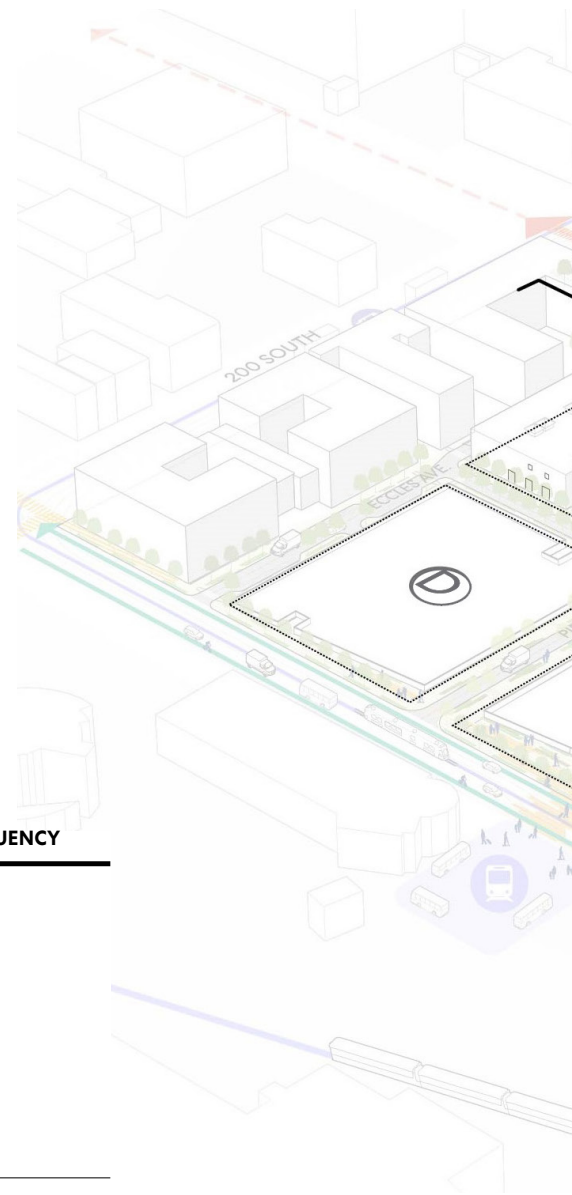


Figure 3.4: Green Loop Guidelines Diagram

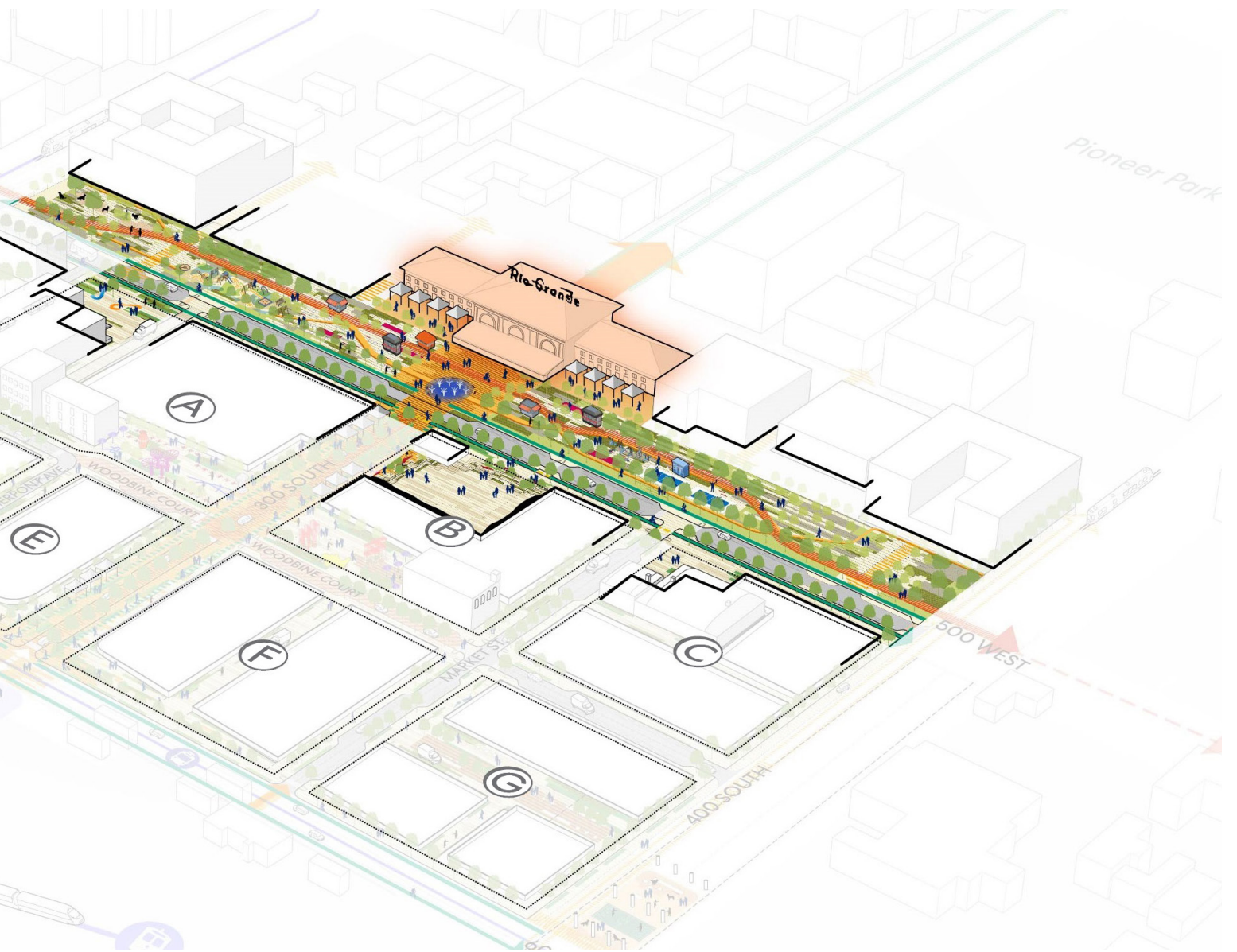


Figure 3.5: Photograph of the historic Ferry Building in San Francisco, which has spill out space for outdoor dining and a Saturday farmers' market.



Figure 3.6: Photograph of a community playground in Philadelphia which provides outdoor space for families living in the neighborhood.





Figure 3.7:
Illustrative rendering of the future Green Loop on 500 West.

3.2.2 The Festival Street

The 300 South Festival Street is a curbless central urban square flanked by shops and restaurants spilling out at the edges. Year-round, the street prioritizes people with generous tree lined pathways and clear views to the historic depot.

Standards

- 1. Dimensions and Siting:** The Festival Street is 660 feet long and 84 feet wide segment of 300 South right-of-way between 500 West and 600 West.
- 2. City Coordination and Approval:** The street and utility design for the festival street shall be in coordination and reviewed by City departments.
- 3. Pedestrian Promenade:** A 23.5-foot street vacation is approved along both edges of the 300 South right-of-way. Building construction is permitted in these spaces, on the condition that ground floor uses shall be active and contribute to street-level vibrancy. Uses that deter pedestrian engagement and street activity are prohibited.
- 4. Vehicular Access:** The eastern half of 300 South, extending from Woodbine Court to 500 West, shall feature a curbless design with restricted vehicular access. To enforce this restriction, traffic control measures, including retractable bollards, shall be placed at each end of this section.
- 5. Intersections:** Pedestrian safety at the intersections of Festival Street with 600 West and 500 West shall implement well-marked crosswalks, pedestrian-friendly signals, and raised intersections for traffic calming.
- 6. Preserve View of the Rio Grande Depot:** Direct visual access to the Rio Grande Depot building shall be preserved from the Salt Lake Central Station.
- 7. Active Edges:** Retail frontage that directly interfaces with the public is required on both sides. It may include the storefront, windows, entrance, and any displays or signage. The frontage shall be designed to be inviting, visually appealing, and strategically organized to showcase products or services. The design shall contribute to the overall character and vitality of Festival Street.
- 8. Gateway on 600 West:** To establish a distinctive gateway at 300 South and 600 West intersection, the ground floors of buildings along 600 West shall be recessed as illustrated in **FIGURE 3.8**. In the defined recess zone, the upper floorplates of the building podium can extend to the property line. See **FIGURE 4.12, 4.13** for additional information.

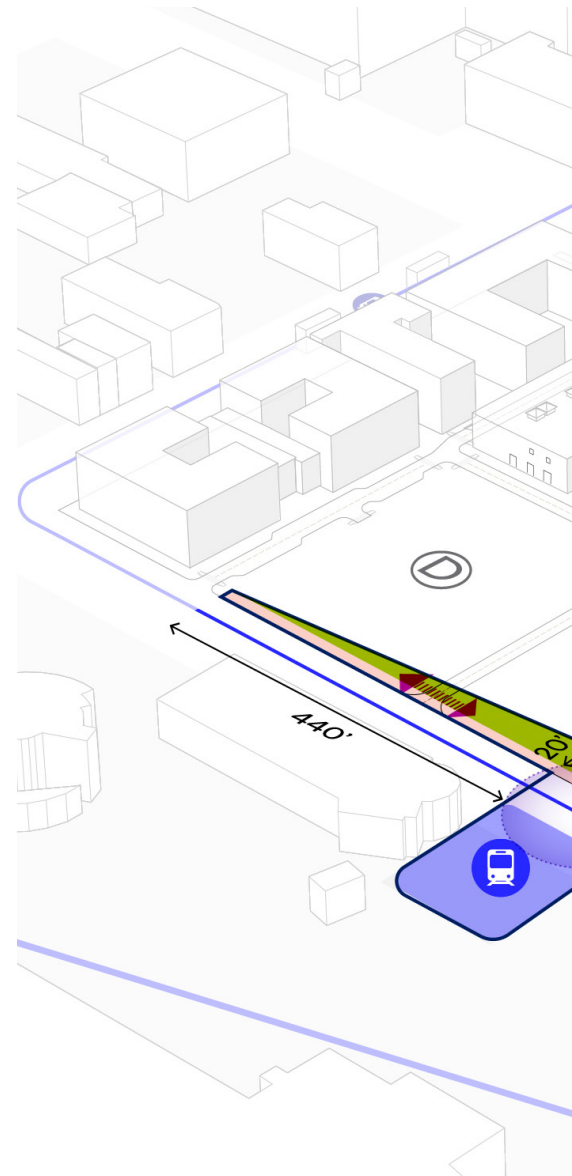
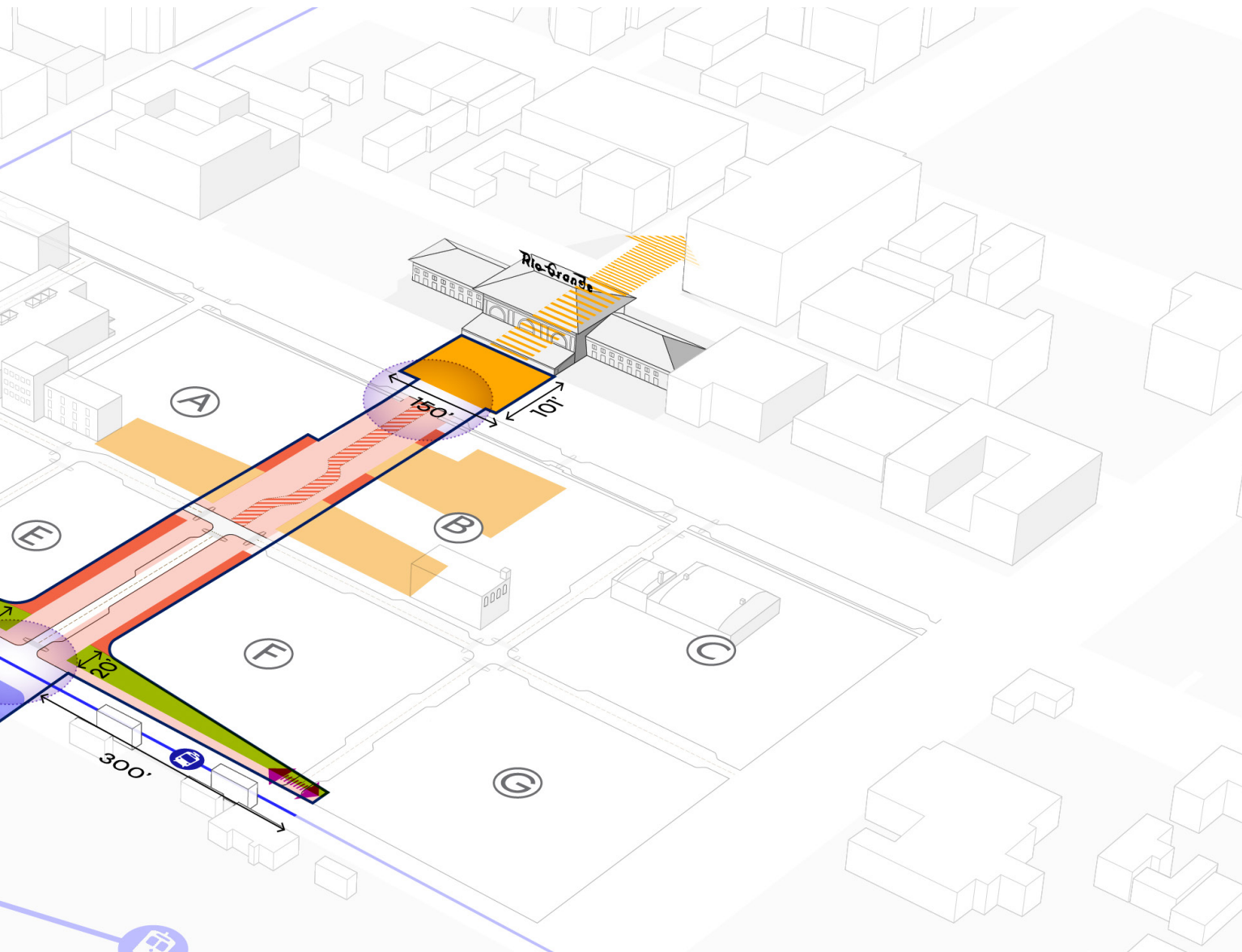






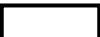





Figure 3.8:
Festival Street Standards Diagram



	Pedestrian Priority Areas		Rio Grande Plaza		Improved Intersections
	Open Spaces Along Festival Street		Active Edges		Crossings
	Open Space Boundary		Curbless Street		
	Ground Floor Recess				

3.2.2 The Festival Street

The Festival Street is a major shopping street for the Depot District framed by Salt Lake Central Station to the west and the historic Rio Grande Depot to the east.

Guidelines

- 1. Outdoor Spillover Spaces:** The Festival Street should be designed to include outdoor dining areas, spaces for outdoor farmers market stalls, and outdoor work environments.
- 2. Public Art:** To convey an innovative and iconic downtown main street, the design of the festival street should include signature urban furnishing, lighting, and public art.
- 3. Programming:** The Festival Street may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Sidewalk Retail and Dining	Daily
Public Art Displays	
Farmers Market	Weekly
Downtown Arts & Craft Market	
Food Truck Fridays	
Urban Flea Market	Monthly
Holiday Market	Annual
Illuminate Salt Lake	
Slug Magazine Brewstillery	
Skiswap	
Craft Lake City SLC	

Table 5: Festival Street Programming Table

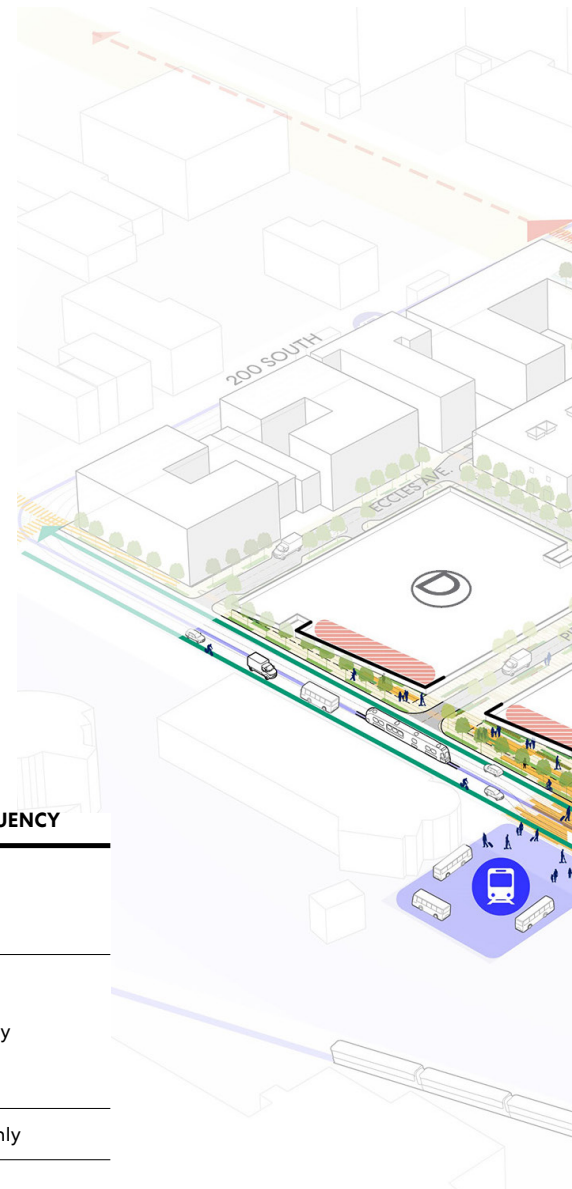


Figure 3.9: Festival Street Guidelines Diagram

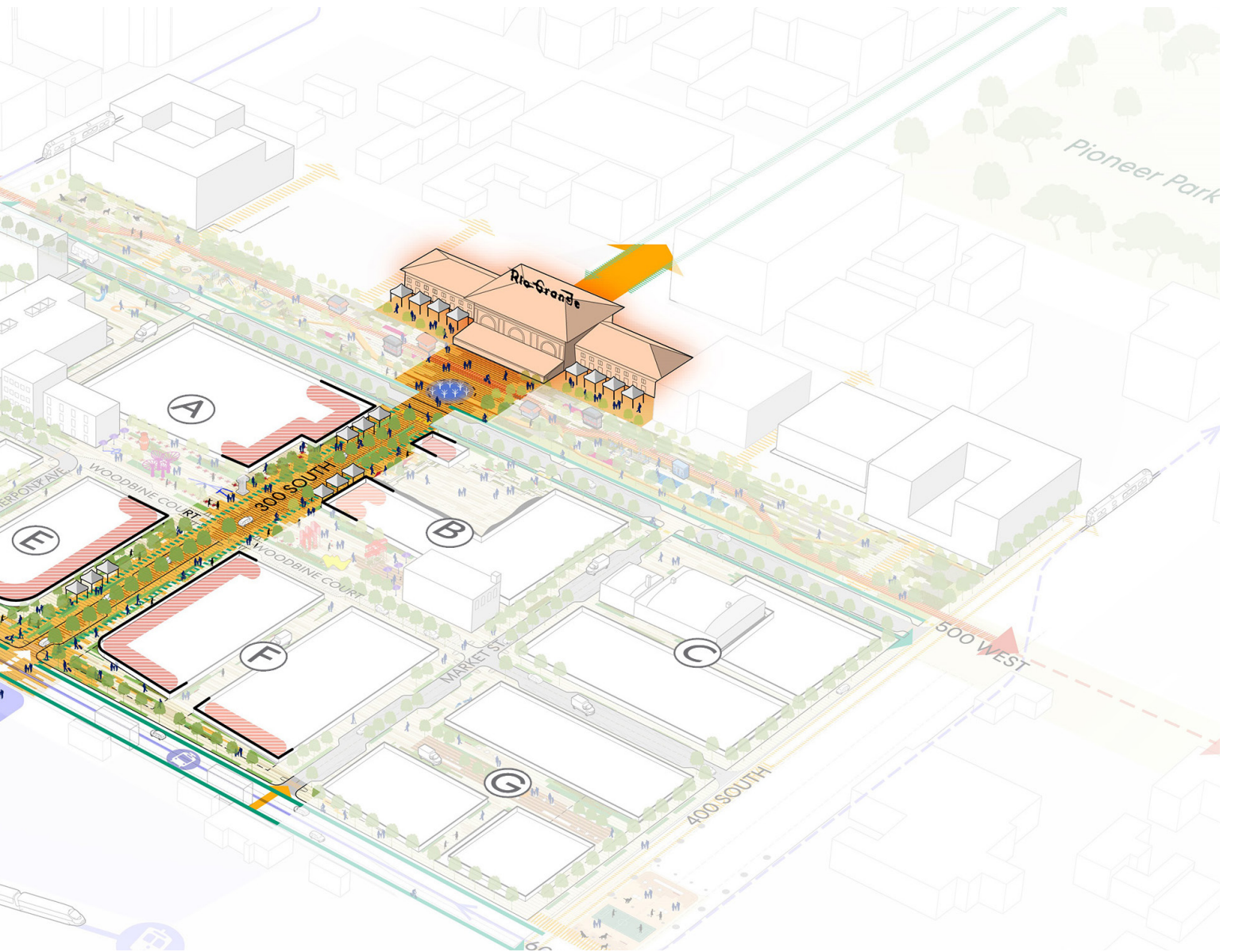


Figure 3.10:
 Photograph of the neighborhood street converted into a farmers market in London, England.

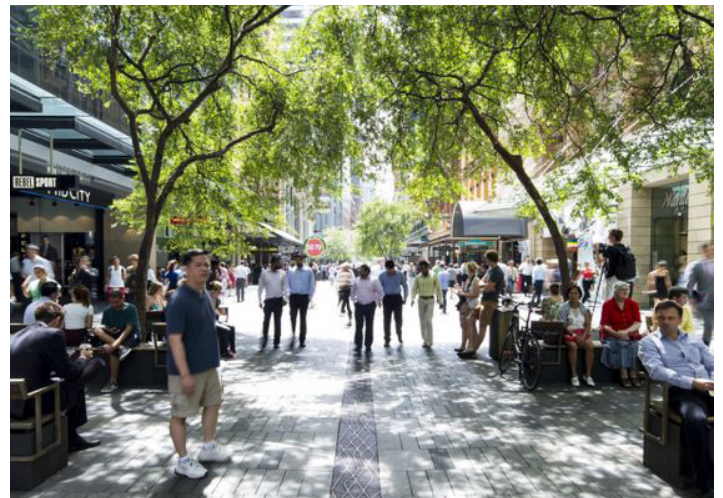


Figure 3.11:
 Photograph of the Pitt Street Pedestrian Mall, a curbsless street with unique paving and retail spill out spaces in Sydney Australia.

3.2.3 The Arts Campus

Bounded by the Artspace Macaroni Flats and the Salt Lake Mattress Building, the Arts Campus is a temporal public canvas where SLC artists, makers, students and non-profit organizations come together.

Standards

- 1. Dimensions and Siting:** Situated on the east side of Woodbine Court, The Arts Campus plaza encompasses a 180-foot segment on the Southwest part of Block A and a 300-foot segment on the Northwest part of Block B. For precise dimensions and placement details, refer to **FIGURE 3.12** illustrating the campus layout.
- 2. City Coordination and Approval:** The plaza, street and utility design for the Arts Campus and Woodbine Court shall be in coordination and reviewed by City departments.
- 3. Curbless Street:** Woodbine Court Street segment between Pierpont Avenue and Market Street shall be curbless prioritizing pedestrians but maintain slow vehicular access. The design shall provide designated loading zones and services spaces to cater to commercial and maker's needs while fostering a pedestrian-friendly environment.
- 4. Intersections and Gateways:** The intersection of 300 South and Woodbine Court shall be designed to clearly delineate vehicle, freight, and pedestrian movement.
- 5. View to Salt Lake Mattress and Artspace:** Design of plaza shall maintain visual connectivity between Festival Street, Salt Lake Mattress Building (South), and Macaroni Flats (North). Plaza design shall utilize public art, materiality, and vegetation to reinforce the connection between Salt Lake Mattress and Artspace.
- 6. Ground Floor Uses and Active Edges:** All ground floors shall be curated by the RDA to foster the optimal Arts Campus environment.

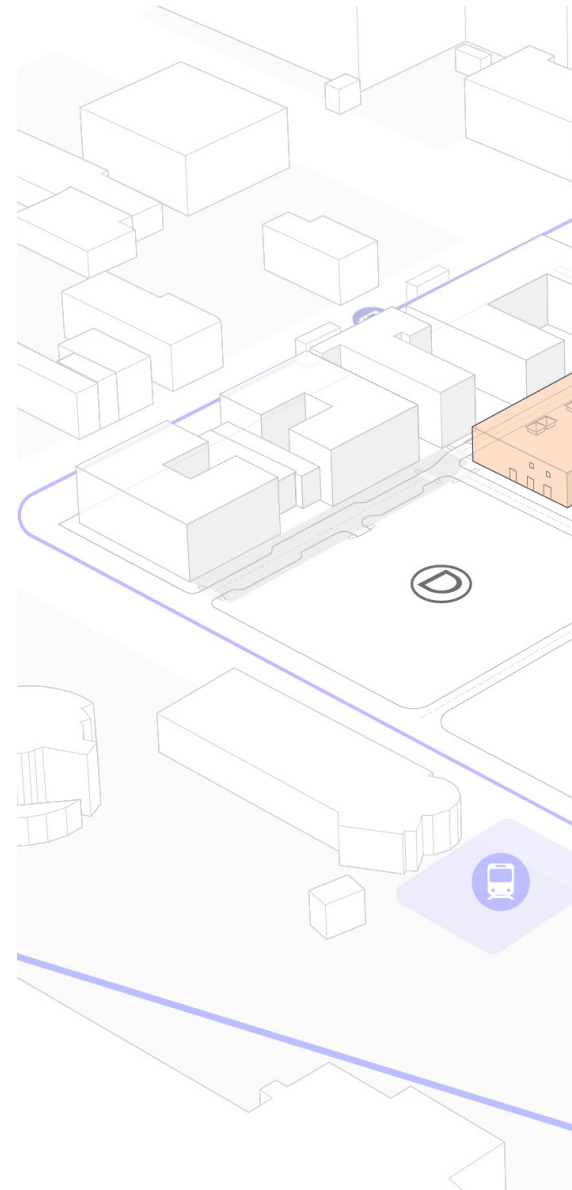
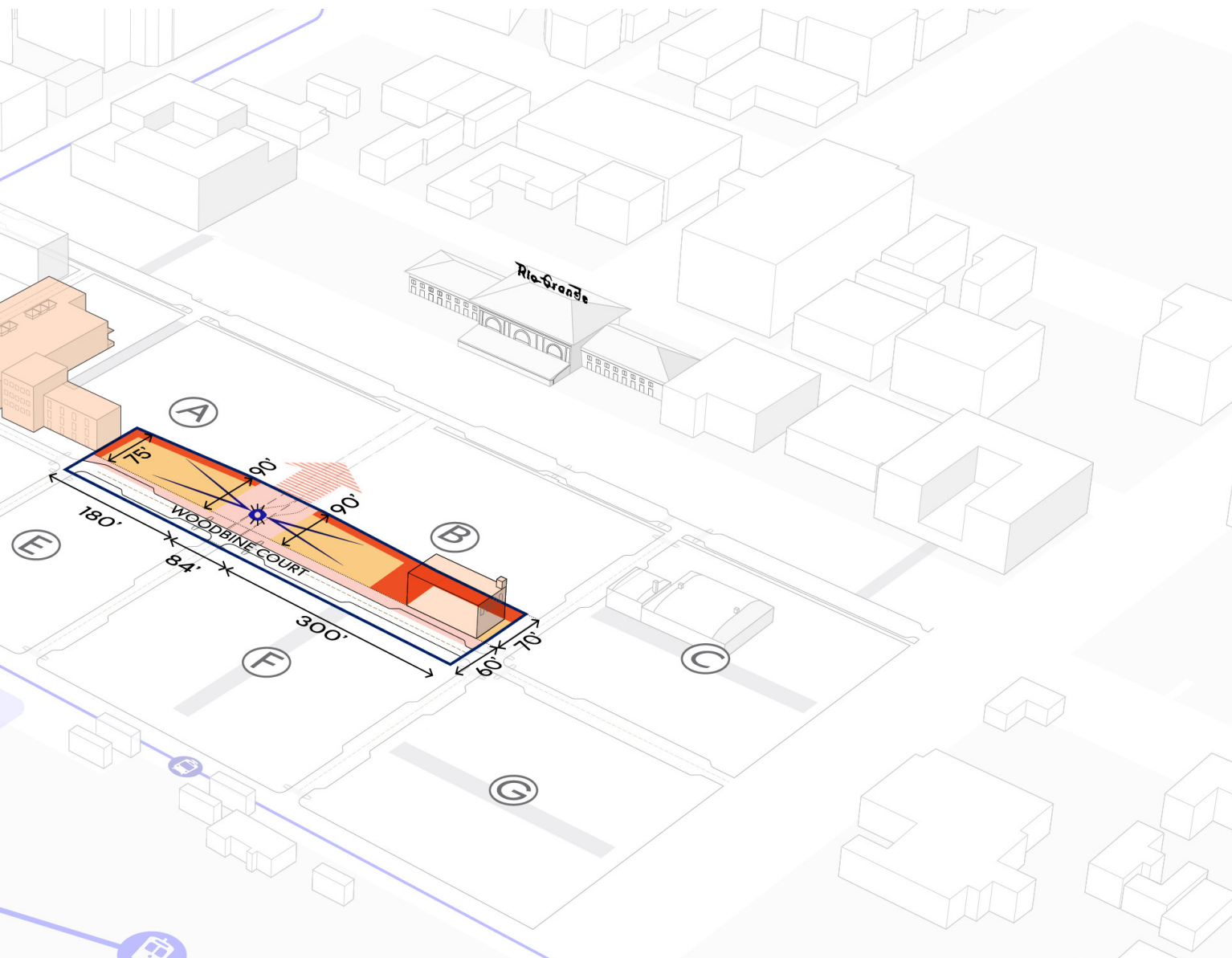









Figure 3.12
The Arts Campus Standards Diagram



	Curbless Zone		Existing buildings
	Open Spaces		Active Edges
	Open Space Boundary		View Corridor



3.2.3 The Arts Campus

The flexible open grounds create a canvas for surreal sculptures, dynamic art installations, open-air studios, and interactive exhibits. It is also a comfortable hang-out spot for locals with shaded outdoor seating, affordable food options and an eclectic crowd. This artistic hub invites students and visitors to collaborate, and immerse themselves in a vibrant cultural tapestry.

Guidelines

1. Public Art: Public art installations and events should be curated by organizations like the Salt Lake City Arts Council.

2. Programming: The Arts Campus may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Kids Arts Day camp	Daily
Adult Art Classes and Workshops	
Kids Storytime	Weekly
Trivia Night and Happy Hour	
Private Events and Receptions	
Studio Tours	Monthly
Young Innovators Night	
Writers Workshop	
Open Zen Meditation	
Rotating Sculpture Installation	Annual
International Arts Festival	
Ice Sculpture Festival	
Craft Lake City DIY Fest	

Table 6: The Arts Campus Programming Table

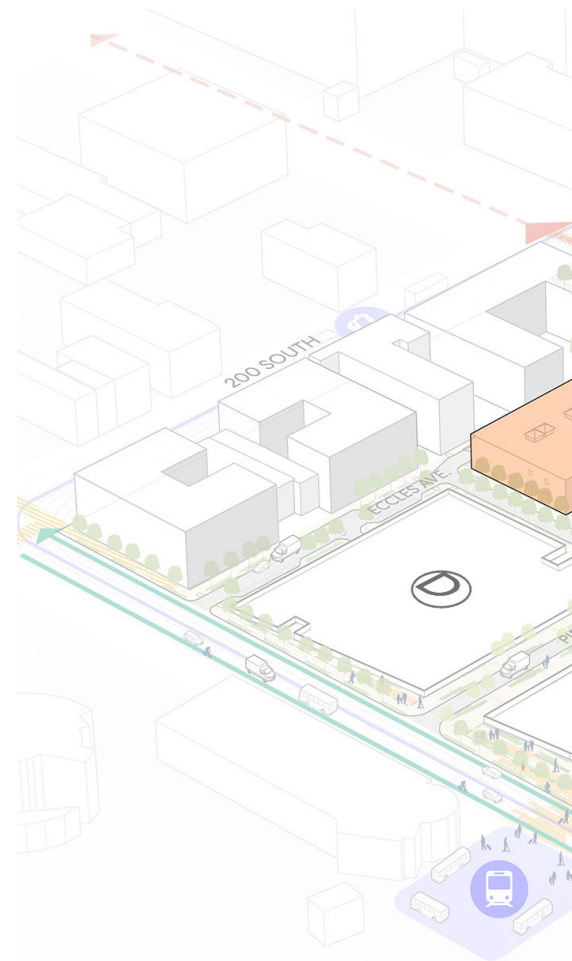


Figure 3.13
The Arts Campus Guidelines Diagram

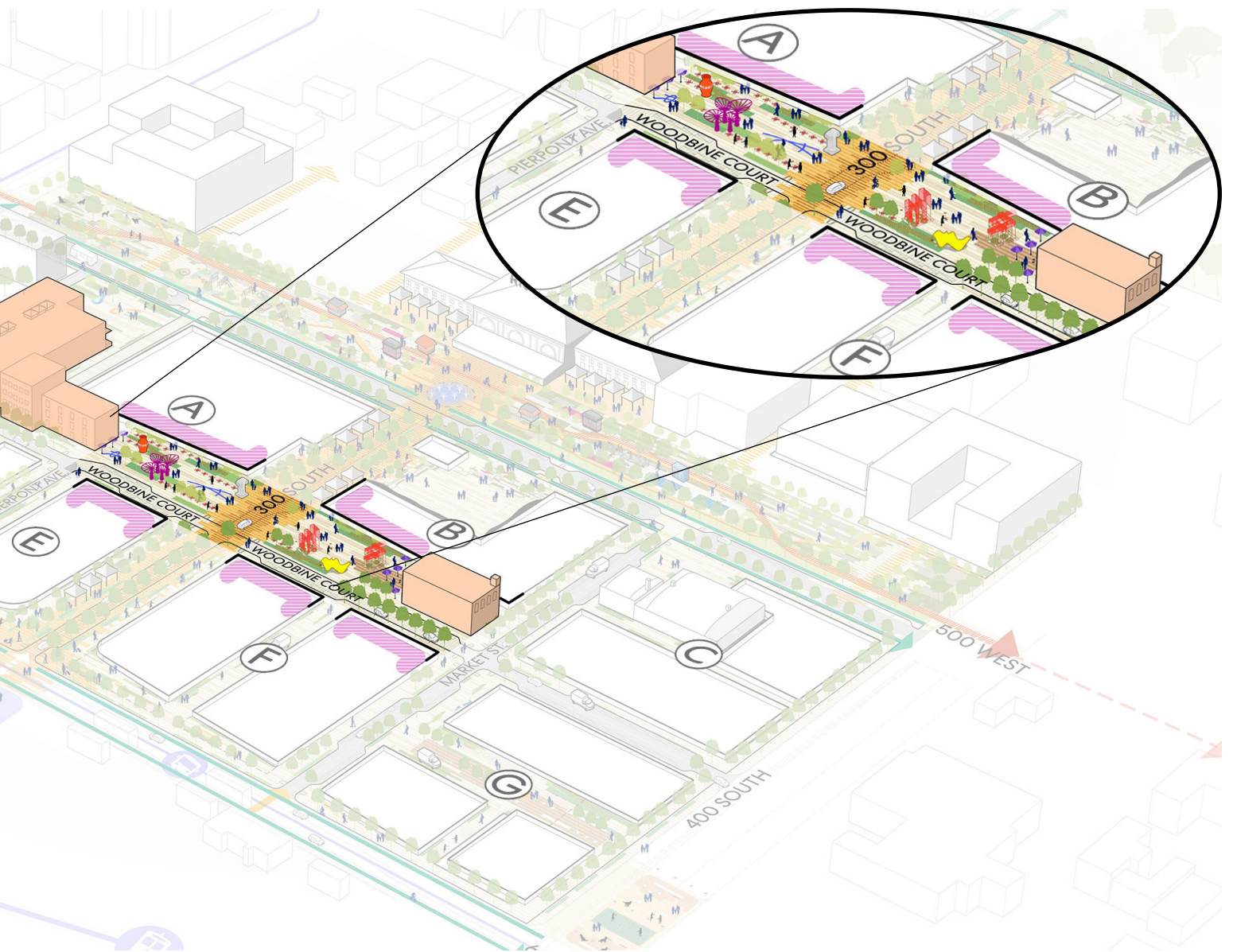


Figure 3.14:
 Photograph of temporal public art installations in Aarhus, Denmark that serve as cultural destinations.



Figure 3.15:
 Photograph of urban plaza space that can accommodate larger community festivals.





Figure 3.16:
Illustrative rendering of the future Arts Campus plaza.

3.2.4 The Underpass Park

The Underpass Park infuses new life in abandoned infrastructure, providing an active recreation focused community park. The park is a programmatic bridge between the Rio Grande District and the industrial areas south of 400 South.

Standards

- 1. City Coordination:** All programs and activities shall comply with the City Transportation Department standards for access to roadway infrastructure.

Guidelines

- 1. Design Elements:** Elements may include dog park, rock climbing area, skate park, sports courts, art installations with lights and murals.
- 2. Programming:** The Underpass Park may include but are not limited to the following events:

EVENTS	FREQUENCY
After school Urban Sports	Daily
Strength Training / Exercise Classes	
Basketball Tournaments	Weekly
Skateboarding Clinic	
Skateboarding or BMX Events	Monthly
Rotating Mural Event	
Parkour Workshops	
Street Art Festival	Annual

Table 7: The Underpass Park Programming Table

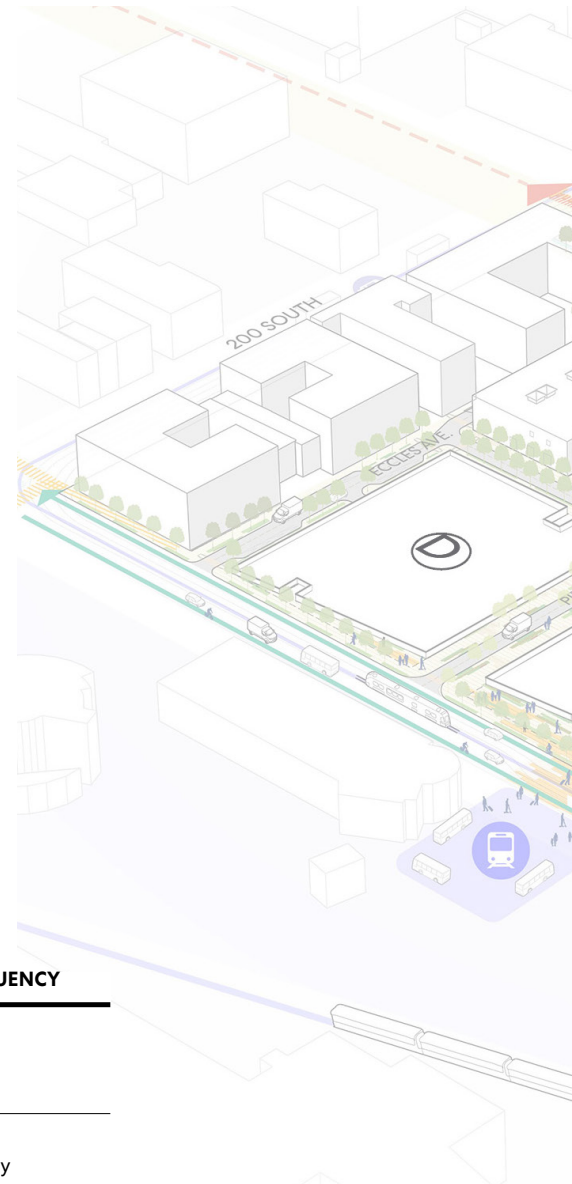


Figure 3.17
The Underpass Park Guidelines Diagram

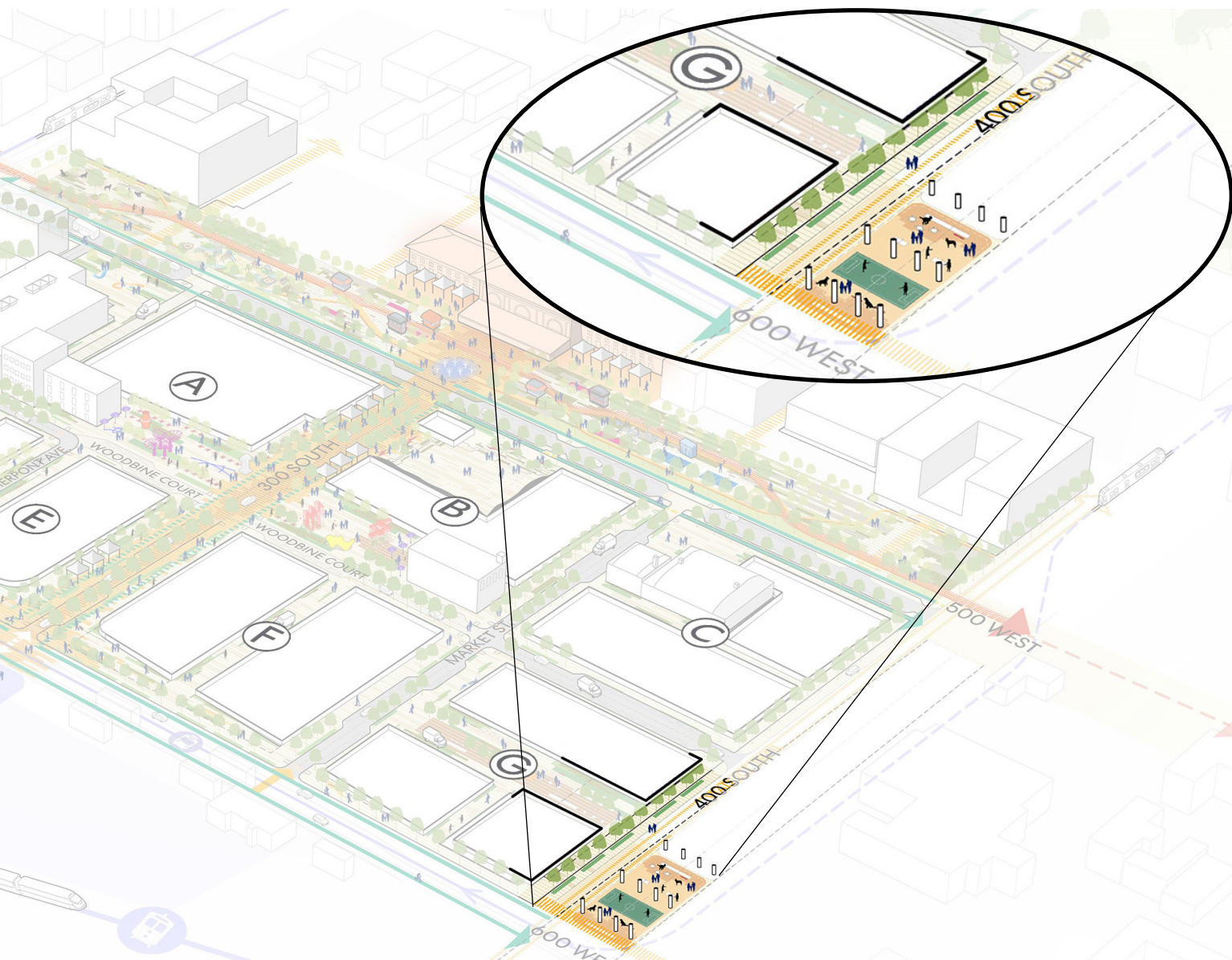


Figure 3.18:
 Photograph of a revitalized underpass park in Toronto with public murals and basketball courts.



Figure 3.19:
 Photograph of an urban skatepark in Venice Beach which is very conducive and can activate these types of underutilized spaces.

3.3 Planting, Ecology, and Habitat

Planting elements are integrated in part to support the biophilic design approach of the public realm, to help protect and feed local habitat, to frame public open spaces, and enhance pedestrian comfort.

Standards

1. **City Coordination:** Selection of urban forestry and plant palettes for public open spaces shall be coordinated with appropriate SLC departments and other regulatory agencies.

Guidelines

1. **Native Planting:** Native plant species that are well-adapted to an urban site and non-potable irrigation are strongly recommended for the planting palette. Avoid any invasive species. Low water-use plants are strongly preferred.
2. **Habitat Support:** Plant species throughout the site should provide habitat for biodiverse local wildlife, including food and nesting/shelter sources.
3. **Urban Agriculture:** Edible gardens, community gardens and other edible plants should be located in zones of imported clean soil and/or implemented with raised beds isolated from soil.
4. **Canopy Trees:** Canopy trees and shade structures should be strategically located to ensure shaded plaza areas and streets for comfortable pedestrian movement in the hot summer.



Figure 3.20:
Tree canopy provides welcome shade in the summer months and critical habitat area for local fauna.

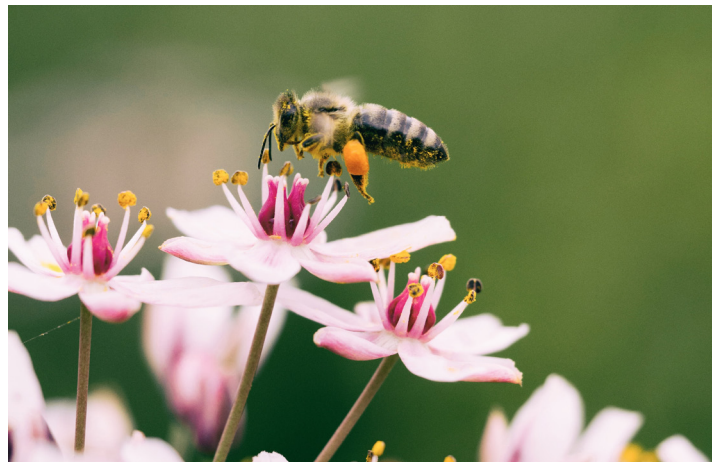


Figure 3.21:
Landscape that provides habitat for insects and other fauna helps sustain a more robust ecosystem.

3.4 Stormwater Management

Stormwater management and water conservation is a critical part of supporting landscape resiliency to climate change.

Standards

- 1. City Coordination:** Design of stormwater facilities for Rio Grande District public open spaces and streets shall be coordinated with SLC Public Lands, Public Utilities, and all other appropriate regulatory agencies.

Guidelines

- 1. Preferred Treatment Methods:** Preferred treatment methods should include green roofs, rain gardens, bioswales and flow-through bioretention planters.
- 2. Water Storage Basin:** Design of new public spaces such as the Green Loop should consider an underground stormwater storage tank dedicated for irrigation.
- 3. Educational Features:** Educational and interactive water features should be integrated with public realm design for community engagement with sustainable practices.

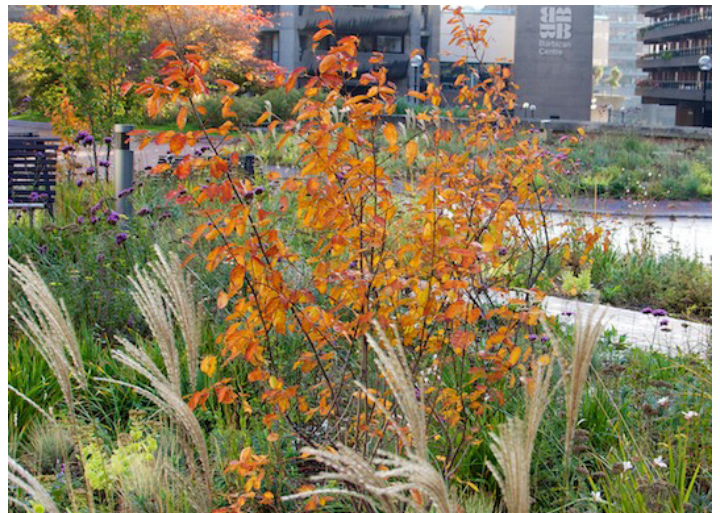


Figure 3.22: Rain gardens and bioswales help to manage stormwater on site, while also providing new habitat areas.



Figure 3.23: Landscapes with low-drought plantings will support district resilience and water conservation.

3.5 Paving

Paving design and materials should be the primary element that give identity to the open spaces and help integrate the various parts of outdoor spaces into a distinctive whole.

Standards

- 1. ADA Compliance:** ADA compliance shall be required for paving design and materials in all public areas.
- 2. Emergency Vehicles:** All paving and routes which must accommodate emergency vehicles shall comply with SLC Fire Department load-bearing requirements.

Guidelines

- 1. Historic Character:** The Green Loop, Festival Street, and The Arts Campus should include pedestrian paving which relates to the character of the historic buildings and respect their geometry and alignment.
- 2. Permeable Pavers:** To promote stormwater infiltration, permeable pavers should be used where appropriate, specifically along the Green Loop.
- 3. High Albedo:** Paving should utilize high-albedo content to reduce the urban heat island effect and promote cooling of the site.
- 4. Local Sourcing:** Local sourcing of paving materials should be encouraged to take advantage of local manufacturers and suppliers and reduce embodied carbon.
- 5. Intersection Paving:** Major crossings such as 600 West and 300 South from Salt Lake Central Station to the Festival Street or 500 West and 300 South to the Rio Grande Depot should incorporate a special paving pattern to emphasize pedestrian priority.

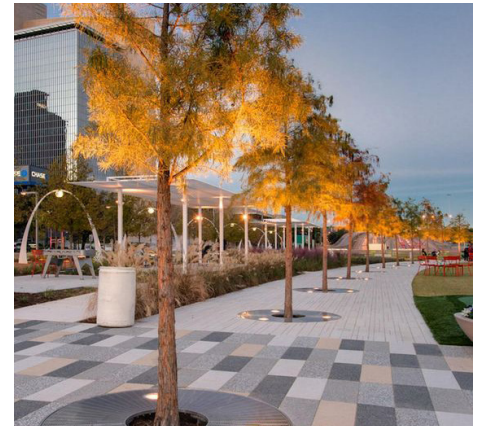


Figure 3.24:
Paving design and material helps create a sense of place and distinct identity to an open space.



Figure 3.25:
Permeable pavers can help with stormwater infiltration and reduction of urban heat island.

3.6 Site Furnishing

Site furnishings should help to establish the unique identity of the Rio Grande District and help create an inviting, comfortable, and biophilic environment for users.

Standards

- 1. City Coordination:** All site furnishings such as exterior light fixtures or benches in the right-of-way shall meet Salt Lake City standards and be approved by all relevant City departments.
- 2. Full Shielded Exterior Light Fixtures:** All exterior light fixtures shall be fully shielded to minimize glare, light trespass and light pollution throughout the Rio Grande District.
- 3. Dark Sky Compliance:** Exterior light fixtures shall meet or exceed applicable energy-efficiency standards while adhering to specifications of the International Dark Sky Association to prevent negative health impacts on humans and wildlife.
- 4. Key Pedestrian Lighting:** Exterior light fixtures shall reinforce key active transportation pathways and shall be scaled to the pedestrian and bicycle experience.

Guidelines

- 1. Complementary Contrast to Existing Buildings:** Site furnishings such as benches, trash bins, and exterior light fixtures should consider compatibility or complementary contrast with the character of adjacent historic buildings such as the Rio Grande Depot or the Salt Lake Mattress Building.
- 2. Material Reuse:** Site furnishings should provide an opportunity for material reuse and carbon sequestering within salvaged materials. This could include concrete from old building foundations or interior building materials.
- 3. Green Loop Coordination:** Site furnishings such as light post banners and wayfinding along 500 West should incorporate the Green Loop branding and select elements of the linear park design palette to provide accessible navigability for pedestrians and cyclists along the urban trail. However, the Rio Grande District segment of the Green Loop should celebrate design elements that make it distinctive and unique.



Figure 3.26:
Site furnishings can be designed to enhance the character of an existing place.



Figure 3.27:
Exterior street lights that adhere to dark sky standards help mitigate light pollution and disruption of circadian rhythms.

4

Mobility Network

4.1 **Mobility Overview**
74

4.2 **Active Transportation**
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4.3 **Vehicles**
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4.4 **Street Sections**
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4.5 **Shared Parking**
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4.1 Mobility Overview

Transportation and circulation are critical components of the safe and effective movement of people and goods within the Rio Grande District. The mobility network accommodates all modes of travel with an emphasis on people-powered modes directly connecting to transit.

By concentrating high-density development around Salt Lake Central Station with a diversity of uses and a multi-modal network, the Vision and Implementation Plan aims to reduce the reliance on private vehicles, helping to minimize traffic congestion and the amount of land dedicated to parking. The mobility network envisions the following:



Pedestrian Priority: An integrated pedestrian network of generous sidewalks, plazas, and curbless streets that put people first.



Low Stress Bike Network: Bicycle network that builds upon the existing City plans and capital projects, with routes to Downtown as well as connections to westside neighborhoods via 400 South, the 9-Line Trail, and the Folsom Trail.



Transit Connectivity: A circulation plan that prioritizes transit access over private vehicles and supports options such as car share and ride share.



Functional Roadways: A vehicular circulation plan that serves the needs of on-site development and connects to the surrounding arterials and freeways.

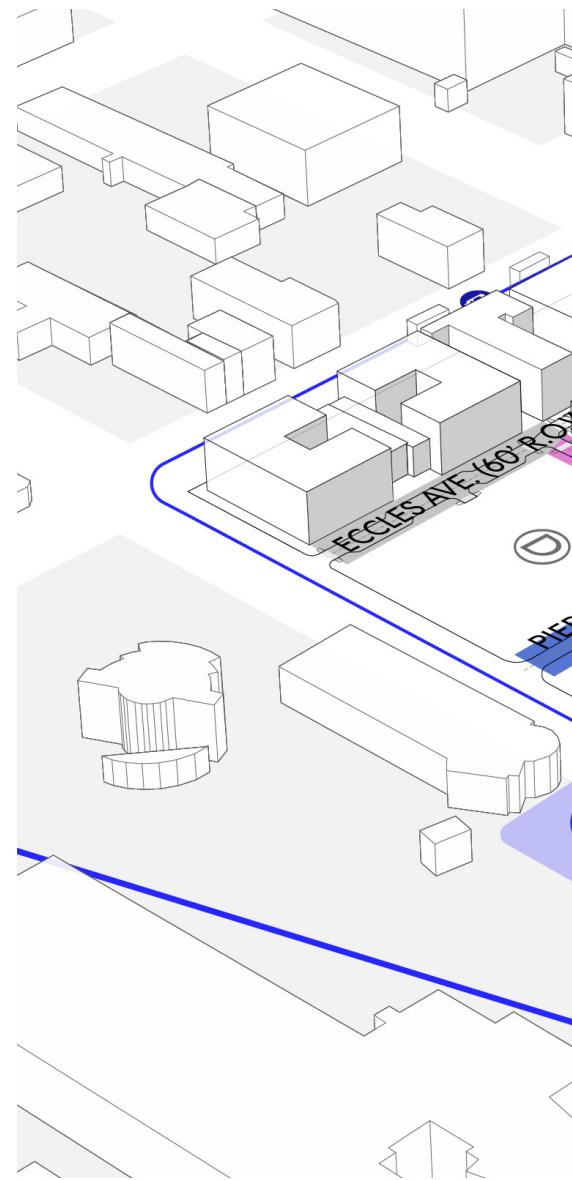
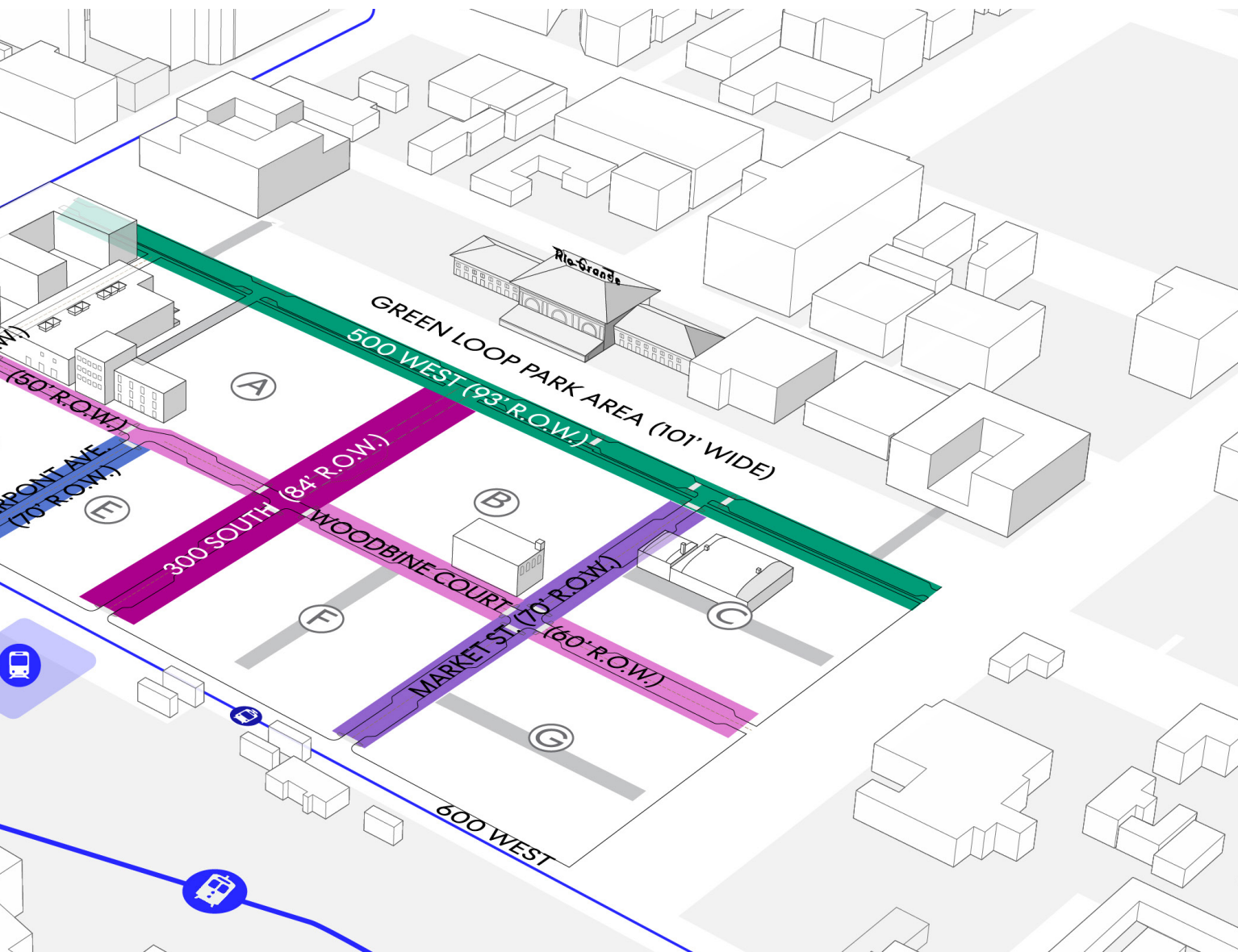










Figure 4.1:
Mobility Network Map



	300 South (84' R.O.W.)		500 West (93' R.O.W.)		Pierpont Avenue (70' R.O.W.)
	Woodbine Court (50' R.O.W. - North of Pierpont Ave.) (60' R.O.W. - South of Pierpont Ave.)		Green Loop Park Area (101' Wide)		Eccles Avenue (60' R.O.W.)
			Market Street (70' R.O.W.)		Alleyways



4.2 Active Transportation

All streets and pathways are designed with people and place in mind. The layout and design of streets include generous sidewalks, buffered bike lanes, and slow streets to improve the safety and convenience of pedestrians and cyclists.

Standards

- 1. Public Rights-of-Way:** All public rights-of-way shall comply with SLC Roadway Design Standards.
- 2. Sidewalks:** All existing and new streets shall include a minimal sidewalk width of eight (8) feet.
- 3. Pedestrian Priority Zones:** Specific portions of 500 West, 300 South, Woodbine Court, and 600 West are designated as pedestrian priority zones. Refer to **FIGURE 4.2** for the zones of pedestrian priority.
- 4. Bikeways:** The mobility network shall establish a bike network link between the Salt Lake Central Station to 500 West and the Rio Grande Depot. 500 West shall include a low-stress, separated bike facility as part of the future Green Loop and bi-directional bike facilities within the reconfigured roadway. 600 West shall include bi-directional bike facilities for north-south connections to the 9-Line Trail and the Folsom Trail.
- 5. Mobility Hubs:** Mobility hubs are places in a community that brings together public transit, GREENbike, scooters, car sharing, and other ways for people to get where they want to go without a private vehicle. Refer to **Figure 4.2** for the location of future mobility hubs.
- 6. Rio Grande Depot:** The Rio Grande Depot shall provide public pedestrian access through the main concourse to create a seamless east-west connection on 300 South. Bicyclists shall be allowed to dismount within the Depot to connect to the existing 300 South buffered bikeway.
- 7. Intersections and Traffic Calming:** All signalized intersections shall Comply with SLC Intersection Design Standards. Where crosswalks at uncontrolled intersections are proposed, an appropriate combination of traffic calming strategies shall be employed to maximize visibility and safe pedestrian crossing.

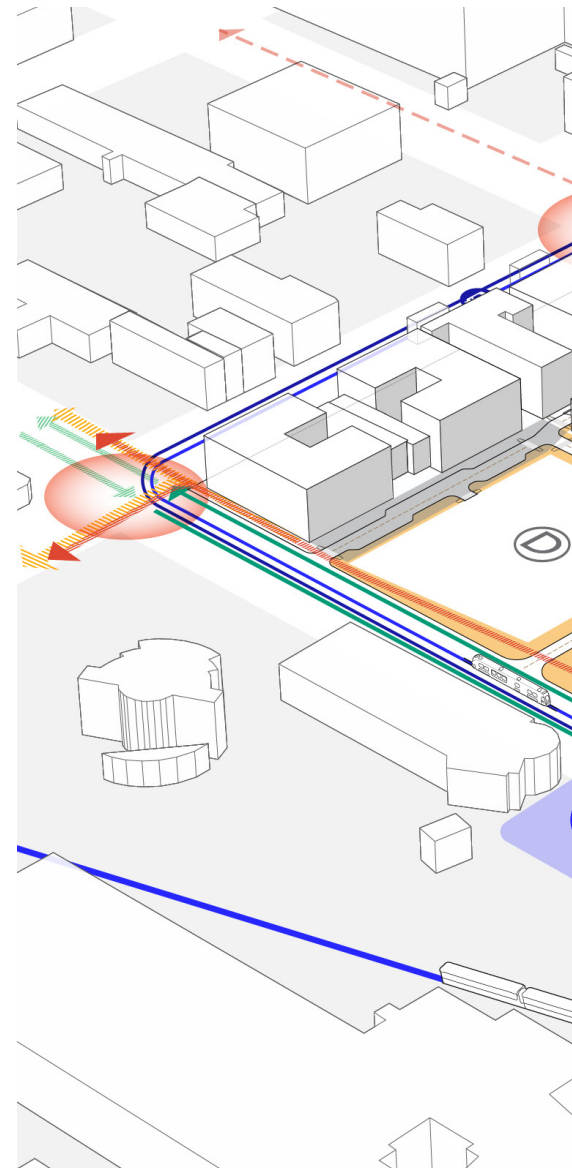
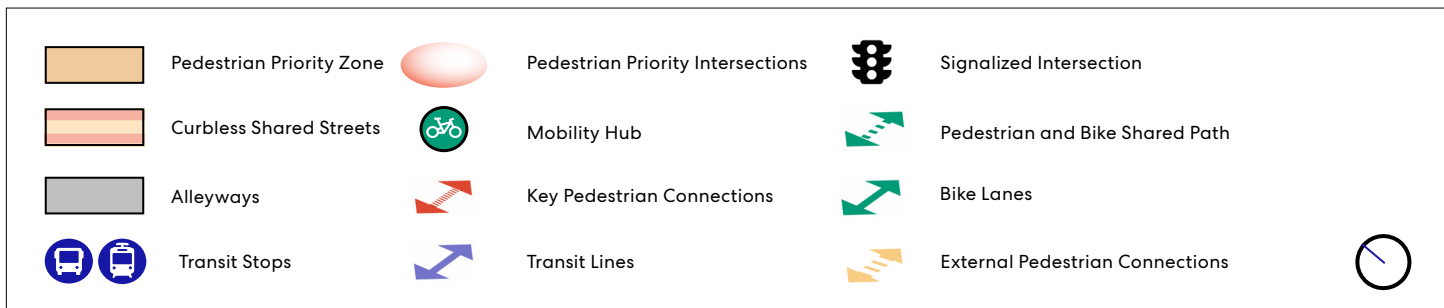
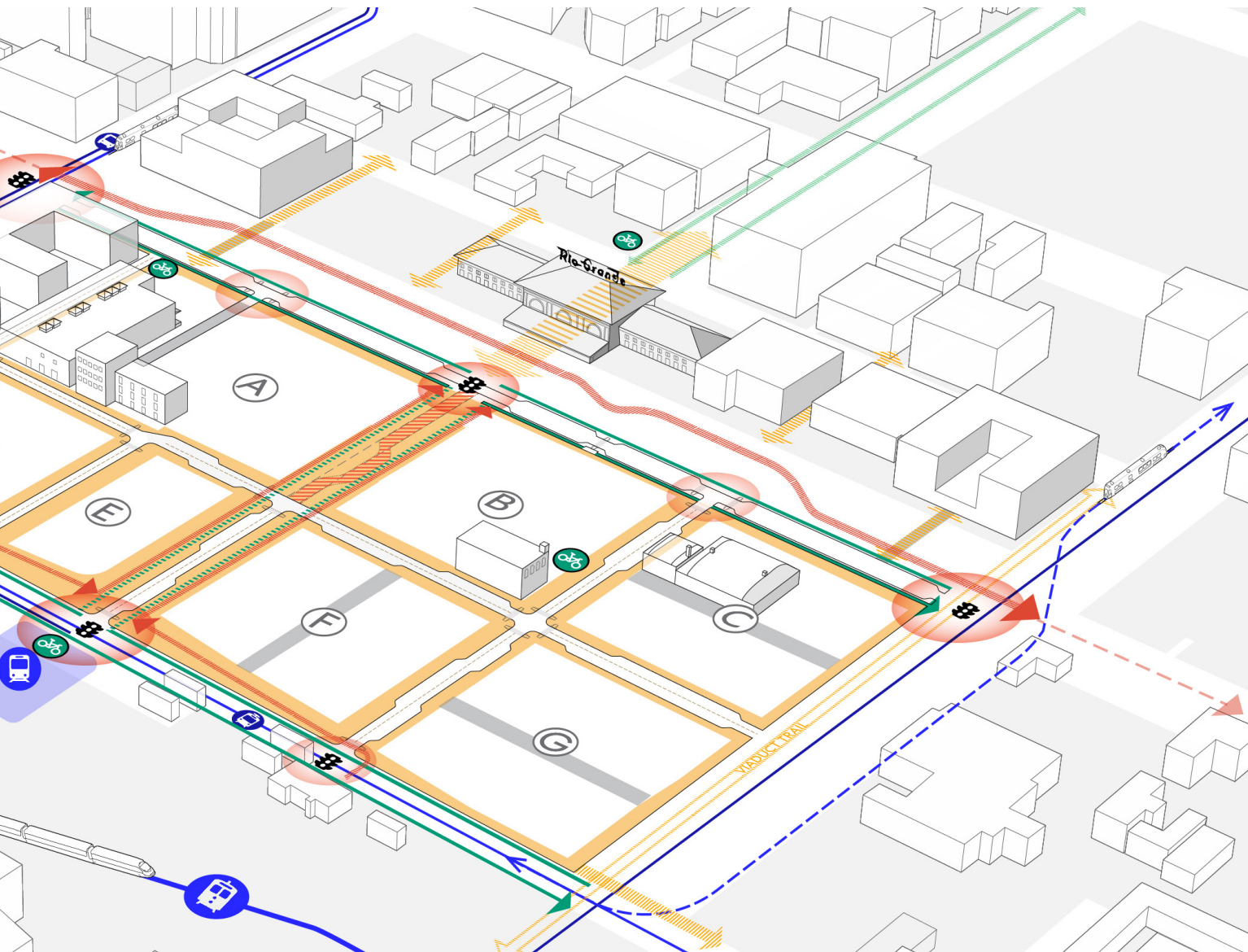


Figure 4.2:
Active Transportation Network Map



4.3 Vehicles

The street network has been laid out to serve the needs of the private development blocks for access, parking, servicing, and loading.

Standards

- 1. Vehicle Circulation:** All streets shall have two-way traffic circulation, with the exception of 400 South Frontage Road, which shall have one-way traffic in the westbound direction only.
- 2. Emergency Vehicle Access:** In coordination with the Salt Lake City Fire Department, the vehicle network shall be laid out to ensure emergency vehicle access to all necessary points. Emergency vehicles shall be allowed to traverse non-vehicle sections on curbless streets to ensure a rapid response.
- 3. Curb Zone:** The curb zone consists of areas within the roadway for on-street parking, loading, and pick-up/drop-off with the intent that each of these zones is close to the travelers' intended destination. Refer to **Figure 4.3** for locations and recommended lengths of these zones.
- 4. Service and Loading:** Streets within the mobility network have been laid out with sufficient width and turning radii at corners to allow service vehicles to access all portions of the site and buildings that are likely to need servicing and loading facilities. These facilities are restricted to certain sides of buildings and areas of open spaces to minimize their visual intrusion into the public realm. Refer to **Figure 4.3** for portions of the site where servicing and loading is allowed.

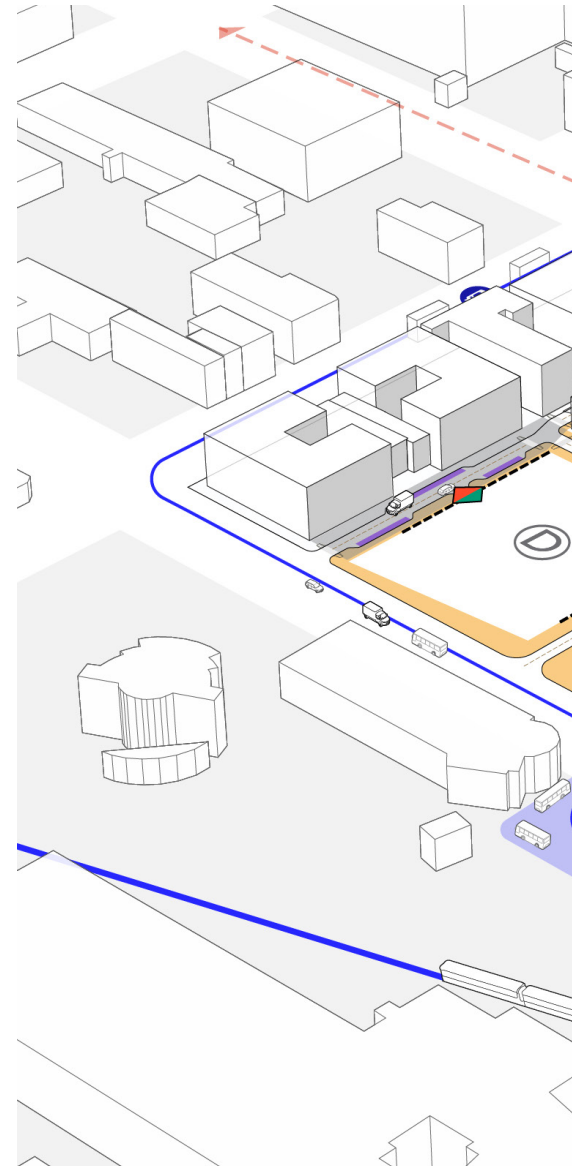
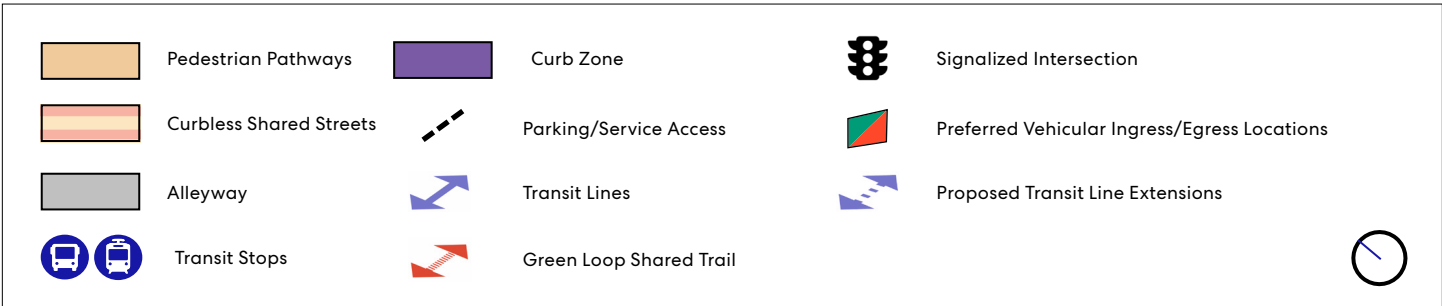
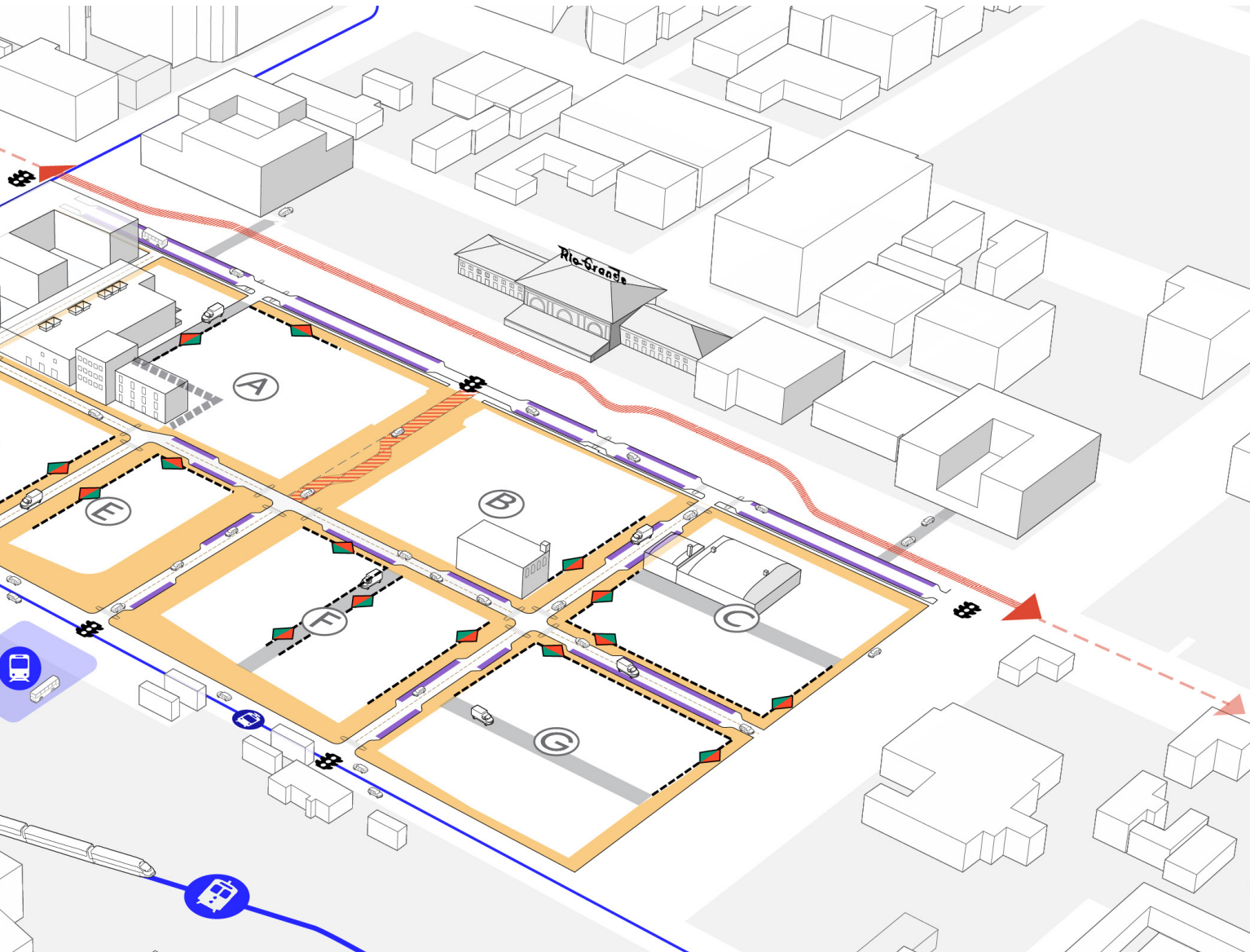


Figure 4.3:
Vehicle Network Map



4.4 Street Sections

The mobility network proposes to redesign existing streets and build new streets in order to align with Salt Lake City’s goals of creating a complete network of people-friendly streets.

This includes the reconfiguration of existing public streets within the project site, including 500 West, 300 South, 600 West, and 400 South Frontage Road, as well as extension of public streets such as Market Street, Woodbine Court, and Pierpont Avenue.

The proposed typical street sections are based on the standards and guidelines provided in the **Salt Lake City Street and Intersection Typologies Design Guide.**

The typical street sections have been modified to accurately adapt to the Site’s context.



Street Description

The Mobility Network

4.4.3 Market Street

Market Street is a bi-directional east-west local street which connects 600 West to 500 West.

The street provides two-way vehicular movement and loading/service access to adjacent blocks. Market Street is the primary entry to the municipal parking structure.

Standards:

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	6 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall

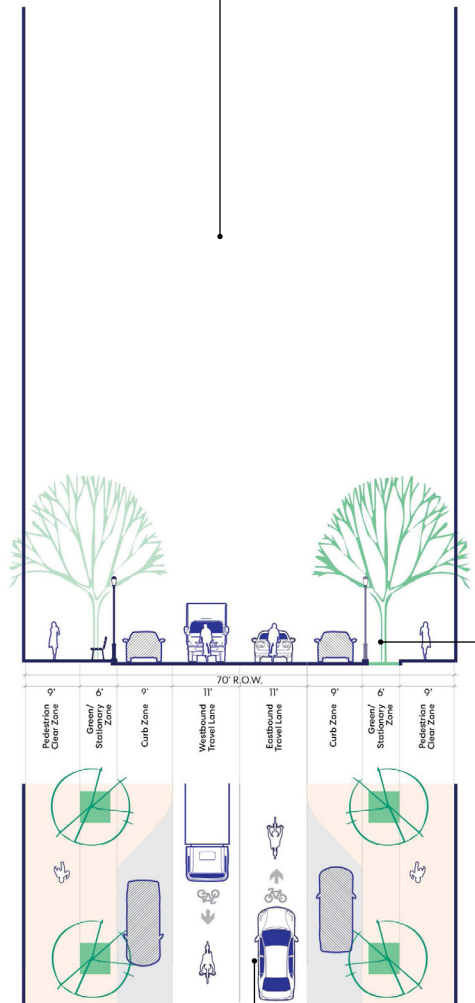
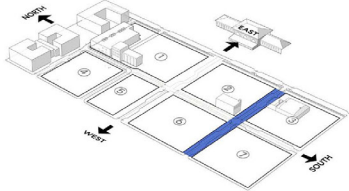
Table 10: Market Street Standards

Figure 4.4: Street Standards Guide

Standards Matrix

Key Map

Typical Street Section



Street Dimensions

Typical Street Plan

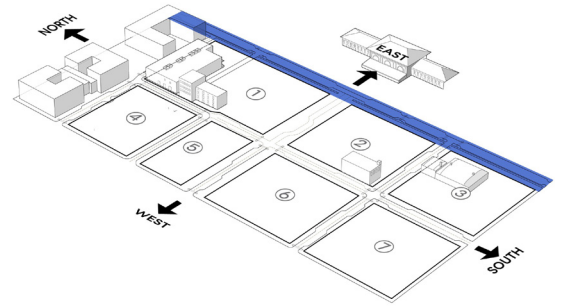
tion

provide entries on Market Street

4.4.1 500 West

500 West is a north-south complete street which accommodates the Green Loop park area on the eastern edge of the street.

A double alley of trees shades generous pedestrian and bike paths. The street provides two-way vehicle movement and on-street parking.



Standards:

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	7 Feet Between Clear Walkway and Southbound Bike lane
Bicycle Facility	Separated Buffered Raised Bike Lanes 6.5 Feet Bike Lane 5 Feet Buffer with Tree bed
Vehicle Travel Lanes	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide a primary entry or entries on 500 West.

Table 8: 500 West Street Standards

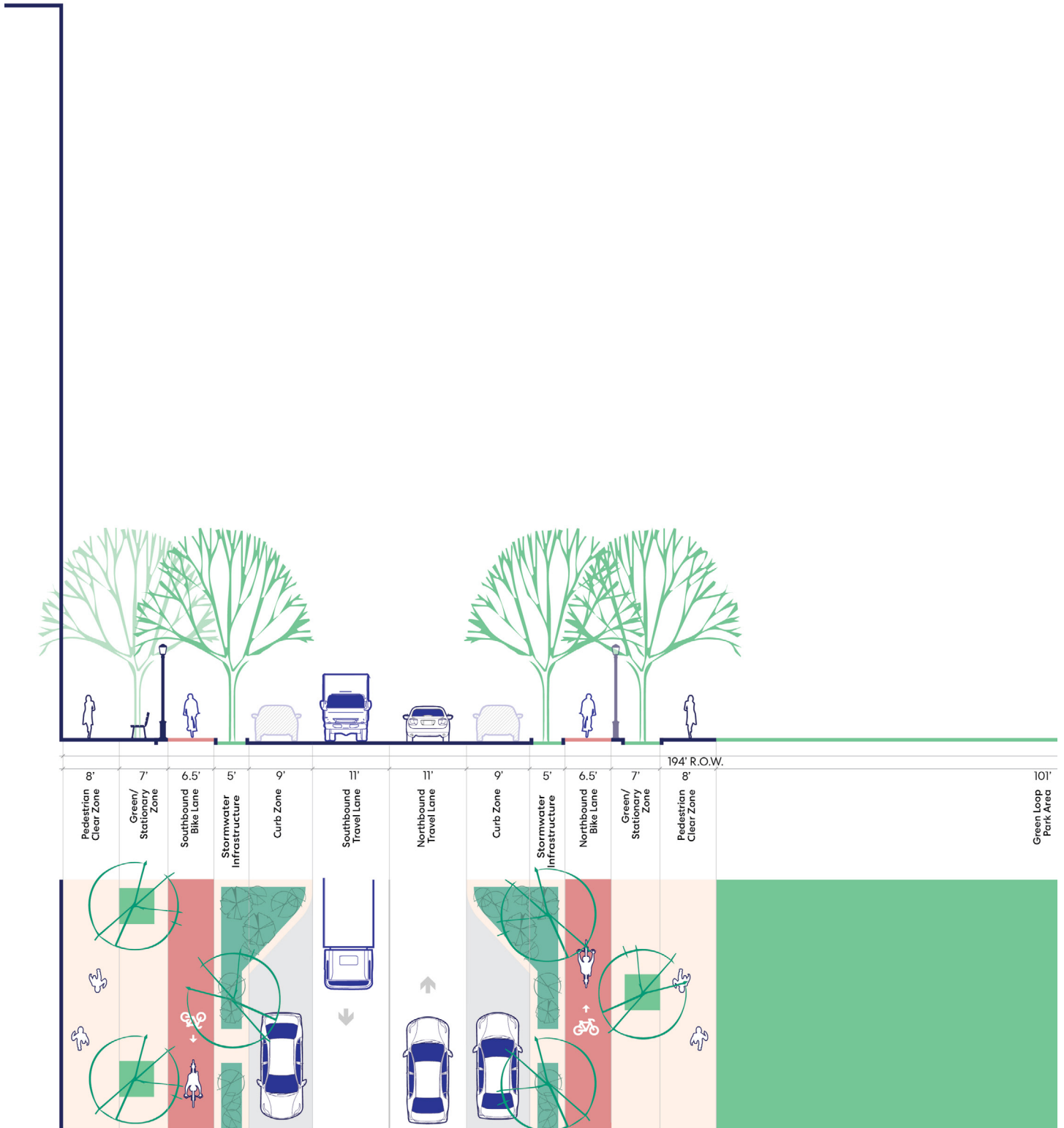


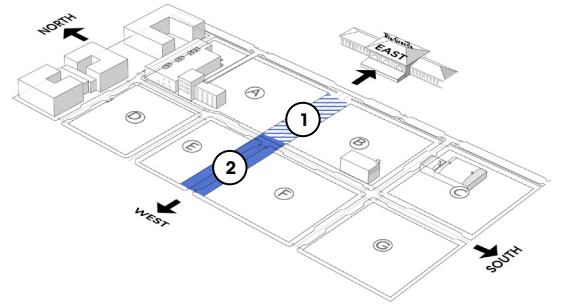
Figure 4.5:
500 West Typical Street Section - Looking North

4.4.2 300 South

300 South is a east-west festival street which links Salt Lake Central Station to the Rio Grande Depot.

It is designed as a slow street with two-way vehicular lanes flanked on both sides with generous flexible spaces for parklets, market stalls, on-street parking or loading.

Segment 1 between 500 West and Woodbine Court is curbsless. Section 2 between Woodbine Court and 600 West has typical curbs.



Standards:

- ① ②

Ground Floor Spillover	8 Feet
Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	6 Feet
Curb Zone	10 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Building Entries	New development shall provide a primary entry or entries on 300 South.

Table 9: 300 South Street Standards

1

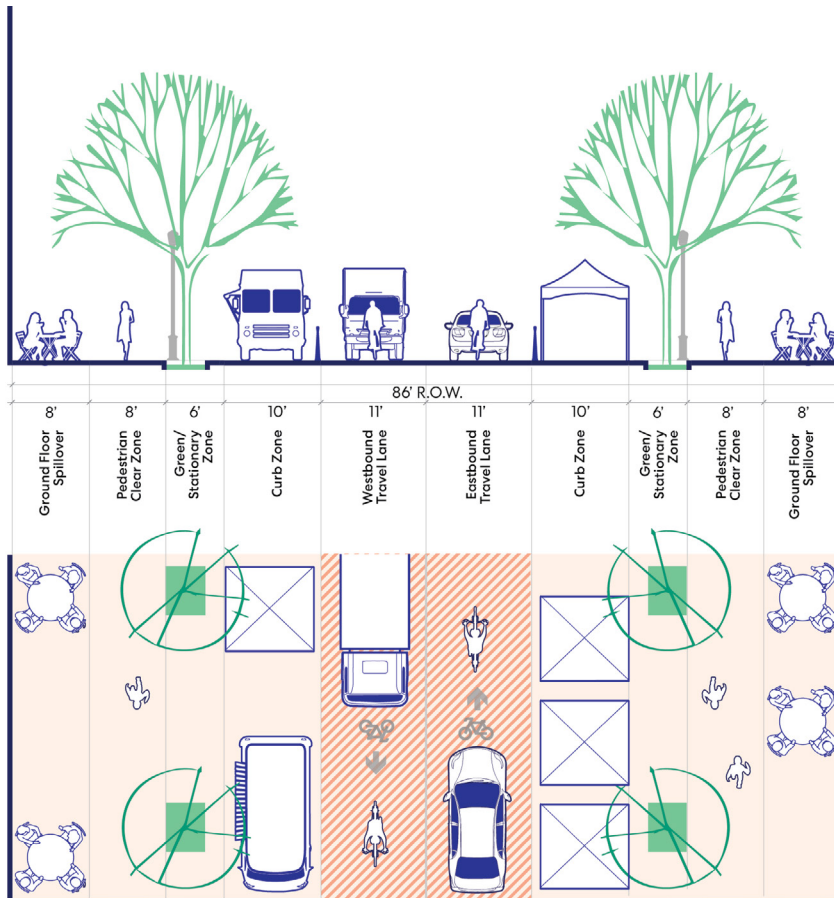


Figure 4.6:
300 South Street Section 1
- Looking East

2

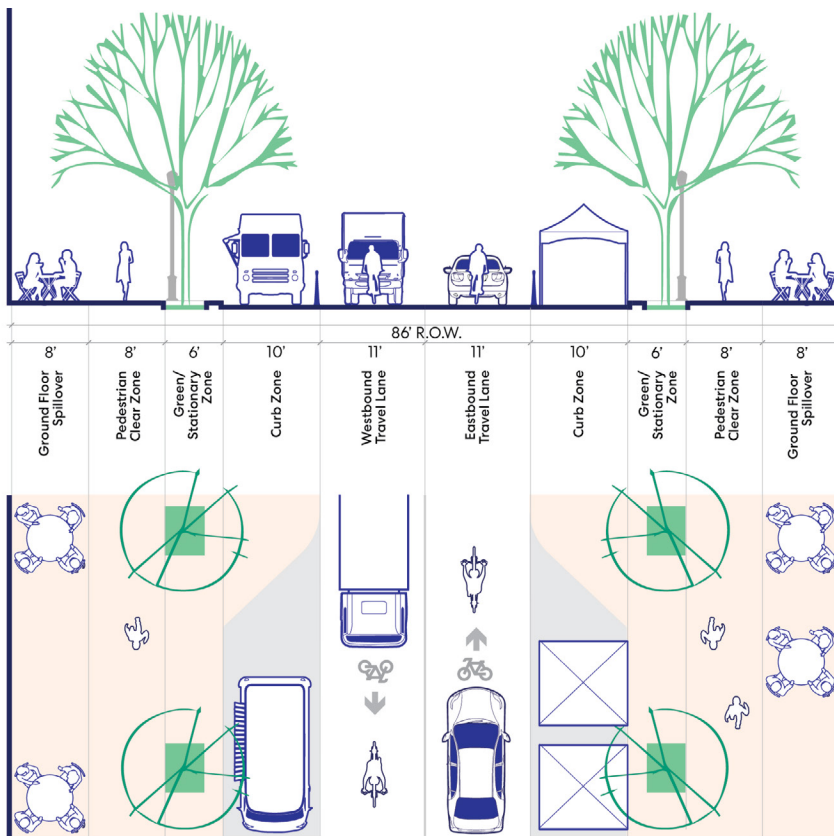
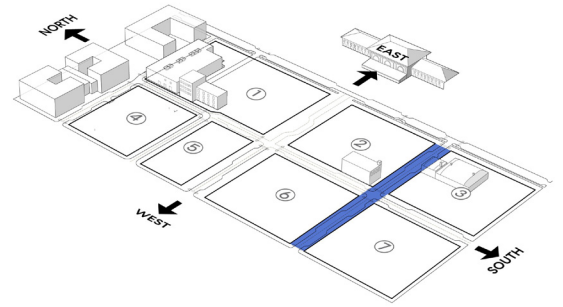


Figure 4.7:
300 South Street Section 2
- Looking East

4.4.3 Market Street

Market Street is a bi-directional east-west local street which connects 600 West to 500 West.

The street provides two-way vehicular movement and loading/service access to adjacent blocks. Market Street is the primary entry to the shared parking structure.



Standards:

Pedestrian Clear Zone	9 Feet
Green / Stationary Zone	6 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide entries on Market Street

Table 10: Market Street Standards

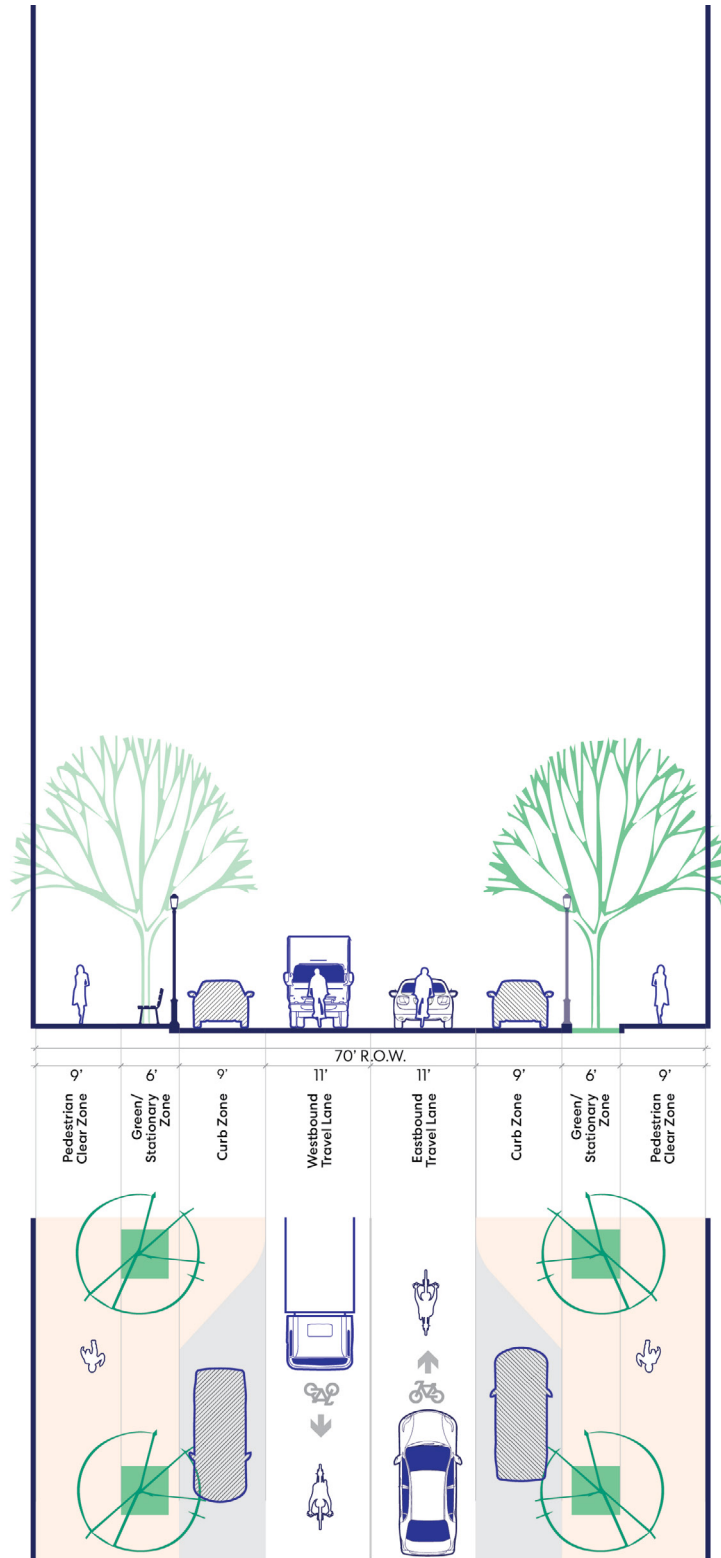
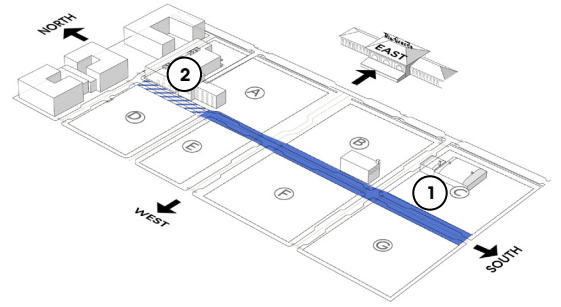


Figure 4.8:
Market Typical Street Section
- Looking East

4.4.4 Woodbine Court



Woodbine Court is a north-south local street that runs parallel to the Arts Campus on the western edge of the plaza. The street connects Eccles Avenue and the 400 South Frontage Road.

There are two typical cross sections for Woodbine Court determined by adjacency to the Arts Campus plaza.

Standards:

①

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	Alternatively on Eastern or Western Edge: 5 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	Alternatively on Eastern or Western Edge: 7 Feet
Frontage / Setback	None
Building Entries	Ground Floor Makers Spaces shall have primary entries on Woodbine Court

②

Pedestrian Clear Zone	7 Feet
Green / Stationary Zone	4 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	8 Feet
Frontage / Setback	Western Edge: none Eastern Edge: 0 - 90 Feet (Arts Campus Plaza)
Building Entries	Ground Floor Makers Spaces shall have primary entries on Woodbine Court

Table 11: Woodbine Court Standards

1

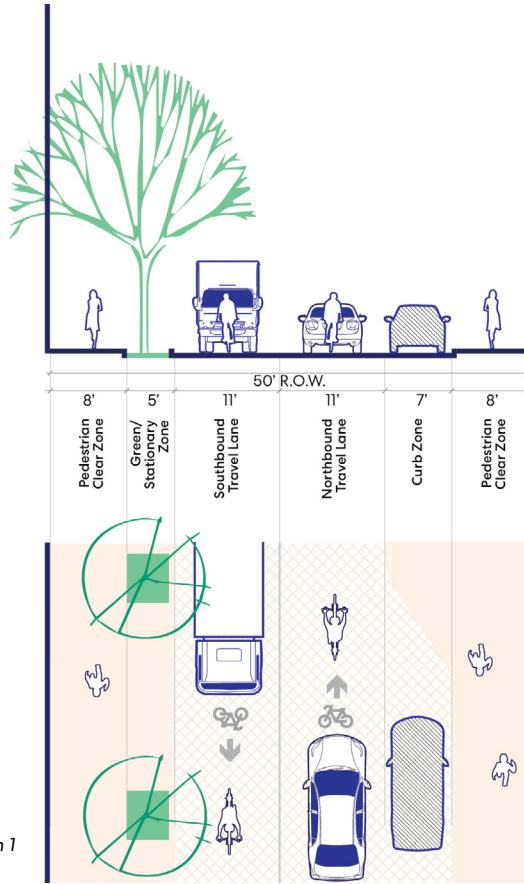


Figure 4.9:
Woodbine Court Street Section 1
- Looking North

2

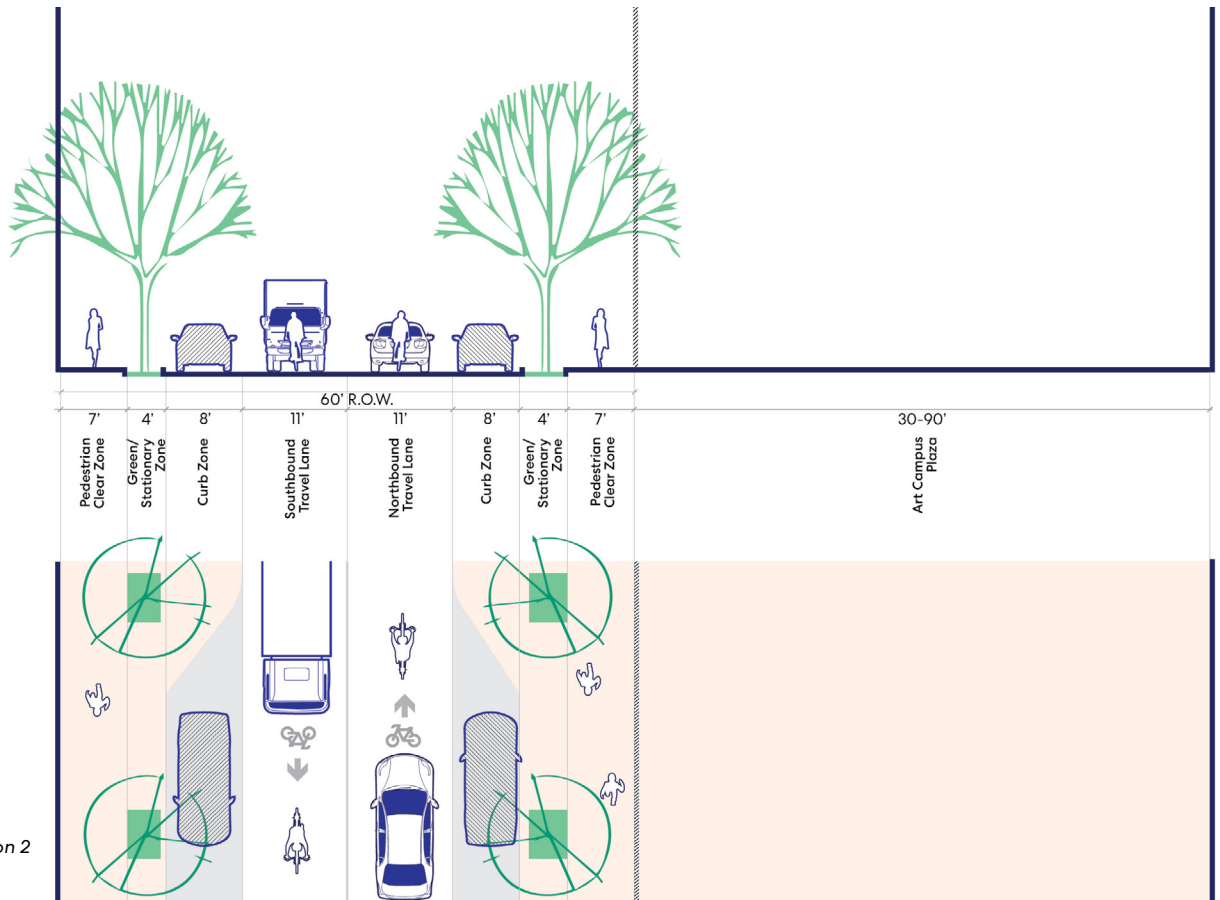
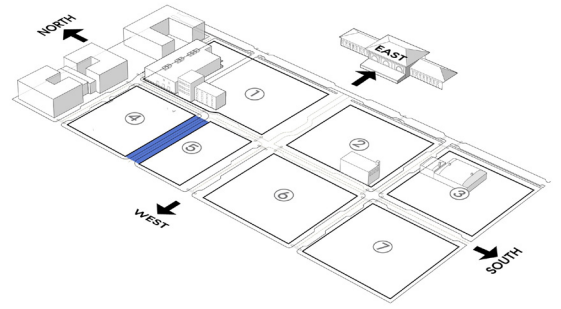


Figure 4.10:
Woodbine Court Street Section 2
- Looking North

4.4.5 Pierpont Avenue

Pierpont Avenue is a east-west local street which connects 600 West to Woodbine Court.



Standards:

Pedestrian Clear Zone	9 Feet
Green / Stationary Zone	6 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide entries on Pierpont Avenue

Table 12: Pierpont Court Standards

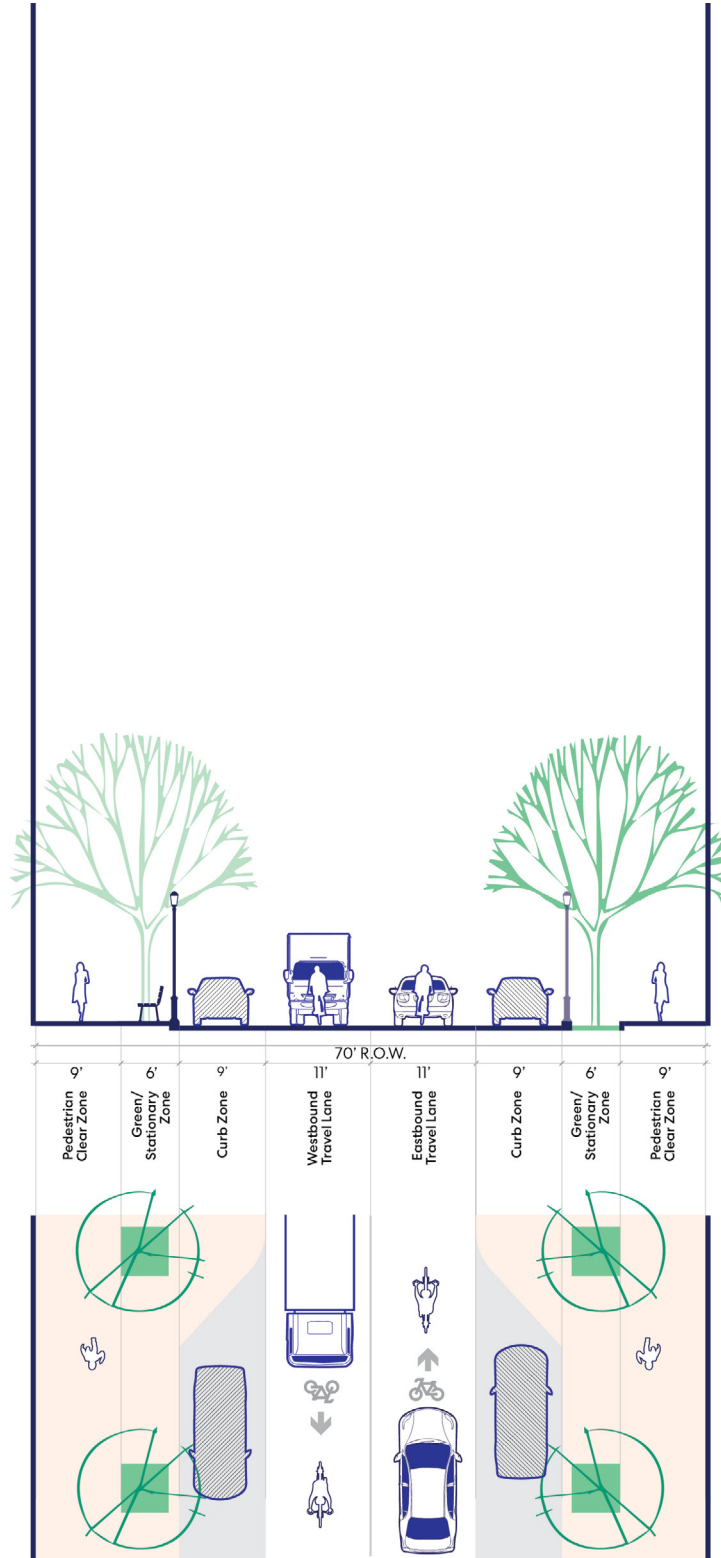
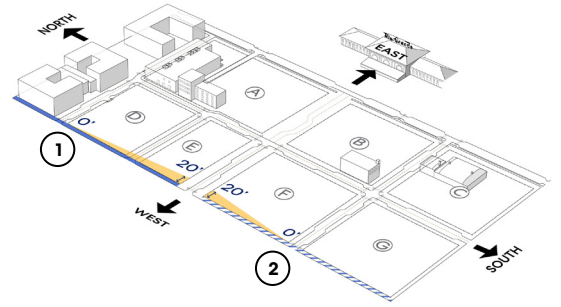


Figure 4.11:
Pierpont Avenue Section - Looking East

4.4.6 600 West

600 West is a major north-south street connecting the Granary District to the Depot District. The Rio Grande District segment of 600 West is in front of Salt Lake Central Station and includes TRAX infrastructure within the right-of-way. The standards only apply to curb zone to building edge.



Standards:

①	
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	7 Feet
Bicycle Facility	Separated Buffered Bike Lanes 6.5 Feet Bike Lane, 3 Feet Buffer
Vehicle Travel Lanes	11 Feet, One Lane in Each Direction
Curb Zone	Eastern Edge: 9 Feet
Frontage / Setback	Eastern Edge: 0 Feet (at Eccles Ave) to 20 Feet (at 300 South) Ground Floor Recess from Property Line.
Building Entries	New development shall provide a primary entry or entries on 600 West.

Standards:

②	
Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	7 Feet
Bicycle Facility	Separated Buffered Bike Lanes 6.5 Feet Bike Lane, 3 Feet Buffer
Vehicle Travel Lanes	11 Feet, One Lane in Each Direction
Frontage / Setback	Eastern Edge: 0 Feet (at Market St.) to 20 Feet (at 300 South) Ground Floor Recess from Property Line.
Building Entries	New development shall provide a primary entry or entries on 600 West.

Table 13: 600 West Standards

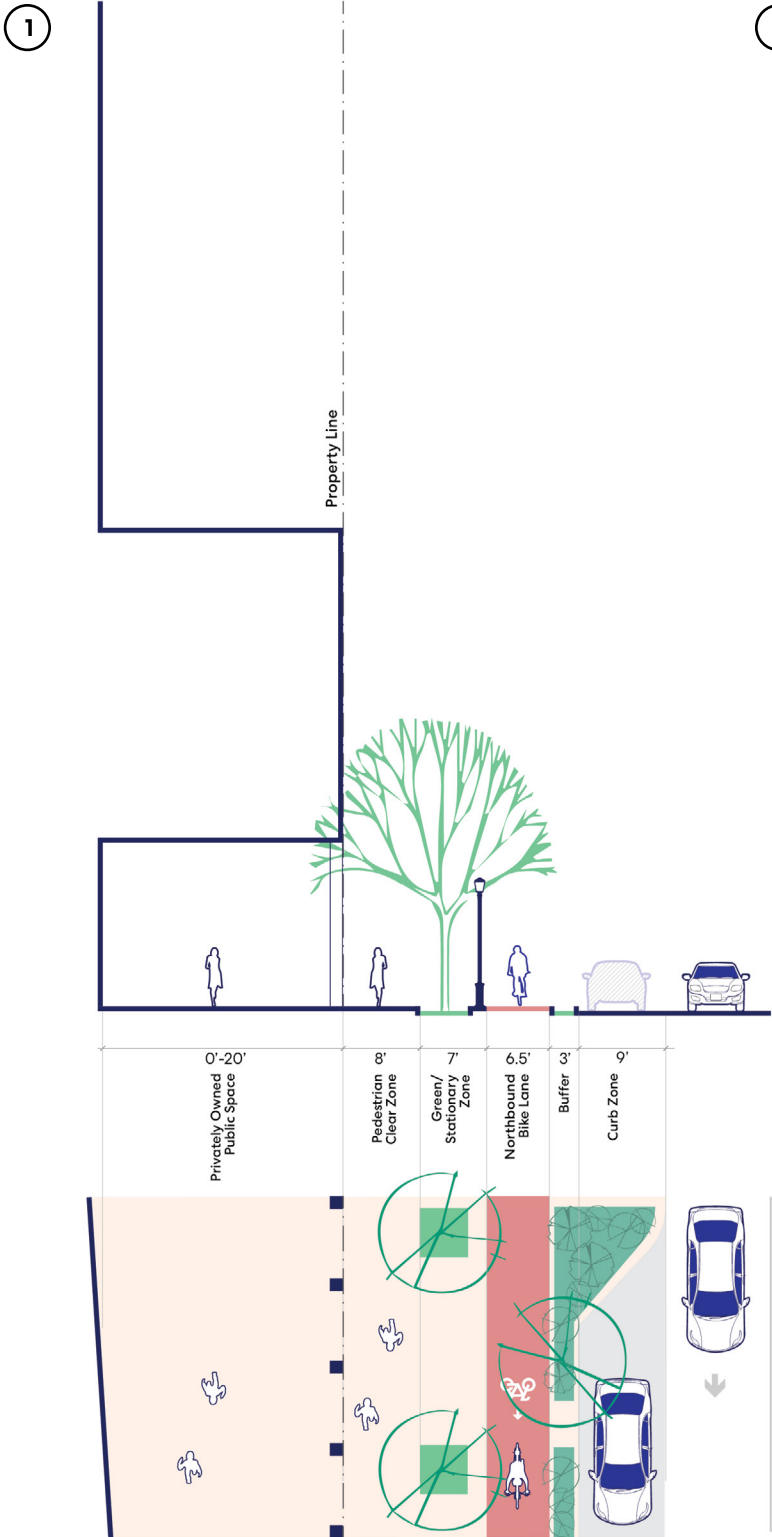


Figure 4.12:
600 West Street Section 1 - Looking South

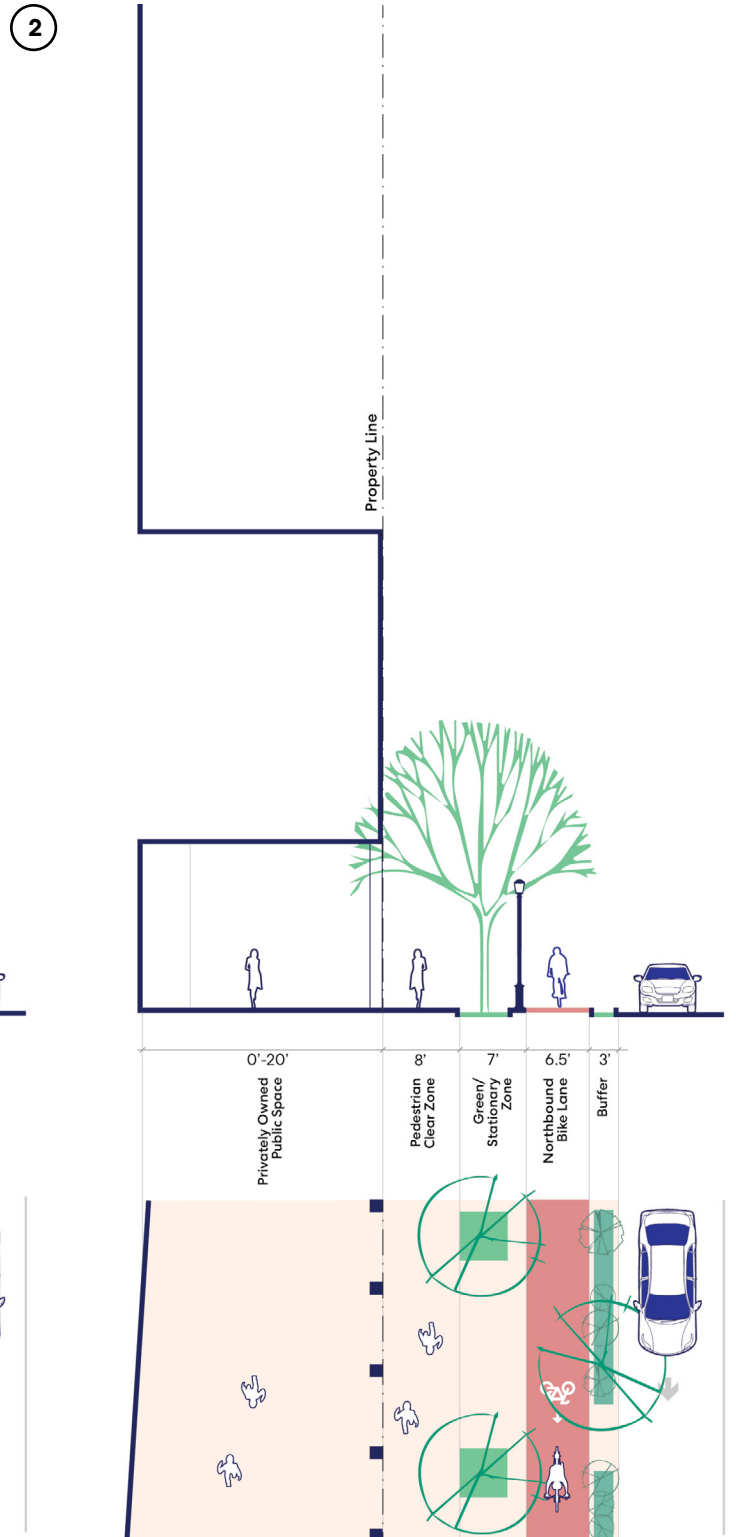
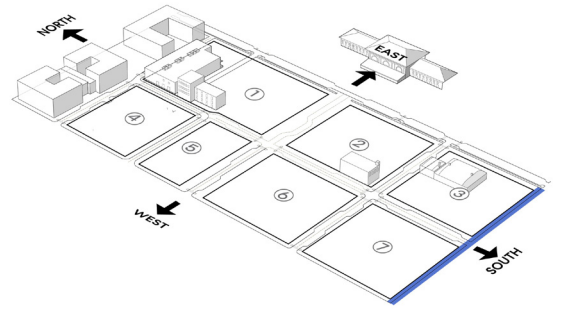


Figure 4.13:
600 West Street Section 2 - Looking South

4.4.7 400 South Frontage

400 South Frontage Road is a westbound street connecting 500 West to 600 West. The street includes a required 25 foot easement to accommodate the potential for a future light rail extension.



Standards:

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	5 Feet
Bicycle Facility	n/a
Vehicle Travel Lanes	11 Feet
Parking / Loading	n/a
Easement	25 Feet (Northern Edge)
Building Entries	n/a

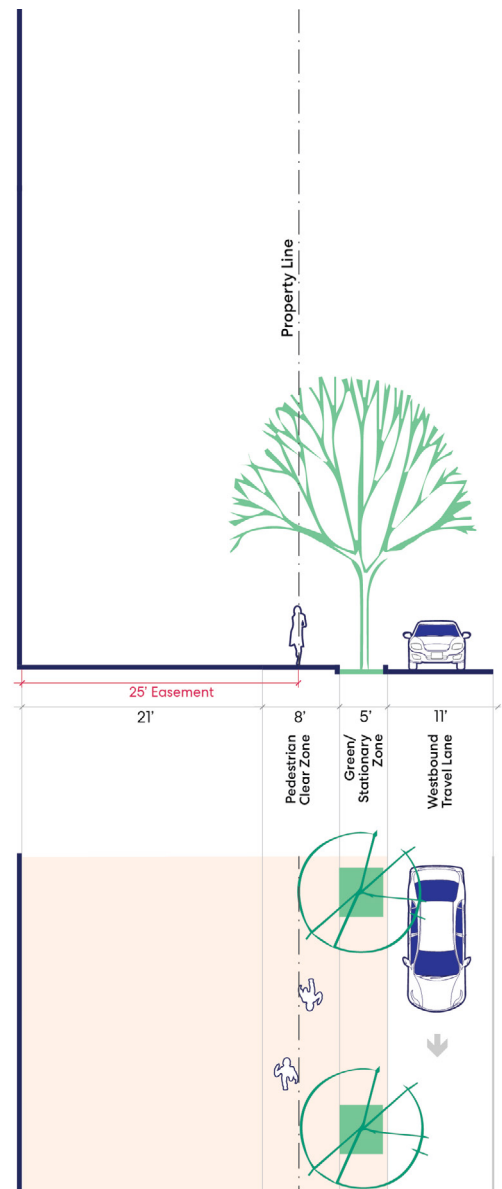


Table 14: 400 South Frontage Standards

Figure 4.14: 400 South Frontage Street Section - Looking East

4.4.8 Alleyways

Alleyways are shared publicly accessible pathways between buildings without curbs. These pathways create a safe mixing area for all modes of transportation and loading and servicing.

* Eccles Avenue is a special condition and will be designed to seamlessly connect with the eastern segment of the street.

Standards:

Shared Path	20 Feet
Landscape / Furniture Zone	3 Feet
Bicycle Facility	n/a
Parking / Loading	No On-Street Parking
Frontage / Setback	n/a
Building Entries	n/a

Table 15: Alleyway Standards

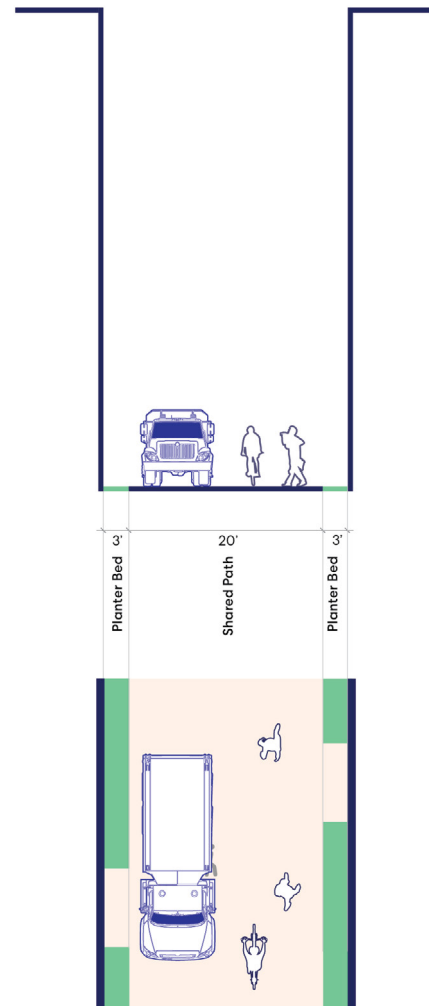
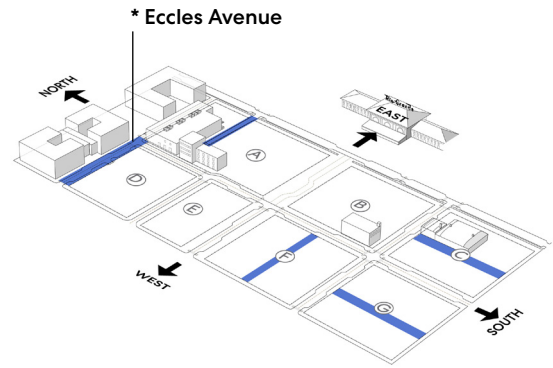


Figure 4.15: Alleyway Section

4.5 Shared Parking

To leverage the Rio Grande District's location to the Salt Lake Central Station and support the RDA's sustainable development policy, the design framework outlines a shared parking strategy, including a centralized shared parking garage.

A successful approach for district parking at the Rio Grande District adheres to the following:

Park Once: A shared parking garage on the southern edge of the site will reduce the presence of automobiles and encourage people to use sustainable modes of transportation such as walking, biking, and transit.

Shared Parking: Accommodating on-site demand in a shared parking garage supports the utilization of parking spaces at different times of the day and night.

Productive Land Use: The proposed parking strategy transforms land traditionally designated for cars, into more productive spaces for housing, commerce, and community life.

Depot District Parking Agreement: RDA proposes a shared parking agreement with surrounding underutilized parking garages within the larger Depot District, which can ensure that near-term parking demand is provided without over parking the site.

Shuttle Connector Service: If a shared parking agreement is successful within the Depot District, the Rio Grande District may provide a shuttle connector service to connect the district to available off-site parking. Future studies will confirm the route, frequency, and provider of a sustainable and convenient shuttle service. This is also a future opportunity for an autonomous vehicle shuttle system.

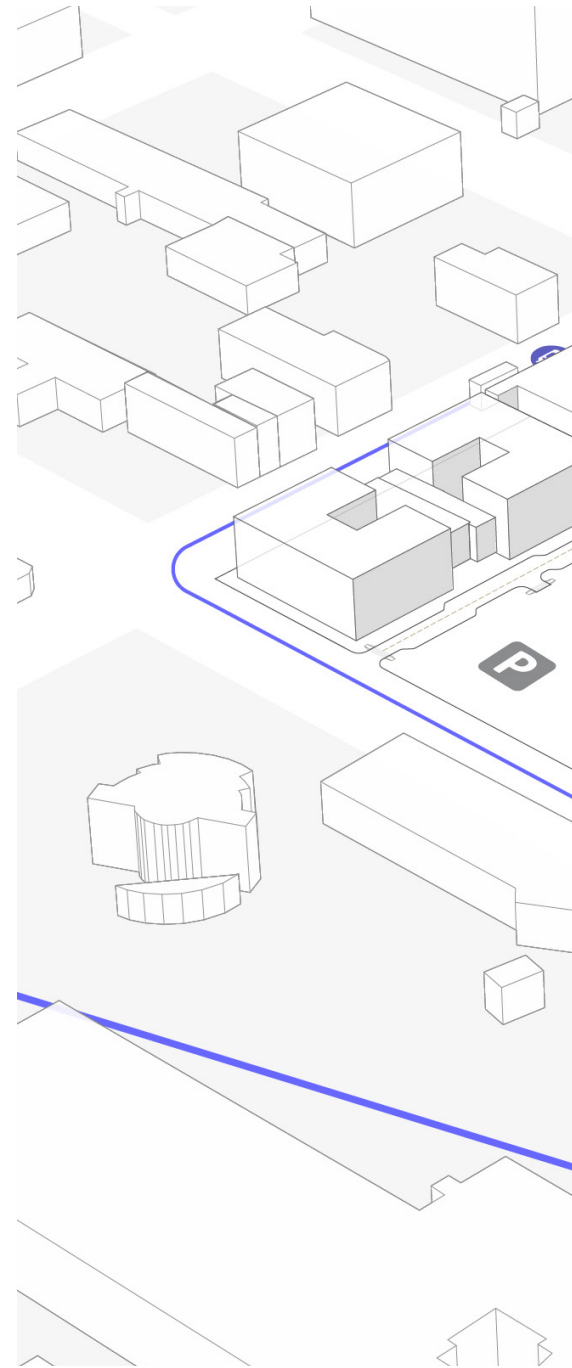
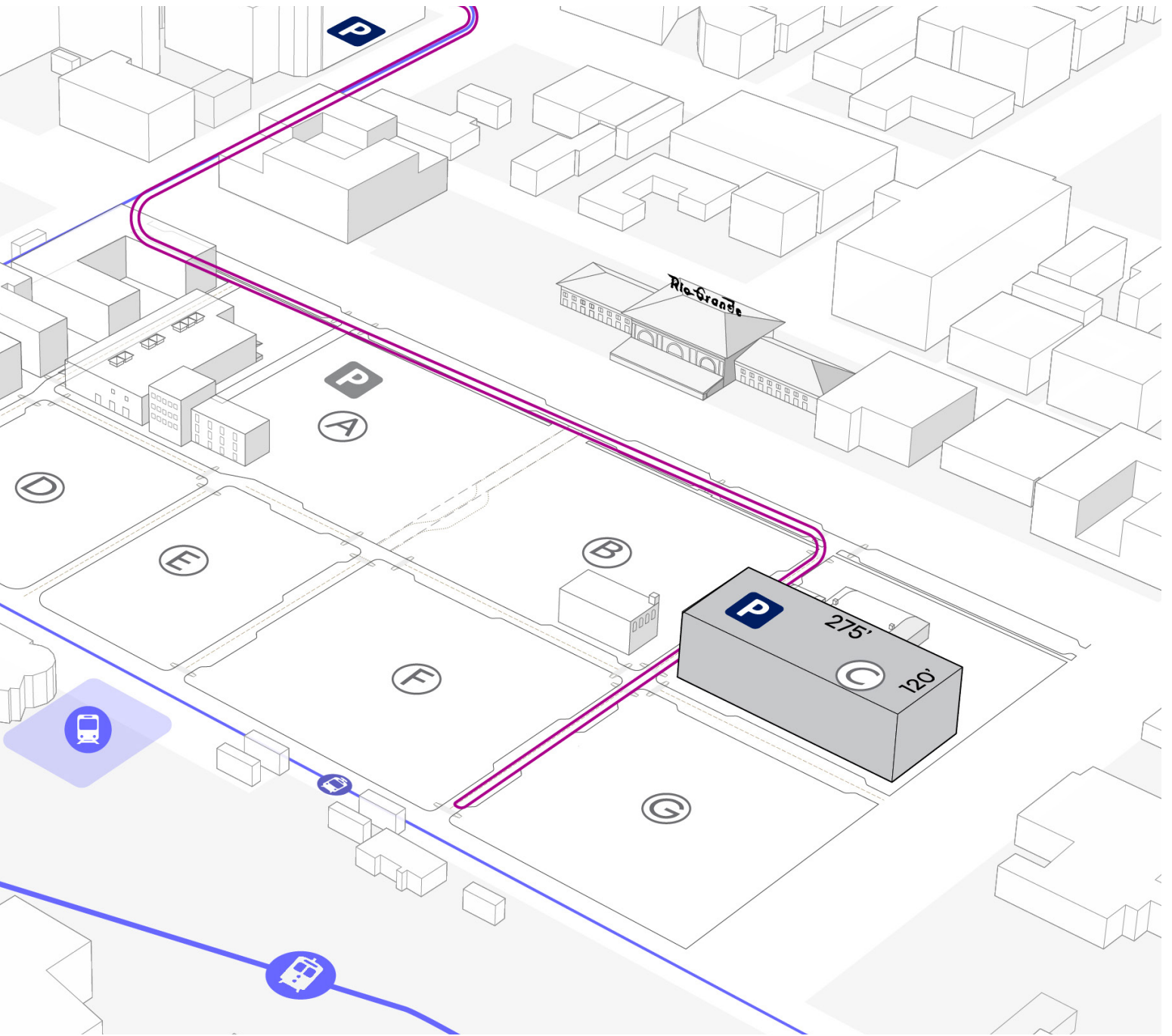






Figure 4.16:
Shared Parking District Diagram



	Parking Structure
	Shuttle Line
	Parking
	

4.5 Shared Parking

Standards

1. District Parking Garage Location:

The primary district parking garage shall be located on Block C with access on Market Street, 400 South Frontage Road, and Woodbine Court.

2. Parking Garage Orientation and Height:

The parking garage rectilinear footprint shall have the shorter expanse along Market Street to minimize impact on the Salt Lake Mattress building.

3. Rooftop Recreation Area:

The rooftop of the district parking garage shall be used as a publicly accessible recreational facility such as a soccer field or outdoor gym. As such, public access to the field shall be provided by elevator and stairs during hours of public use. Signage that is clearly visible shall be posted, directing the public to the field, and indicating its hours of operation and means of access.

4. Pedestrian Connections:

The district parking garage shall allow at least one walkway connecting through the building at grade for frontages on Market Street, Woodbine Court, and 400 South Frontage Road.

5. Facade Screening:

Due to its prime location along 400 South the district parking garage shall be architecturally or artistically screened and designed with attention to detail compatible with adjacent buildings. The facades are an ideal location for interpretive elements, environmental signage, public art, and green walls.

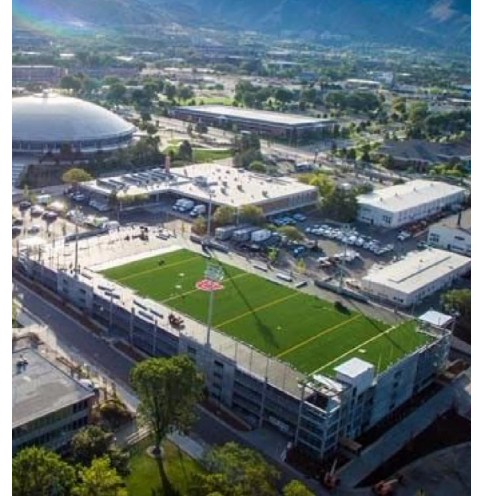


Figure 4.17: The Central Parking Garage at the University of Utah is a prime example of rooftop recreation on top of a parking structure.

Credit: Hunt Electric



Figure 4.18: The Parking Garage Facade P22a designed by Wulf Architekten in Koln Germany successfully creates a facade that is light, transparent, and playful, both during the day and night.

Credit: Tobias Vollmer

Guidelines

- 1. Floor Slabs:** Floor slabs that are set at a slope, such as speed ramps, should not be expressed at the façade of the parking structure. Where they occur, they should be visually screened. Floor slabs visible from the street must be flat.
- 2. Ground Floor Materials:** Higher quality building materials should be emphasized in the façade design on the ground floor, as well as at pedestrian touch points and in circulation areas.
- 3. Light Trespass:** Light spillage from within the district parking garage should be minimized impacts to the surrounding development, especially residential. Parapet edges of the parking trays should be higher than the vehicle headlights.
- 4. Wayfinding:** Take opportunities to be playful and creative with wayfinding and environmental graphics, particularly on the southern façade facing 400 South and signage directing the public to the rooftop recreational area.
- 5. Parking and Transportation Demand Management (TDM) Strategies:**
In order to significantly reduce the parking demand for Rio Grande District development, the RDA and development partners should employ parking and transportation demand management (TDM) strategies.

CATEGORY	STRATEGIES	DESCRIPTION	BENEFITS
Parking	Unbundled Parking	Cost of parking spaces is separate from cost to lease building space.	Ensure reserved spaces are being utilized.
	Reduce parking ratios	Utilize parking ratios lower than maximum requirement.	Lower supply can lead to lower demand
	Shared Parking Agreement	Enter shared parking agreement to utilize underutilized parking at nearby developments.	Way to provide additional parking inventory for site.
TDM	Shuttle Connector Service	Provide first/last mile connection to near-by destinations	Connects the Rio Grande District to other destinations Can be utilized to connect with off-site parking.
	Micromobility	Utilize shared micromobility (e-scooters, e-bikes) services	Convenient mode when traveling across the Rio Grande District or to near-by destinations.
	Discounted or Subsidized Transit Pass	Provide discounted or subsidized transit passes for residents or employees	Encourage use of transit
	Financial Incentives	Provide financial incentives for residents/employees for using other modes	Encourages use of other modes

Table 16: Parking and Transportation Demand Management (TDM) Strategies Menu

5

Land Use and Urban Form

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5.1 Urban Form Overview

The Rio Grande District is a gateway site and a landmark destination serving Salt Lake City and the Wasatch Front. As a highly visible location in Downtown that embraces the future, building design shall embody a bold and expressive urban identity.

An inviting urban form, well-balanced between high-density development and a pedestrian-friendly public realm, is critical to the success of delivering a welcoming and inclusive place. The vision for the public and private buildings within the Rio Grande District is to create a distinctive, pedestrian-oriented, high-density, sustainable neighborhood that embodies the following fundamental values:



Create a distinct sense of place: Celebrate the unique aspects of the site by designing a memorable destination.



Capitalize on transit investments: The existing and future transit investments will generate long-term returns on investments for surrounding transit-oriented development.



Celebrate the history: Showcase the history of the Rio Grande District by integrating the existing architectural heritage into an inspiring new development.



Maximize the development potential: Establish a balanced mix-of-uses and a high-quality urban environment while maximizing the development potential of the site.



Establish a vibrant district: The mix-of-uses, ground floor activation and public realm will provide the stage for a 24/7 vibrant, engaging, and safe new district.

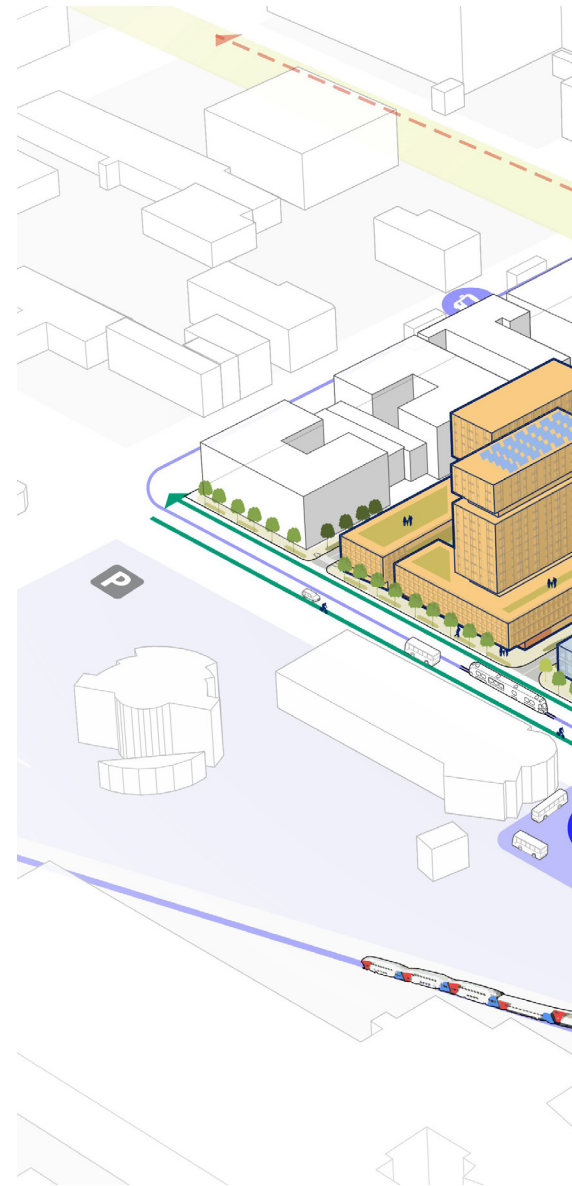


Figure 5.1:
Urban Form and Land Use Overview Diagram

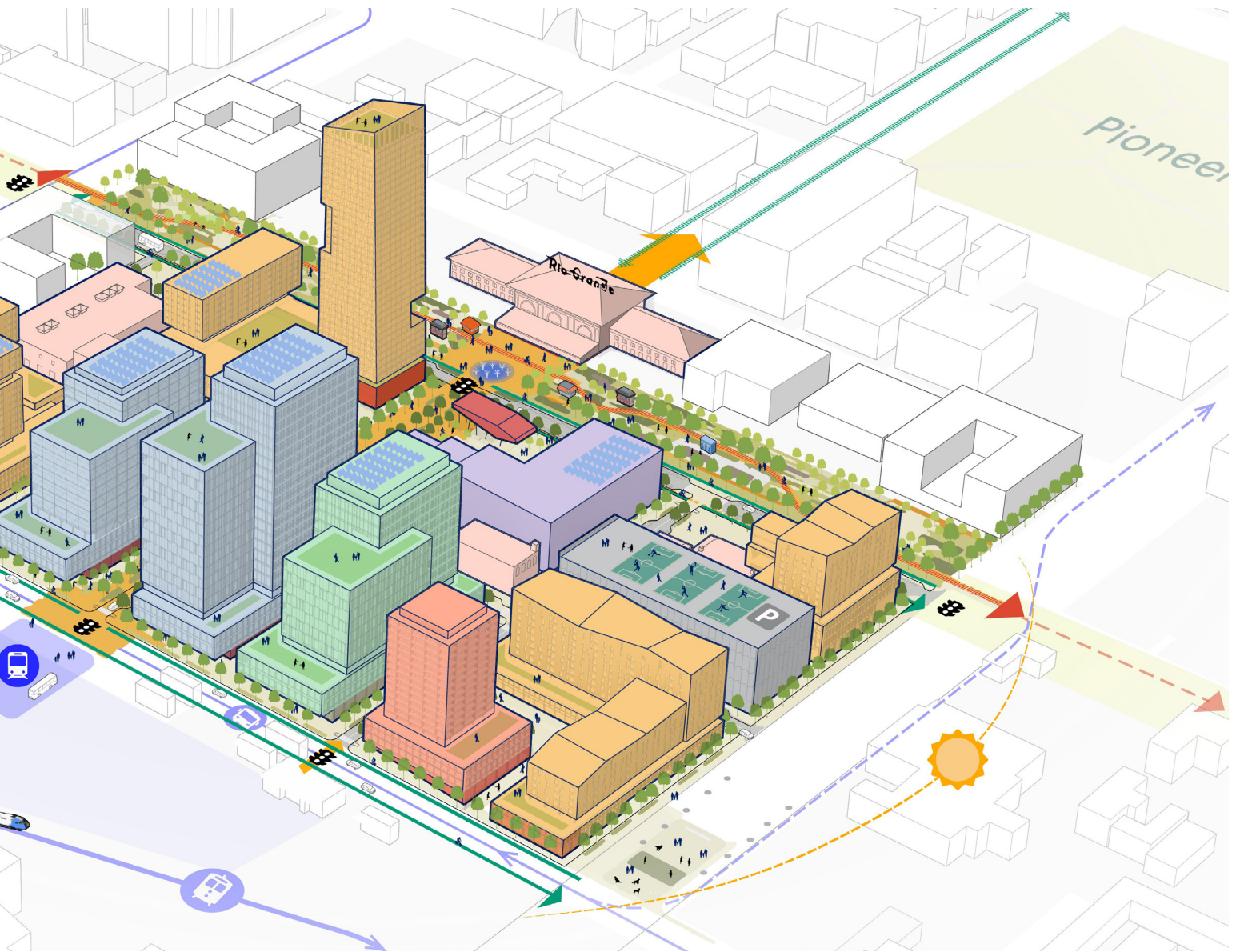






Figure 5.2:
Illustrative rendering of the Rio Grande District at full buildout

5.2 Land Use

The Rio Grande District aims for a diverse, balanced mix-of-uses that invites more people to live, work, play, and learn in the Depot District.

Standards

- 1. Permitted Uses:** The Rio Grande District site is within the Gateway Mixed-Use Zoning District. All permitted and conditional land uses shall be governed by **21A.33.060 of the Salt Lake City Zoning Code**.
- 2. Open Spaces:** Proposed parks and plaza spaces are included within the land use categories in **FIGURE 5.3**. Applicants shall adhere to the open space specifications outlined in **SECTION 3.2**.
- 3. Parking Garage:** The preferred site for the district parking garage is on the west portion of Block C. Refer to **SECTION 4.5** for more information on shared parking.

Guidelines

- 1. High-Intensity Employment Hub:** Aligned with the G-MU zoning, Blocks E and F bounded by 600 West and 300 South, should be high-intensity commercial use to capitalize on the direct proximity to Salt Lake Central Station. This can include a wide range of commercial uses, including tech headquarters, lab spaces, and creative office.
- 2. 500 West Residential Corridor:** Per the G-MU zoning district, the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South, as such, Blocks A and C should be high intensity residential mixed-use.
- 3. Enhancing the Rio Grande Depot:** The State of Utah is planning to re-locate several state departments into the renovated Rio Grande Depot as well as potential spaces for high education and cultural programming. To support this civic node, Block B is identified as a civic anchor/regional attraction.
- 4. Transitioning to the Neighborhood:** To support a smooth land use transition to the existing multi-family residential along 200 South and Artspace, Block D is identified as residential mixed use.

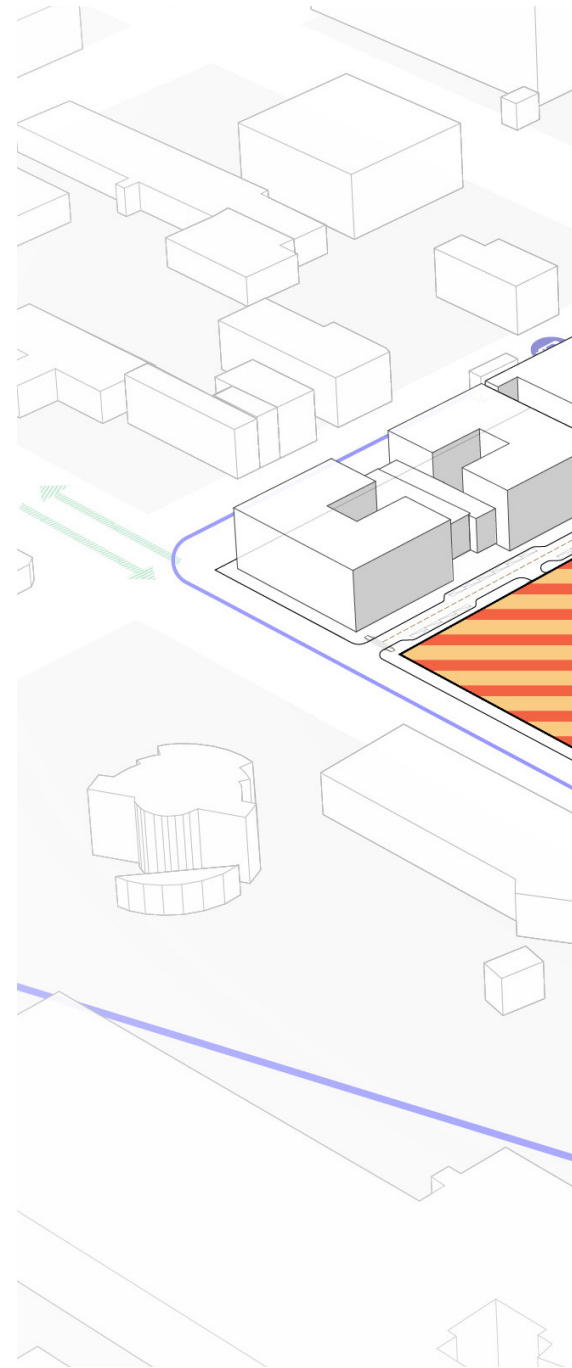
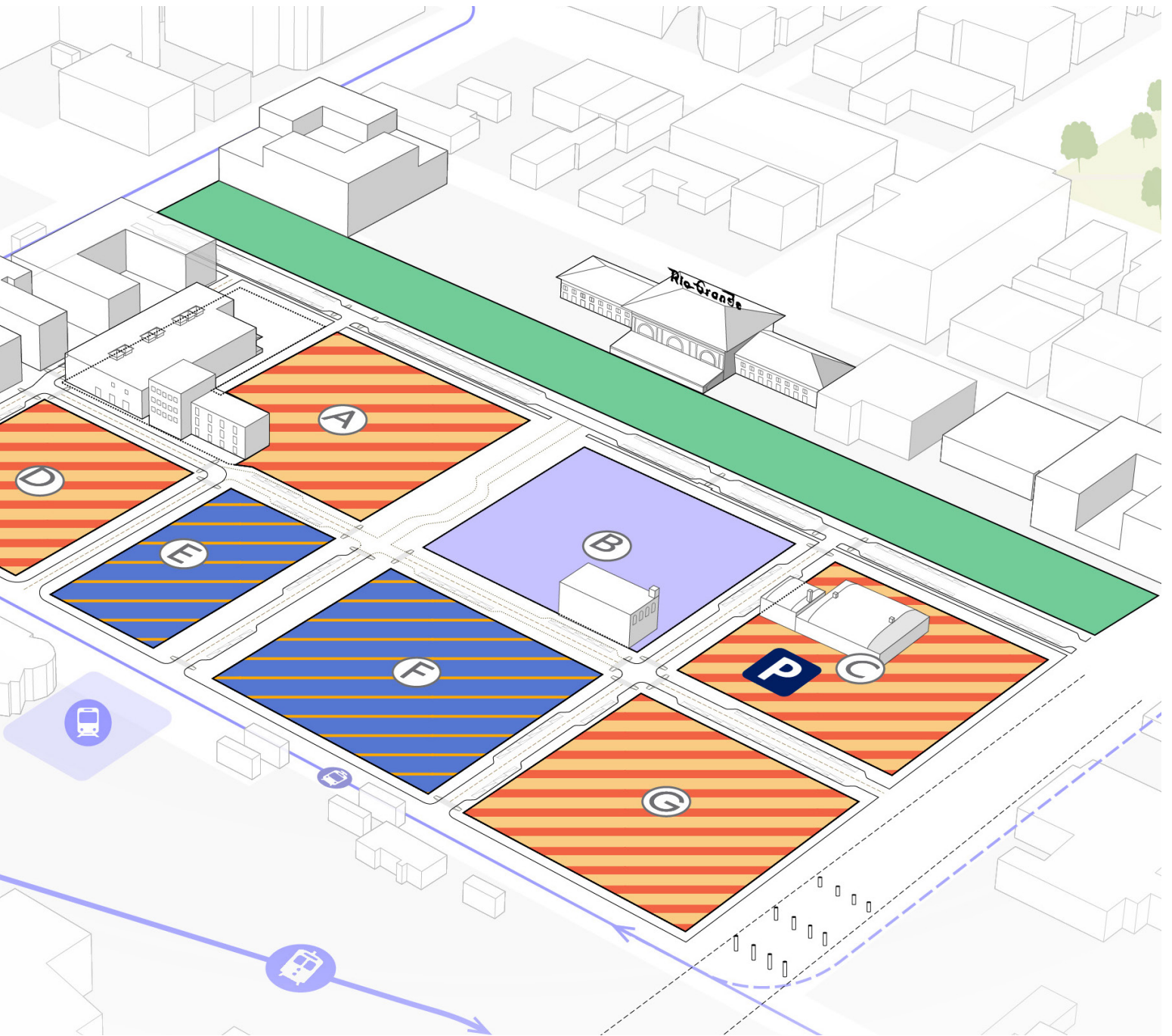








Figure 5.3:
Land Use Diagram



	Residential Mixed-Use		Park
	Commercial Mixed-Use		Parking
	Potential National Governing Body		

5.3 Ground Floor Uses

The ground floor is where the activity of a building meets the public realm, and therefore plays the greatest role in shaping the pedestrian experience. Each building frontage has a role to play in the definition and activation of streets and open spaces.

Standards

- 1. Active Uses:** Regardless of building type or use, ground floor active uses shall be required where indicated in **FIGURE 5.4**. The complete table of permitted and conditional ground floor uses in the Gateway District are found in **21A.33.060 of the Salt Lake City Zoning Code**. Rio Grande District active uses are organized by the following character zones: Festival Retail Zone, Parkfront Zone, Transit Street Zone, Maker Spaces Zone, Tech Lake Zone, and Neighborhood Street Zone.
- 2. Festival Retail Zone:** The Festival Retail Zone located along 300 South represents the highest level of intensity of shops, cafes, and retail at the Rio Grande District. The Festival Street and the street corners on 600 West and 500 West shall have a required retail use. A corner shall be measured from the first 30 feet from building edge on either side.
- 3. Parkfront Zone:** The Parkfront Zone shall provide a high level of activity with a mix of building lobbies for upper floor uses, retail, residential, entertainment and sports recreation venues, that enlivens the Green Loop.
- 4. Maker Spaces Zone:** The Maker Spaces Zone fronting on the Arts Campus Plaza shall include light industrial, production, fabrication, manufacturing, and studios for local artists and artisans.
- 5. Transit Street Zone:** The Transit Street Zone shall create a welcoming, pedestrian friendly environment on 600 West for transit patrons. Primary lobbies for upper floor uses shall be placed on 600 West. Ground floors shall include neighborhood uses such as medical offices, daycares, hotels, among other uses.
- 6. Tech Lake Zone:** The Tech Lake Zone shall apply to frontages indicated in **Figure 5.4** which allows for ground floor commercial uses such as offices, dry and wet labs, and common spaces and amenities.

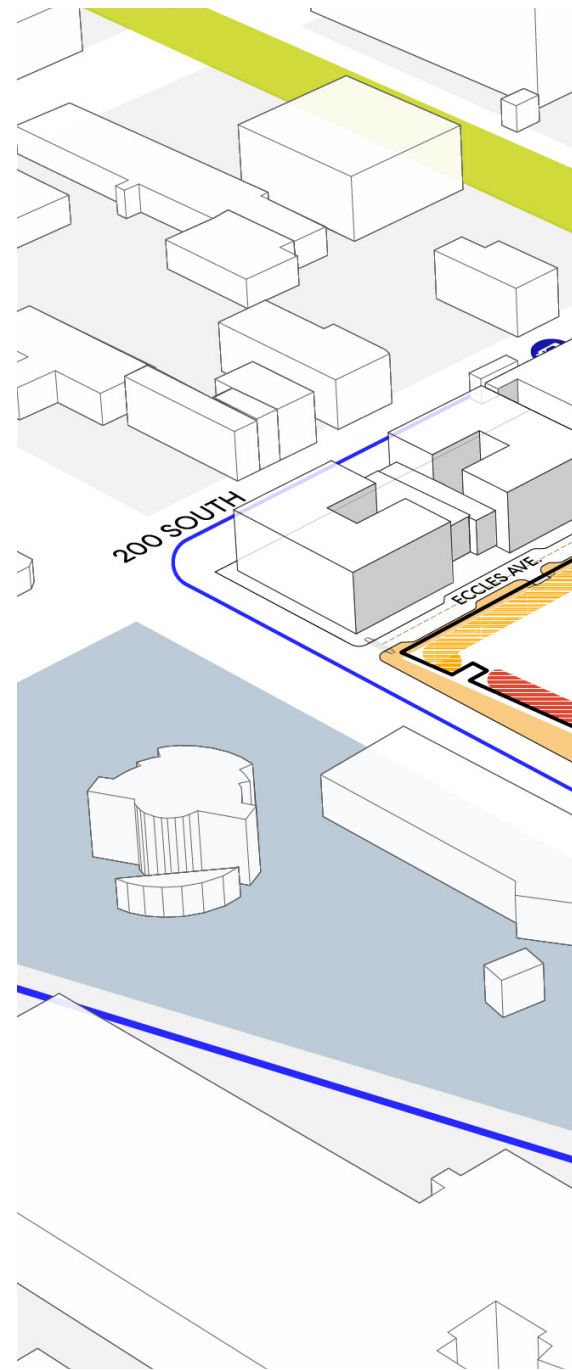
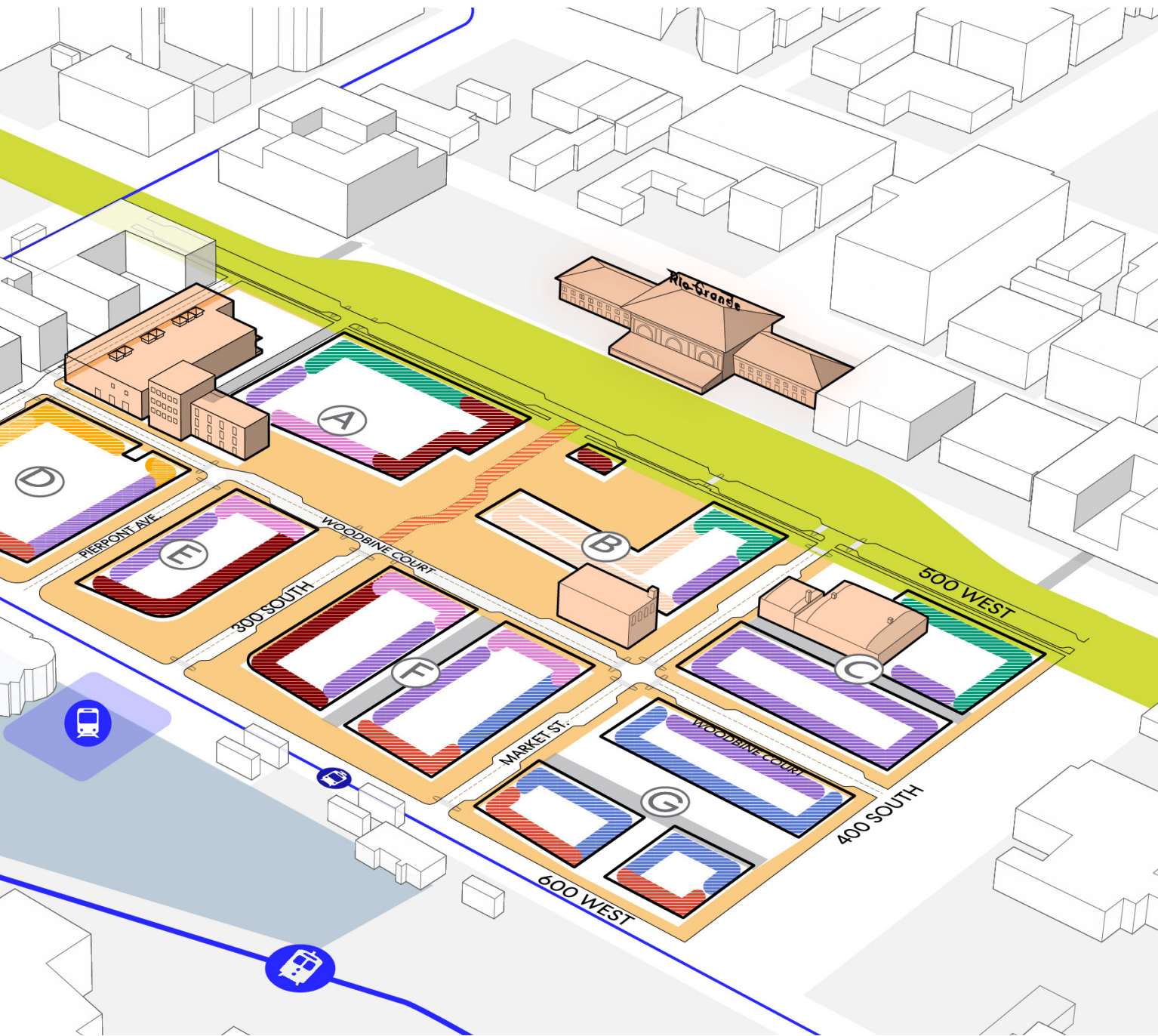













Figure 5.4:
Ground Floor Edges Diagram



	Festival Retail Zone		Neighborhood Street Zone		Transit Street Zone
	Parkfront Zone		Tech Lake Zone		Potential National Governing Body
	Makers Spaces Zone		Loading/Services		Green Loop
	UTA Redevelopment Area				



5.3 Ground Floor Uses

7. Neighborhood Street Zone:

The Neighborhood Street Zone shall apply residential frontages along streets that are quieter in character, and serve to make up the neighborhood feeling of the Rio Grande District. If the ground floor residential has individual entries, the units shall have elevated stoops. Refer to **Section 5.4** for more information on elevated ground floor residential units.

8. Building Servicing and Loading

Zone: To minimize the visual impact of back of house operations of buildings such as deliveries, maintenance, and parking shall be located in areas indicated in **Figure 5.4**.

9. Combine Building Services:

Wherever possible, servicing entries shall be combined such as combining a parking entry with a loading dock.

10. Corner Zone: To minimize pedestrian, bike, and vehicular conflicts with servicing activities, servicing entries shall not be located within 30 feet of a block corner.



Figure 5.5:
Elevated stoops create a semi private space for an intimate social setting.



Figure 5.6:
Active ground floor uses can also include internal uses such as conference/ assembly spaces where passerbys can look in from the sidewalk.

Guidelines

- 1. Permeable Openings:** Active Edges should consider permeable openings such as sliding and folding doors to encourage activity spill out onto the sidewalk and plaza spaces. Roll up doors or other large doors are highly encouraged along the Arts Campus plaza to provide views into makers spaces.
- 2. Proximity to National Governing Body**
Body: Uses along the Parkfront Zone should allow for outdoor spaces that enable event viewing in the National Governing Body spectator plaza. Ground floor spaces along the Green Loop have the opportunity to spill out into the park, activating the edge and taking advantage of the park and view of the Rio Grade Depot. The proximity to the National Governing Body means that food and entertainment uses should be designed to anticipate larger crowds of pedestrians.



Figure 5.7:
Sliding or roll up doors can facilitate the movement of people, equipment, and goods in and out of the ground floor.



Figure 5.8:
Well defined lobby entries can help provide visual interest and activity along major streets.

5.4 Heights

Maximum height limits establish a neighborhood fabric that is sculpted, with heights ramping up to the Festival Street and stepping down to the surrounding neighborhood.

Standards

- 1. Maximum Height:** The height of buildings shall not exceed the applicable maximum height as shown in **Figure 5.9 and Table 17.**
- 2. Ground Floor Heights:** Ground floor with non-residential uses shall be a minimum of 15 feet, clear height between finished floor and finished ceiling. Ground floor residential units shall be a minimum of 2 feet above the adjacent sidewalk, with ADA compliant access provided for accessible units.

BLOCK ID	MAXIMUM HEIGHT ENVELOPES
A	400 Feet / 150 Feet
B	75 Feet
C	150 Feet
D	200 Feet
E	260 Feet
F	300 Feet / 200 Feet
G	180 Feet / 120 Feet

Table 17: Maximum Heights Table

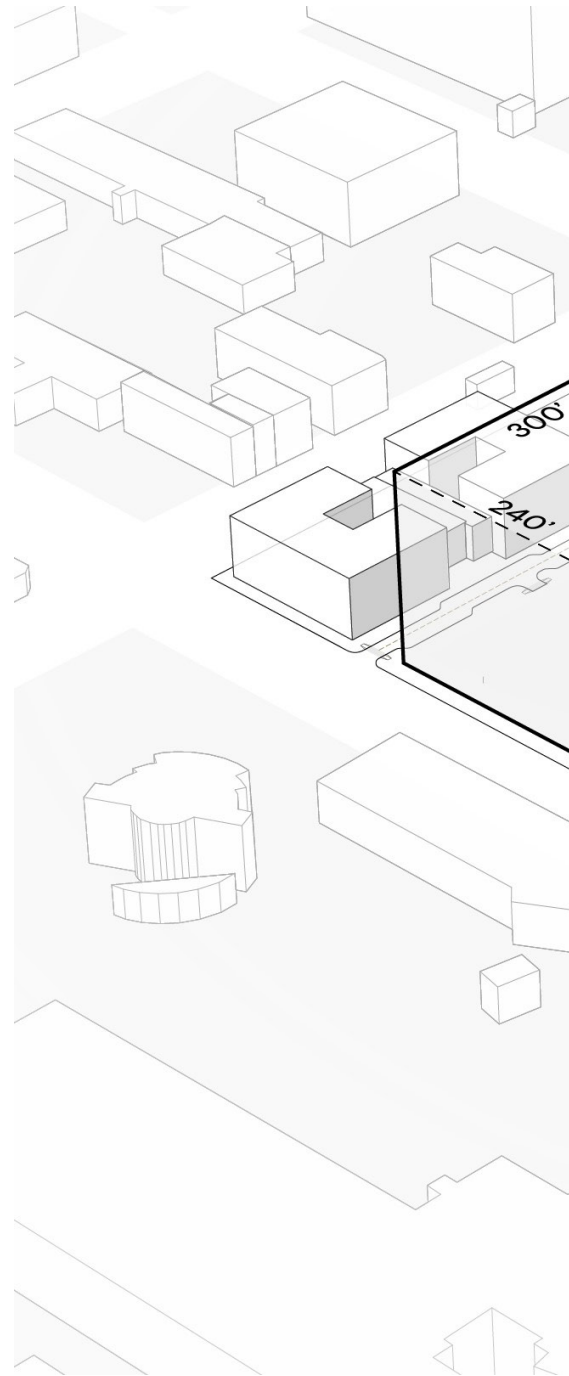
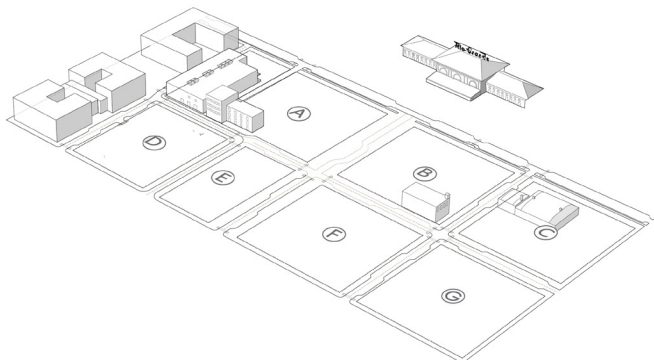
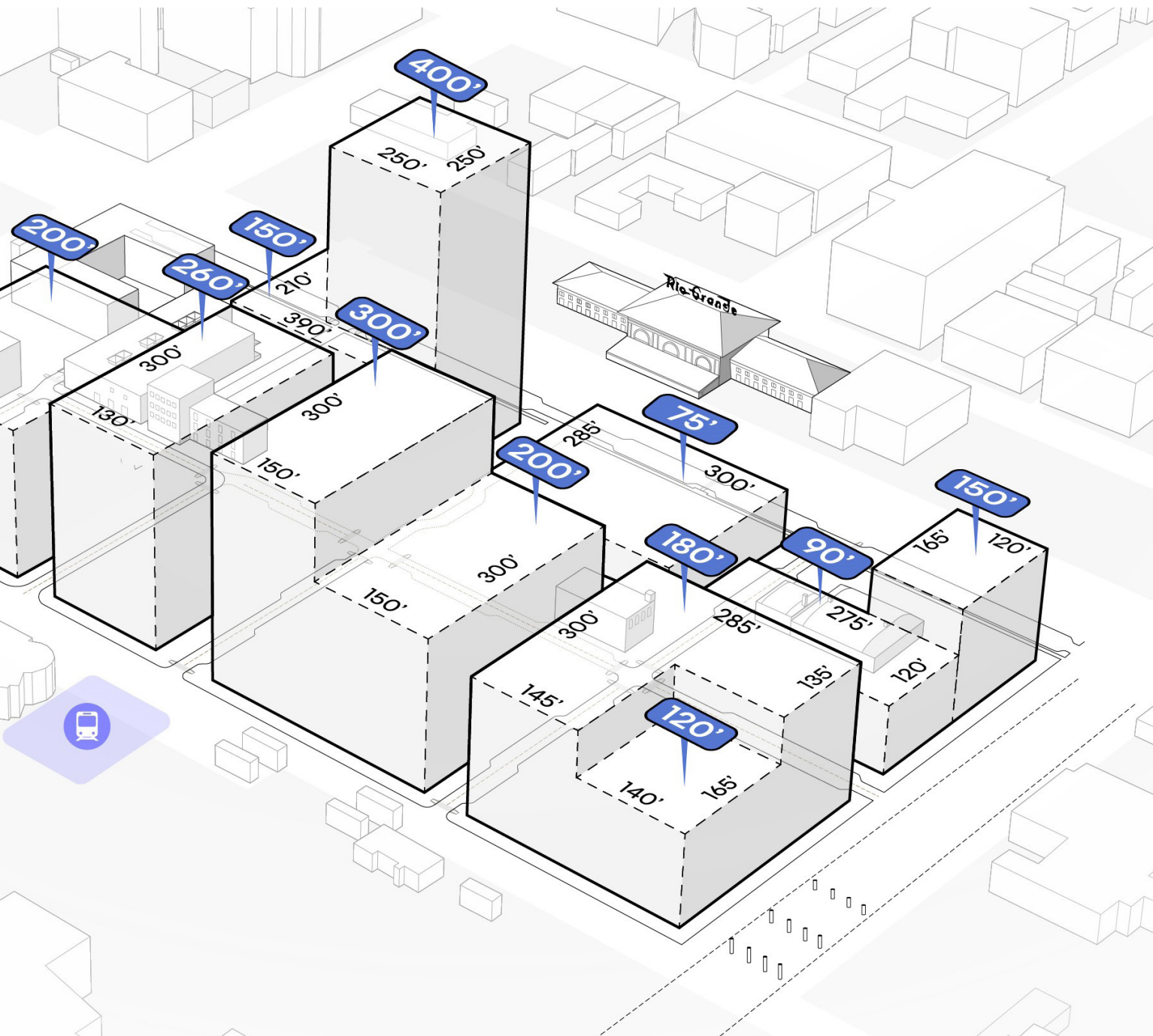
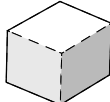



Figure 5.9: Maximum Height Diagram




 Allowable Height Envelope



5.5 Podium

The building podiums are intended to respect and complement the existing historic structures while creating visual interest and encouraging a diversity of experiences.

Standards

- 1. Podium Heights:** Development adjacent to existing structures such as Artspace Macaroni Flats, Salt Lake Mattress Building, and the Rio Grande Depot shall have a podium height that matches the roof datum of the adjacent structure. The podium height shall be measured to the highest point on the identified structure. Block B, C, and G are exempt.
- 2. 600 West Ground Floor Recess:** Ground floors along 600 West shall be recessed as per **FIGURE 3.8**. The resulting space shall be publicly accessible and be used for amenities for improved pedestrian experience.

Guidelines

- 1. Balconies and Terraces:** The inclusion of balconies and terraces are encouraged adjacent to public open spaces such as the Green Loop, Festival Street, and Arts Campus plaza to take advantage of views and allow greater programmatic and visual connection between uses in the buildings and the public realm.
- 2. Terrace Access:** All terraces resulting from stepbacks should be accessible and well-landscaped with amenities such as seating, greenery, and gathering spaces to complement the vibrancy on the ground plane.
- 3. Podium Modulation:** The mass of the podium should be broken down into smaller masses. These massing moves should relate to the overall building design, upper building design, and to other prominent building elements such as fenestration patterns and building entries.

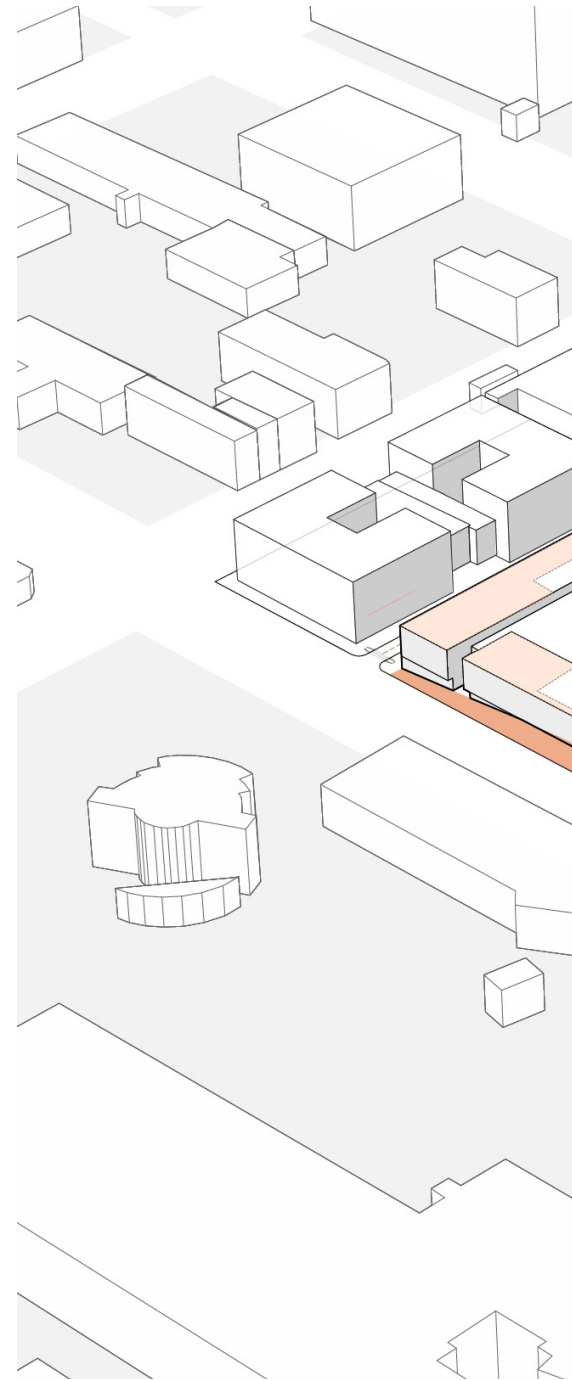
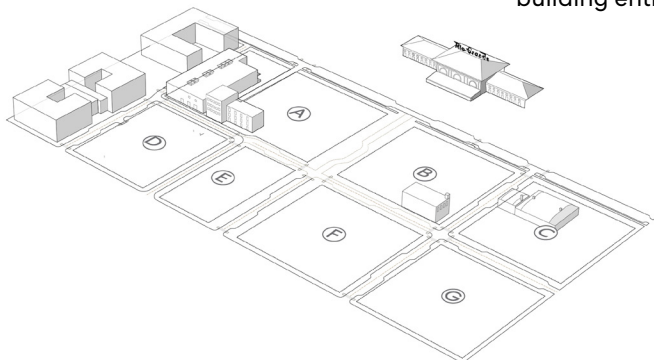
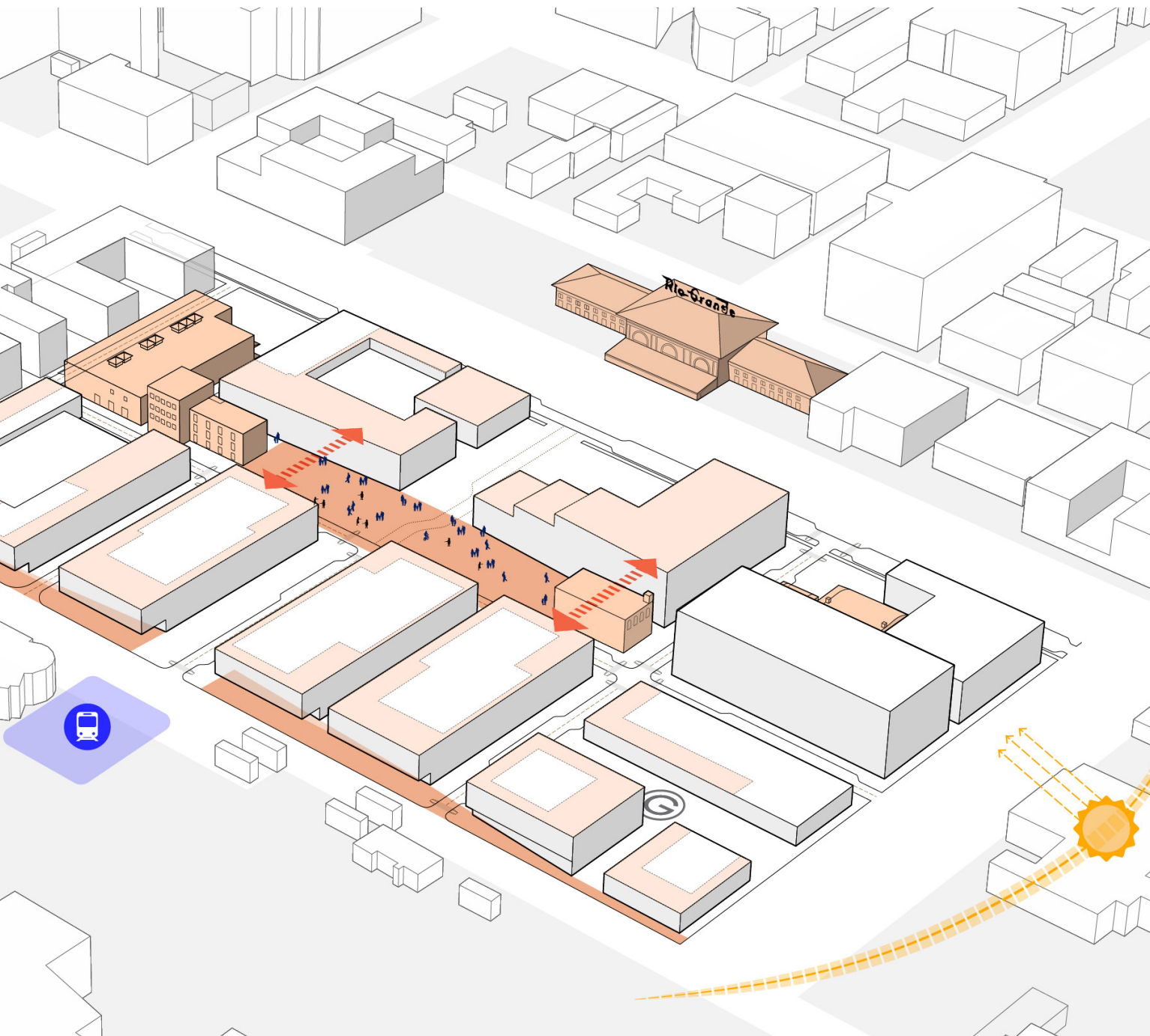







Figure 5.10:
Building Podium Diagram





	Stepdowns		Match Podium Heights
	Important Open Spaces of Human Scale		
	Existing Buildings		

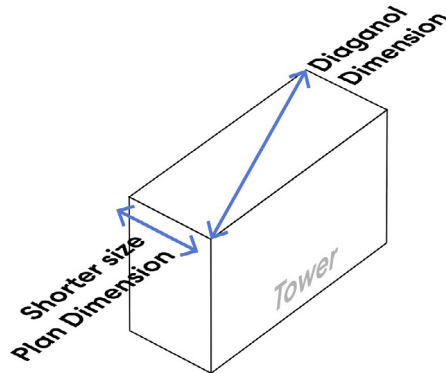


5.6 Building Orientation and Massing

The upper portions of buildings are important contributing elements to the SLC skyline and project a strong urban identity.

Standards

- 1. Tower Orientation:** The longer axis of mid-rise and high-rise building floor plates shall be oriented east-west for maximum solar performance. The exception is Block A, which is designed to be a point tower.
- 2. Maximum Tower Bulk Controls:** Tower floorplate shall adhere to the following controls:



LAND USE	TOWER MAX DIAGONAL DIMENSION	TOWER MAX PLAN DIMENSION
Typical Residential Tower	260 Feet	100 Feet
Typical Commercial Lower Tower	270 Feet	130 Feet
Typical Commercial Upper Tower	180 Feet	100 Feet
Mixed-Use Point Tower	130 Feet	100 Feet

Table 18: Maximum Tower Floorplate Table

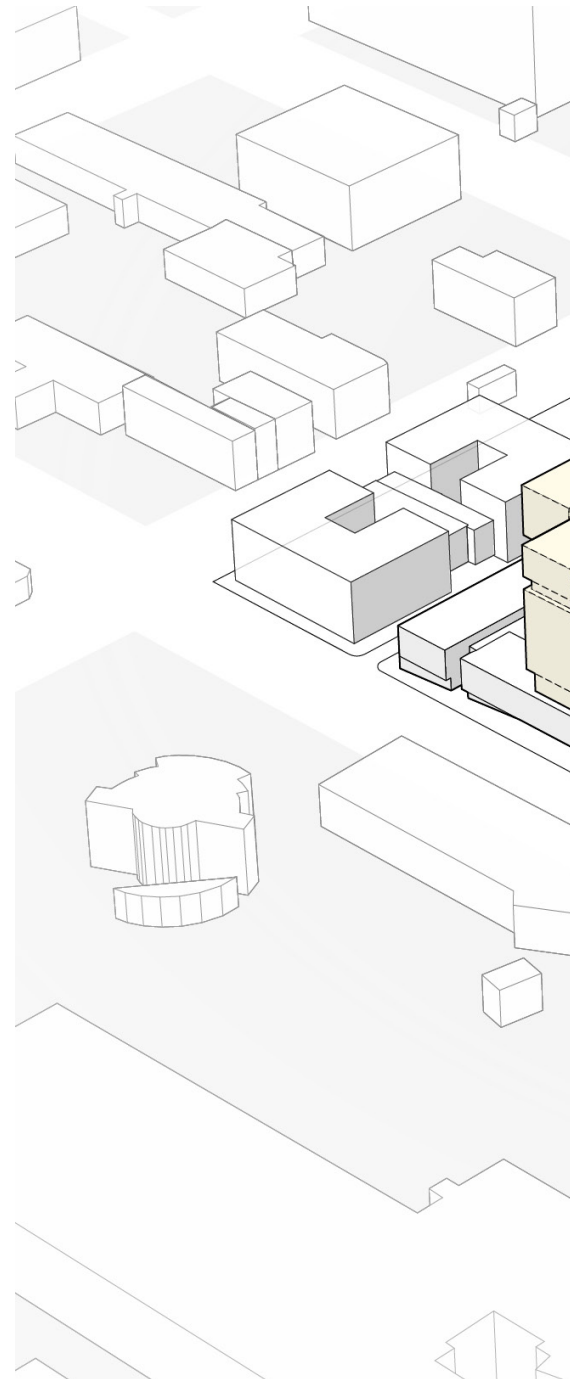







Figure 5.11: Building Orientation and Massing Diagram 1



	Typical Residential Tower		Mixed-Use Point Tower
	Typical Commercial Lower Tower		
	Typical Commercial Upper Tower		



5.6 Building Orientation and Massing

Guidelines

- 1. 600 West Stepdowns:** The western facades of towers along 600 West that exceed 200 feet should step down as it approaches the street and Salt Lake Central Station. These stepdowns should serve as vegetated, occupiable terraces which provide a biophilic entry into the City.
- 2. Views to Natural Environs:** Towers exceeding 200 feet should carve out observation balcony areas to surrounding natural features such as the Wasatch Mountains, the Orquirr Range, and the Great Salt Lake.
- 3. Preserve view of the Rio Grande Depot from 400 South:** Development on Block G should be sculpted to provide a peek of the Rio Grande Depot sign from the 400 South Viaduct.

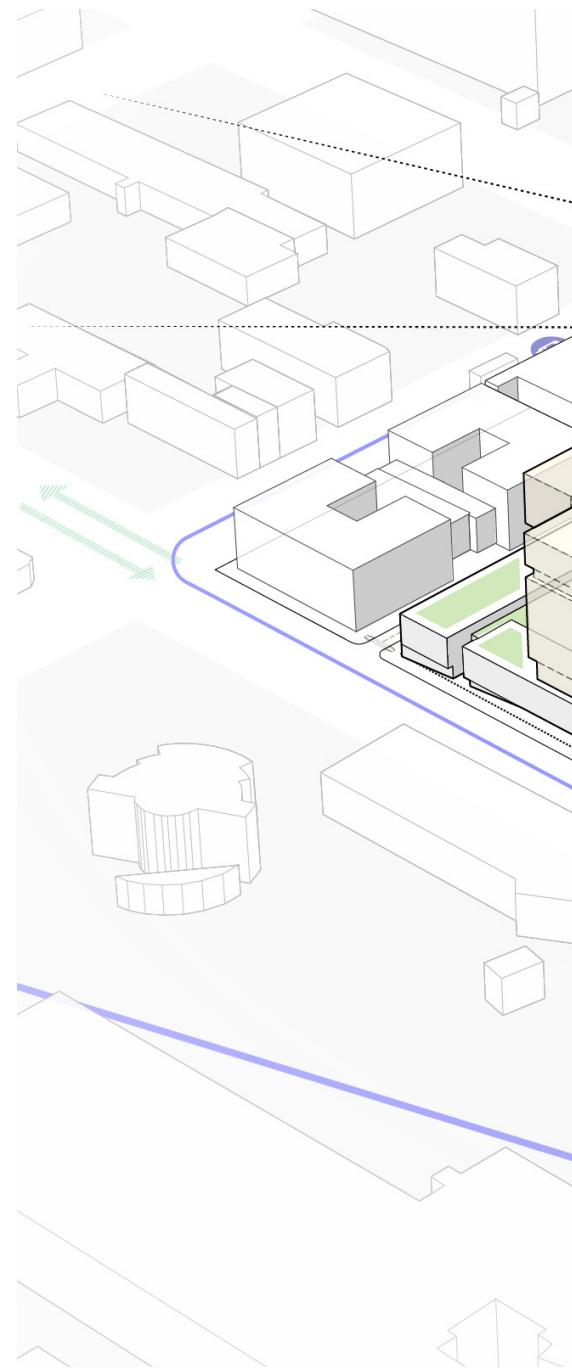
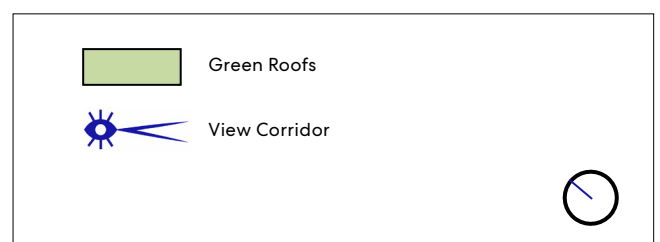
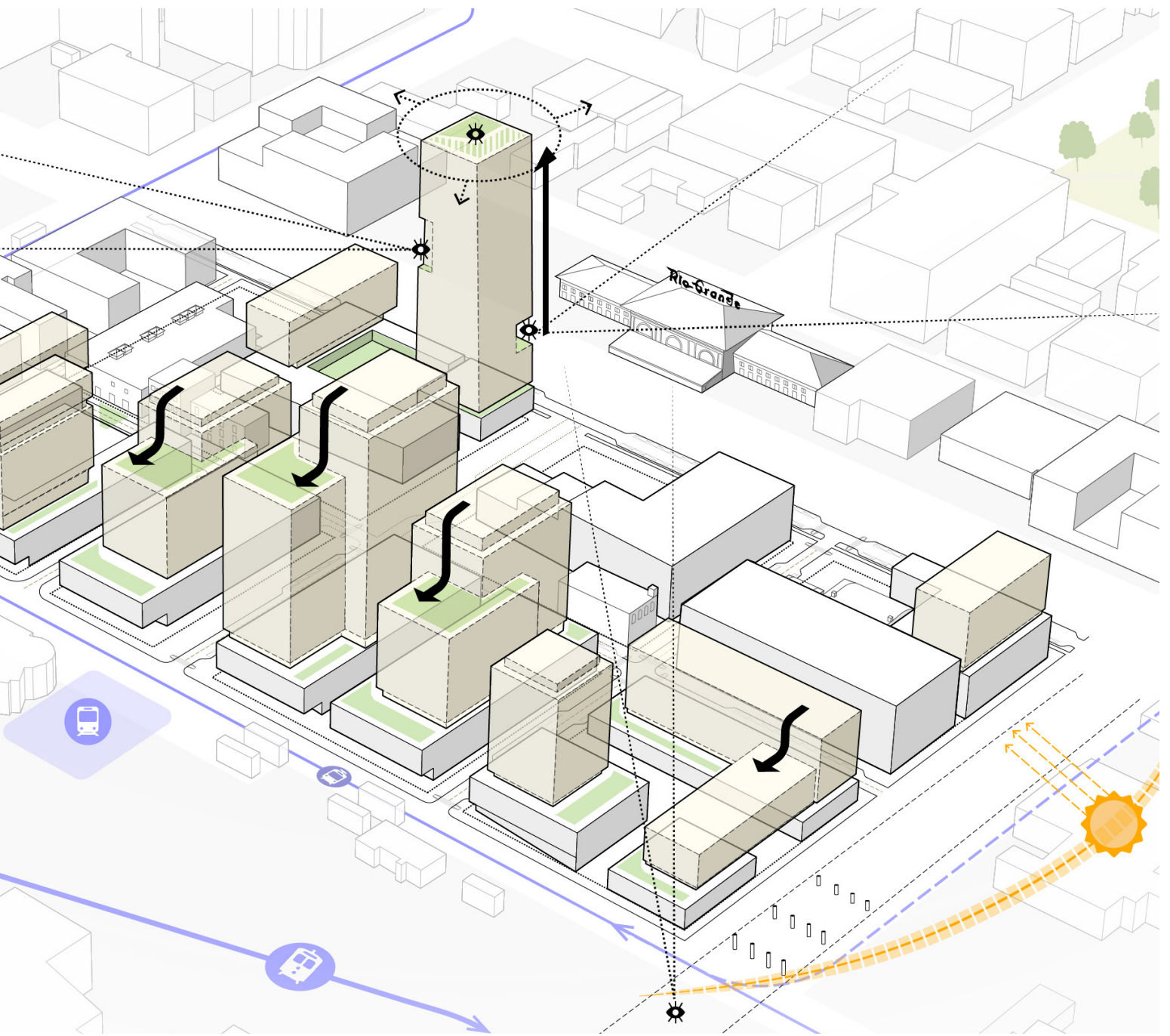


Figure 5.12:
Building Orientation and Massing Diagram 2



5.8 Sustainable Design

To support the goals and targets of Salt Lake City's Climate Plan, the design framework focuses on strategies to shape the urban form for a more comfortable, energy-efficient, and high-performing district that has a rich biophilic experience.

Standards

- 1. RDA Sustainable Development Policy:** All new development shall adhere to the RDA Sustainable Development Policy which provides requirements for enhanced energy performance, emission free building operations, and net zero building standards.
- 2. Stormwater Management:** New horizontal and vertical development shall employ decentralized strategies to address runoff such as permeable surfaces, green roofs, and rain gardens, to manage and absorb stormwater at its source. This approach minimizes strain on centralized systems, promotes biophilia, mitigates urban flooding and water pollution.
- 3. Embodied Carbon:** Vacant existing structures such as the Salt Lake Mattress Building and Blue Warehouse shall be preserved and retrofitted for new uses.
- 4. Green Roofs and Terraces:** Terraces shall be designed to manage stormwater, alleviate heat island effect, and create aesthetically pleasing and biodiverse outdoor spaces. Rooftop vegetation should optimize building energy efficiency with increased thermal insulation, providing natural shading, and cooling through evapotranspiration and prevent excessive heating and cooling in buildings.

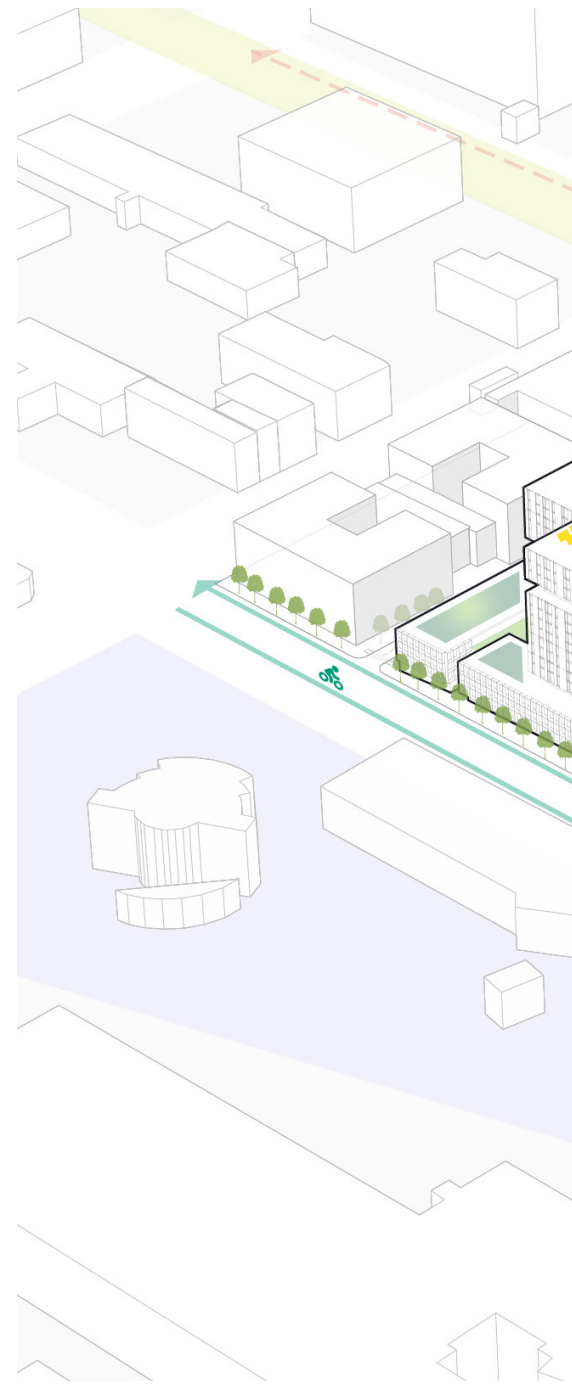
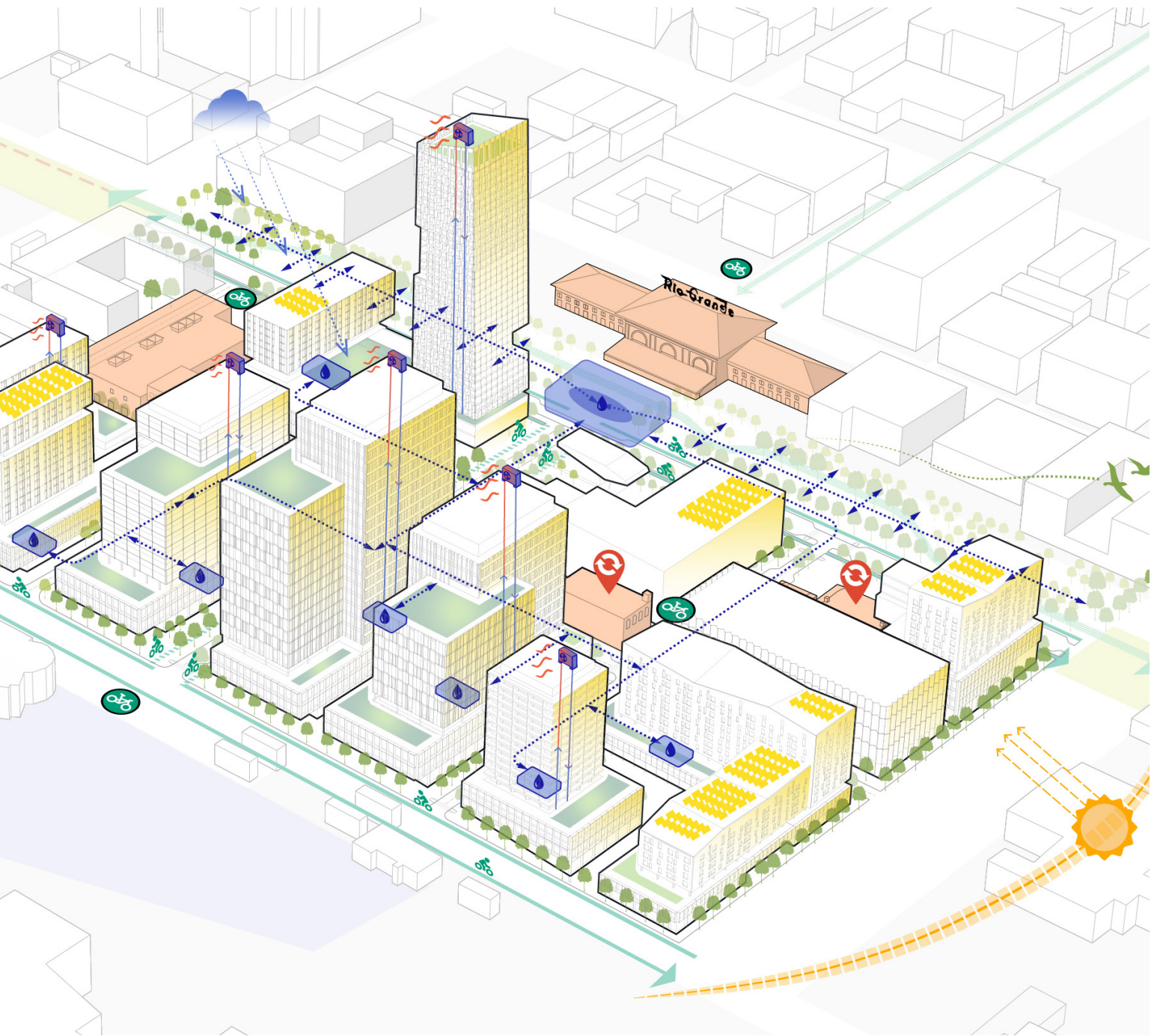





Figure 5.13:
Sustainable Design Diagram



	Renewable Energy		Retrofit Existing Buildings		Net Zero Building Systems
	Decentralized Stormwater Management		Native Landscaping		Green Roofs
	Active Mobility		Mobility Hubs		

5.8 Sustainable Design

Guidelines

- 1. Bird-Safe Building Design:** The Great Salt Lake is part of a vast Great Basin haven for shorebirds migrating along the Pacific Flyway. The vast amount of bird-species in the region paired with a more vegetated public realm and the addition of reflective glass towers can lead to a high risk of bird-strikes. To mitigate the risk of bird-strikes, all development that has facades exceeding 30 percent glazing should utilize bird safe design strategies on the first 60 feet measured from the ground plane. This includes fritted glass, etched glass, UV coated glass, frosted glass, and exterior apparati such as louvers, fins, and mullions.
- 2. Natural Daylight:** Passive lighting and access to natural daylight should be used where possible. Access to natural daylight can improve human health and artificial lighting can be one of the largest demands on building energy.
- 3. Solar Control and Exterior Shading:** Facades that are south- or west-facing can be exposed to greater amounts of thermal energy from the sun, causing heat gain to the building and requiring energy for cooling. Consider using passive means of shading including less glazing, louvers. This will support the bird-safe building design strategy.
- 4. Photovoltaic Panels:** Portions of the roof area with direct solar access should be considered for solar energy or heating systems (including PV panels). Wherever possible, mount solar energy or heating systems over mechanical equipment, or structures over green roofs, or structures used for human shading. Where solar energy systems are combined with green roofs, incorporate shade tolerant species.
- 5. Mass Timber Construction:** Changes in modern building codes are making mass timber structures as tall as 18 stories possible. Development should explore utilizing mass timber elements like cross-laminated timber panels (CLT). Mass timber structures offer significant environmental benefits including long-term carbon sequestration, reduced greenhouse gas emissions, reduced embodied and operational energy footprint.
- 6. Building Amenities for Wellness:** Building amenities should include fitness rooms that are close to and visible to outdoor spaces, indoor bike parking and showers for commercial development.



Figure 5.14: At 40 stories, Canada's Earth Tower will become the world's tallest hybrid wood tower, dramatically reducing the project's greenhouse gas emissions through carbon sequestration.





Figure 6.12:
Illustrative rendering of the Rio Grande District at full buildout



SLCRDA

Perkins&Will