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OFFICE OF THE DIRECTOR

SCANNED TO: *mayor*
SCANNED BY: *haya*
DATE: *7/10/2013*

CITY COUNCIL TRANSMITTAL



David Everitt, Chief of Staff

Date Received: _____



Date Sent to City Council: 07/11/2013

TO: Salt Lake City Council
Kyle LaMalfa, Chair

DATE: June 4, 2013

FROM: Eric Shaw, CED Director



RE: Petition PLNPCM2012-00799: Submitted by Mayor Ralph Becker to request adoption of the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities. This type of project must be reviewed as a Master Plan Amendment.

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COUNCIL SPONSOR: Exempt

RECOMMENDATION: That the City Council hold a briefing and schedule a public hearing.

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None

DISCUSSION:

Issue Origin. In March 2011 the Redevelopment Agency entered into a contract with Fehr & Peers to prepare a Circulation and Streetscape Plan for the Sugar House Business District. This plan was prepared simultaneously with plan for the Sugar House Streetcar extension.

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The purpose of the Plan is to increase multi-modal circulation through the formal adoption of specific transportation projects to implement recommendations from the Sugar House Master Plan. Since the Community Business District (CBD) in Sugar House has limited opportunities to add capacity to accommodate more cars, it must make more efficient use of its transportation infrastructure by making better use of transit, managing parking supply more carefully, and increasing the walkability and cycling opportunities throughout the CBD on-street, and to enhance the transportation network.

Fehr & Peers, under the direction of Salt Lake City's Redevelopment Agency (RDA) and Community and Economic Development Department (Transportation Division), conducted a robust public engagement and visioning process in conjunction with a technical analysis of the feasibility of specific projects to address the community's goals. The study addressed six specific circulation elements:

- Expansion of Monument Plaza
- Sugarmont Drive/Wilmington Avenue Realignment
- Highland Drive Road Diet
- Division of Large Blocks
- Bicycle Lanes on 2100 South
- Parley's Trail Connection

The study also incorporated the Sugar House Streetcar extension recommendations, and integrated this element as part of the Plan.

Plan Elements and Recommendations:

Expansion of Monument Plaza. This project will create a large public gathering space, eliminate the existing exclusive eastbound right-turn lane and 18 on-street parking spaces, provide improved conditions for cyclists and pedestrians, and create space for a potential future streetcar station. Such a station would serve as end-of-line for various phases of the Sugar House Streetcar Extension. It also reinforces Monument Plaza's role as the heart of the CBD by improving its sense of place, making it the point of arrival for multiple modes rather than a pass-through for vehicles, and functioning as a home base for visitors who may want to engage in a variety of activities throughout Sugar House.

Sugarmont Drive / Wilmington Avenue Realignment. This project will eliminate the existing west-bound one-way segment of Sugarmont between Highland Drive and the intersection with Simpson Avenue, replacing it with a new alignment of Sugarmont that gradually curves from McClelland eastward to align directly, as a two-way street, with Wilmington Avenue. This will provide increased connectivity for bicycles, pedestrians, vehicular traffic, and potential extension of the Sugar House Streetcar alignment, but requires property acquisition, the loss of some commercial properties, and creates a potentially challenging intersection of McClelland, Wilmington, Simpson, Sugarmont, streetcar, and Parley's Trail.

Highland Drive Road Diet. This project converts Highland from a four-lane cross section of traffic to three lanes between 2100 South and the I-80 overpass. It consists of on-street parking, bike lanes, two general purpose and potential shared streetcar lanes and one center turn lane variously, as space permits. This will improve mobility, access and safety for all modes. In the narrowest segments it may require bike and travel lane widths to be lower than the City standard.

Division of Large Blocks. This project divides larger blocks, particularly the Granite Block and the Sugar House Center Block, into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. It will improve multi-modal transportation options, but requires collaboration with property owners for implementation.

Addition of Bicycle Lanes on 2100 South. This project looks beyond the study area to the full length of 2100 South within Salt Lake City's boundaries, because of the roadway's greater regional significance. It consists of eliminating on-street parking from 200 East - 600 East (no change in the segment between 600 and 1300 East due to roadway width constraints and traffic volumes), a road diet between 1300 and 1700 East, and either a road diet or shared lane option between 1700 and 2300 East. An improved walking and cycling environment supports the regional travel markets currently utilizing the bus routes along 2100 South that connect with TRAX, and thus preserves the local circulation function to be served by streetcar.

Parley's Trail Connection. This project connects Parley's Trail between the Fairmont Aquatic Center and Hidden Hollow Park, creating a continuous inter- and intra-city route for recreation and transportation that connects cyclists and pedestrians to existing and potential future transit.

Master Plan Analysis and Considerations: Salt Lake City does not have specific standards for master plan amendments. The proposed *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was evaluated with respect to goals and policies found within the *Sugar House Community Master Plan*. The relationship between the *Sugar House Community Master Plan* and the projects proposed in the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* has been identified and are shown below:

- **Monument Plaza Reconfiguration.**
 - Plaza expansion is a goal from the *Sugar House Community Master Plan*.
- **Sugarmont Drive / Wilmington Avenue Realignment.**
 - This realignment is included in the *Sugar House Community Master Plan*.
- **Highland Drive Road Diet.**
 - The evaluation of this conversion is included in the *Sugar House Community Master Plan*.
- **Division of Large Blocks.**
 - The evaluation of this division is a goal from the *Sugar House Community Master Plan*.
- **Addition of Bicycle Lanes on 2100 South.** Several goals and statements within the *Sugar House Community Master Plan* relate to this topic in various ways, including:
 - Provide for multiple modes of transportation that are safe, convenient, and comfortable;

- Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Evaluate the existing policy that prohibits cyclists from using the sidewalk in the Sugar House Business District and leaves the cyclist without a bicycle lane or path as an alternative;
 - Ensure new land uses located adjacent to bicycle routes and require installation of street improvements, and provide bicycle lanes where appropriate and feasible;
 - Provide safe bicycle routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District and other major destination points with one another;
 - Use AASHTO and NACTO standards for bicycle lane width and signage for new construction; and use road construction projects as opportunities to upgrade existing bicycle lanes to meet these standards;
 - Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation;
 - Connect bicycle routes with regional trail systems in other jurisdictions and neighboring communities;
 - Support the elimination of on-street parking on one side of roadways to allow the addition of bicycle lanes;
 - Provide bicycle racks and lockers at destination points and at transit terminals;
 - Enhance pedestrian crossings along 2100 South;
 - A pedestrian first zone, reducing travel distances encourages safer and increased levels of bicycling and walking;
 - Pedestrians should have the right-of-way over all other modes of transportation; and
 - Use a landscaped area to provide a buffer zone.
- **Parley's Trail Connection.** Establishing a Parley's Trail connection meets several goals from the *Sugar House Community Master Plan*, such as:
 - Provide for multiple modes of transportation that are safe, convenient, and comfortable;
 - Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Provide safe bike routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
 - Unite the parks and recreation area with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation; and
 - Connect bike routes with regional trail systems in other jurisdictions and neighboring communities.

Based on the analysis contained within and attached to this report, staff finds the plan is reasonably compatible with the goals and policies of the *Sugar House Community Master Plan*.

Additional Considerations: The Planning Commission's motion to recommend approval included the following three recommendations:

1. Remove reference(s) to placement of streetcar in Sugar House plaza;
2. Insert language and illustration that recommends future redevelopment of Sugar House Center in a "small block" pattern; and
3. Recommend completion of a parking district study.

If the above amendments are approved by the City Council, staff will modify the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* accordingly.

PUBLIC PROCESS:

The following is a list of meetings that have been held related to the proposed project.

Steering Committee Meetings. Steering Committee Meetings were held at Westminster College with community stakeholders including representatives from Sugar House Community Council, Sugar House Merchants, private developers, property owners, Parley's Rail and Trail committee members, among other groups. Over a 10 month period, the Steering Committee conducted a series of 8 meetings, which were held on the following dates:

- April 27, 2011
- September 14, 2011
- September 28, 2011
- October 12, 2011
- November 2, 2011
- January 18, 2012
- February 8, 2012
- February 15, 2012

Meetings included group exercises that generated feedback on the various concepts. Comments were collected and reflected in the *Circulation & Streetscape Plan*.

Open House Meetings. City staff participated in two "open house" meetings where the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was presented and discussed in connection with the streetcar and greenway projects. The events were held at Sprague Library on July 28, 2011, and the former Deseret Industries building on Highland Drive on October 27, 2011.

Transportation Advisory Board. Staff presented the plan to the Transportation Advisory Board (TAB) on August 8, 2012. Prior to publication, no formal comments or recommendation from TAB were received by the Planning Division (see Attachment C – TAB Meeting Minutes in the April 10, 2013 Planning Commission Staff Report).

Redevelopment Agency Board Meeting. Staff presented the plan to the Redevelopment Agency (RDA) Board on August 6, 2012 (see Attachment D – RDA Meeting Minutes in the April 10, 2013 Planning Commission Staff Report).

Sugar House Community Council. The plan was presented at the Sugar House Community Council (SHCC) on two separate occasions. The first meeting, which was held October 3, 2012, provided information to the broader SHCC. To address more specific concerns, a second meeting was held on October 15, 2012 with various sub-committees of the SHCC. Following the second meeting, comments and responses were collected and have been attached for review (see Attachment E – Community Council Comments in the April 10, 2013 Planning Commission Staff Report).

RELEVANT ORDINANCES:

Sections 10-9a-204 and 205 of the Utah Code Title 10, Chapter 9a, Municipal Land Use, Development and Management Act regulate the requirements for noticing a general plan amendment and land use ordinance amendment. The petition for Master Plan amendment was published in the Salt Lake Tribune on March 29, 2013, which complied with State Code noticing requirements.

City Code 21A.02.040, entitled Effect of Adopted Master Plans or General Plans, also states the following:

All master plans or general plans adopted by the planning commission and city council for the city, or for an area of the city, shall serve as an advisory guide for land use decisions. Amendments to the text of this title or zoning map should be consistent with the purposes, goals, objectives and policies of the applicable adopted master plan or general plan of Salt Lake City.

A discussion and analysis of the applicable purposes, goals, objectives and policies have been included within this report (see pages 3 and 4).

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1. PROJECT CHRONOLOGY

Project Chronology

Circulation and Streetscape Amenities Plan for Sugar House Business District

April 27, 2011	1 st Steering Committee Meeting at Westminster College with community stakeholders
July 28, 2011	Open House Meeting at Sprague Library on <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i>
September 14, 2011	2 nd Steering Committee Meeting at Westminster College with community stakeholders
September 28, 2011	3 rd Steering Committee Meeting at Westminster College with community stakeholders
October 12, 2011	4 th Steering Committee Meeting at Westminster College with community stakeholders
October 27, 2011	Open House Meeting at former Deseret Industries building on Highland Drive on <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i>
November 2, 2011	5 th Steering Committee Meeting at Westminster College with community stakeholders
January 18, 2012	6 th Steering Committee Meeting at Westminster College with community stakeholders
February 8, 2012	7 th Steering Committee Meeting at Westminster College with community stakeholders
February 15, 2012	8 th Steering Committee Meeting at Westminster College with community stakeholders
August 6, 2012	Staff presented draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> to the Redevelopment Agency Board (RDA)
August 8, 2012	Staff presented draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> to the Transportation Advisory Board (TAB)
October 3, 2012	Staff presented draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> to the Sugar House Community Council (SHCC)
October 15, 2012	A second presentation of the draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> was presented to the SHCC
November 10, 2012	Petition to approve draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> submitted to Planning Division
December 12, 2012	Staff briefed Planning Commission on draft <i>Circulation and Streetscape Amenities Plan for the Sugar House Business District</i> . No action required
January 9, 2013	Planning Commission ratified meeting minutes for December 12, 2012
March 29, 2013	Notice of Planning Commission public hearing published in local newspaper
April 10, 2013	Planning Commission conducted public hearing and voted 8-0 to recommend approval of proposed plan, with three modifications, to City Council
April 10, 2013	Requested draft City Ordinance from City Attorney
April 24, 2013	Planning Commission ratified meeting minutes for April 10, 2013
April 24, 2013	Received draft City Ordinance from City Attorney

2. ORDINANCE

SALT LAKE CITY ORDINANCE
No. _____ of 2013
(Adopting the Circulation and Streetscape Amenities Plan
for the Sugar House Business District)

An ordinance adopting the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Master Plan.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on April 10, 2013 on an application initiated by Mayor Ralph Becker (Petition No. PLNPCM2012-00799) to adopt a proposed Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Master Plan; and

WHEREAS, at its April 10, 2013 meeting, the planning commission voted in favor of recommending to the Salt Lake City Council that the city council adopt the proposed Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Master Plan pursuant to said application; and

WHEREAS, after holding a public hearing on this matter, the city council has determined that adopting this ordinance is in the city's best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Adopting the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an Addendum to the Sugar House Master Plan. The Circulation and Streetscape Amenities Plan for the Sugar House Business District is hereby adopted as an addendum to the Sugar House Master Plan to apply within the city's municipal boundaries as identified in the Circulation and Streetscape Amenities Plan for the Sugar House Business District attached hereto as Exhibit "A",

SECTION 2. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2013.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2013.
Published: _____.

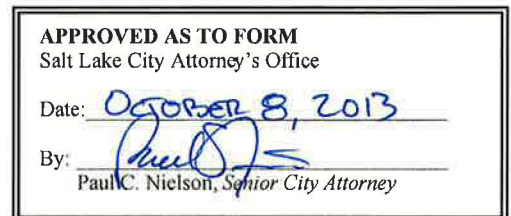


EXHIBIT “A”
Circulation and Streetscape Amenities Plan
for the Sugar House Business District

EXHIBIT “A”
Circulation and Streetscape Amenities Plan
for the Sugar House Business District

CIRCULATION AND STREETSCAPE AMENITIES

Plan for the Sugar House Business District

DECEMBER 2012



Prepared for:



SLCRDA

Prepared by:

FEHR & PEERS

2180 South 1300 East, Suite 220
Salt Lake City, UT 84106
P (801) 463-7600

with **CRSA**

CHAPTER 1: INTRODUCTION

The Circulation Plan for the Sugar House Business District (the Plan) document was completed by Fehr & Peers under the direction of Salt Lake City's Redevelopment Agency (RDA) and the Community and Economic Development Department (Transportation Division). A stakeholder committee comprised of staff from a range of departments, as well as property owners, business owners, and representatives from local institutions, provided guidance throughout the process.

Sugar House is a unique community that attracts a broad range of local and national retailers. Its festivals and markets (i.e. farmer's market, arts festival, Fourth of July fireworks, etc.) draw crowds from many areas of the Salt Lake region. The residential neighborhoods in and around the Sugar House Central Business District (CBD) provide for those seeking a rich urban lifestyle as well as those seeking a house and a yard on a quiet, leafy street.

As a result of this success, several of Sugar House's CBD streets are approaching their effective motor vehicle capacity during the peak hours of the day, and there are few opportunities or desire to expand capacity to accommodate more cars. For the Sugar House CBD to continue to thrive, it must make more efficient use of its existing transportation infrastructure. This means making better use of transit, managing parking supply more carefully, and increasing the walkability and bikability of CBD streets so that intra-CBD trips will primarily be served by walking, biking, and transit rather than driving.

This report is structured around these principles, and its chapters are arranged accordingly:



- **Chapter 2: Study Area Description**, provides multi-modal existing conditions information and data within the study boundaries of the plan.
- **Chapter 3: Vision and Goals**, identifies the community and stakeholders desires and goals.
- **Chapter 4: Project Evaluation**, examines the feasibility of specific transportation related projects in the study area.
- **Chapter 5: Implementation Plan**, includes a summary of the key projects, actions, and strategies.
- **Chapter 6: Next Steps**, identifies the next steps to achieve the circulation goals.
- **Chapter 7: Streetscape Amenities Plan**, identifies street amenities to enhance the visual characteristics of the corridors.

CHAPTER 2: STUDY AREA DESCRIPTION

The *Plan* Study Area is within the area bounded by 1300 East to the east, 900 East to the west, Interstate-80 (I-80) to the south, and Ramona Avenue to the north (see Figure 2-1).

2.1

Land Use

The Sugar House neighborhood is located in east-central Salt Lake City, Utah, along the Wasatch Front (the western slope of the Wasatch Mountain Range) (see Figure 2.1-1). Sugar House, one of the original streetcar communities of Salt Lake City and one of the oldest neighborhoods, includes a broad mix of land uses, including commercial, office, and residential. The portion of the corridor between 900 East and 1300 East is one of the few areas along the Wasatch Front with the mix and density of land uses that could facilitate active transportation (pedestrian and bicycle) investment. The area has a higher-than-average residential density and is within a convenient walk distance of many businesses. In addition, there are a number of potential redevelopment sites in the Study Area that could result in mixed-use development in areas surrounded by existing residential uses.



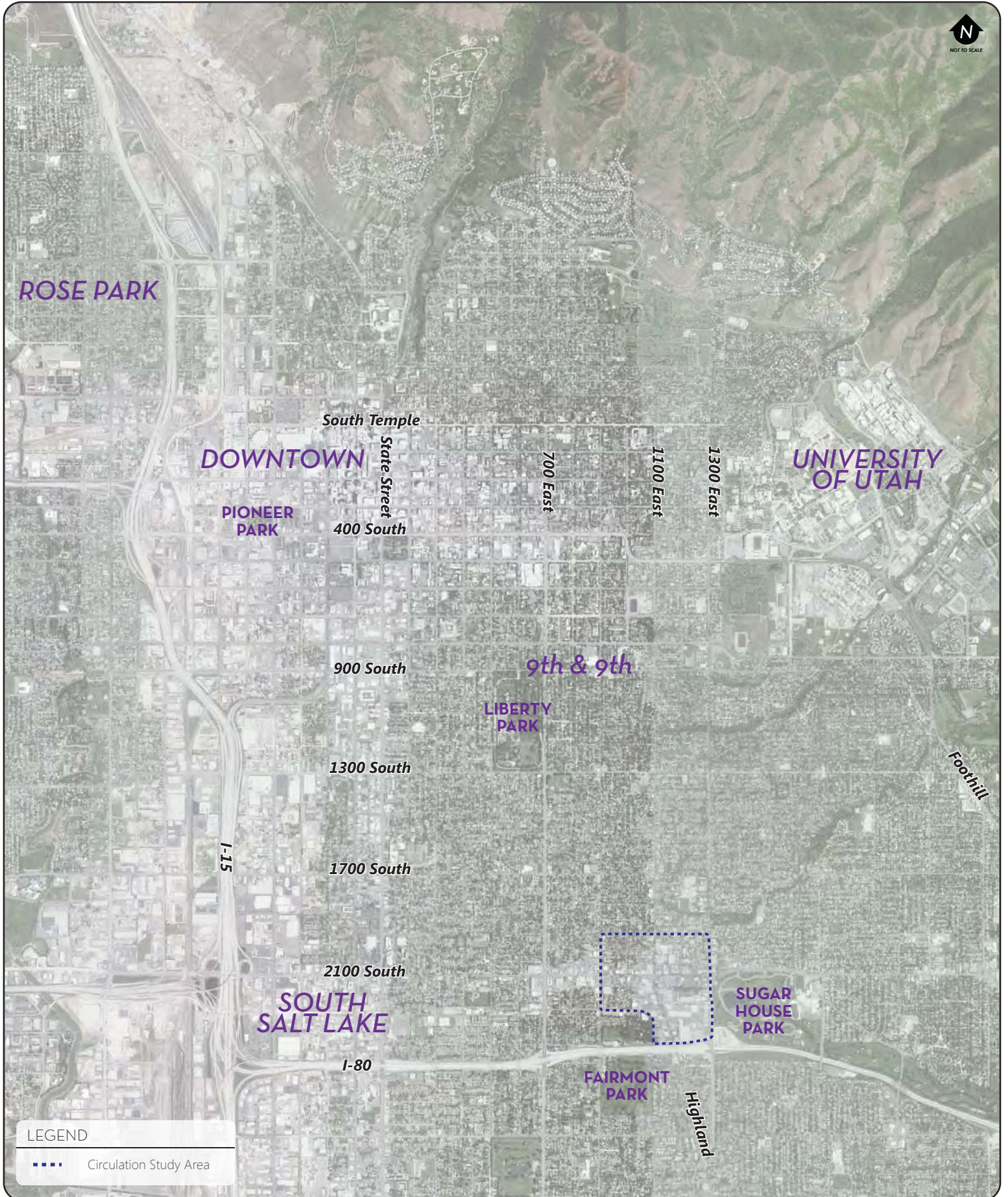
The north part of the Study Area is predominately single-family residential with clusters of neighborhood commercial and a few mixed residential/business corridors, such as 1100 East and 2100 South. Several parks and institutional uses are dispersed throughout the outer boundaries of the Study Area. The close proximity of many mixed uses promotes walking as a mode of transportation.

In addition to the general land uses described above, the following major activity centers are located within the Study Area:

- Sprague Library (Highland Drive)
- Sugar House Shopping Center (Highland Drive)
- Sugar House Shopping Commons (Highland Drive and 2100 South)

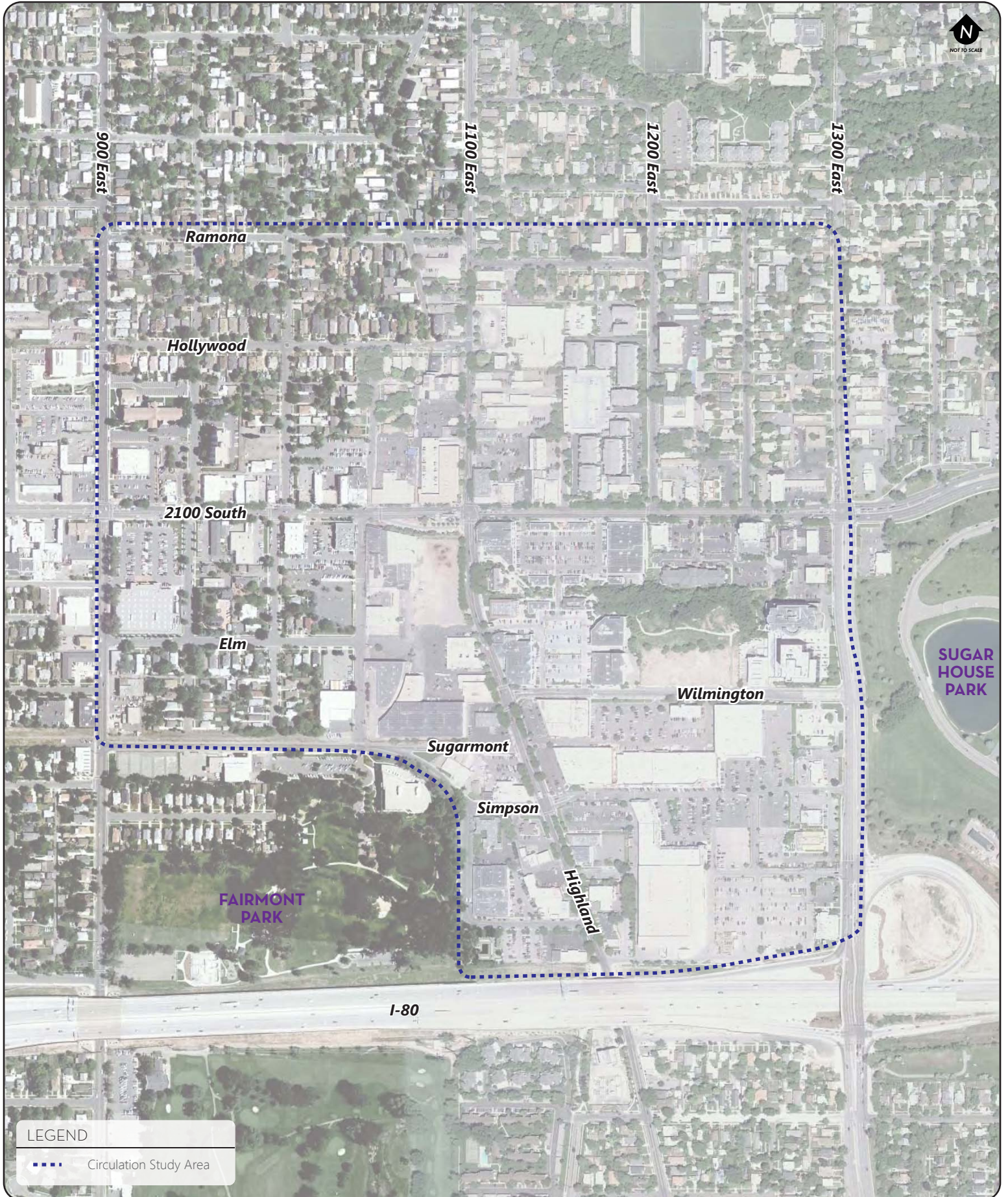
CIRCULATION STUDY AREA - REGIONAL

Figure 2-1.1 | Sugar House Business Plan Circulation Plan



CIRCULATION STUDY AREA - NEIGHBORHOOD

Figure 2-1 | Sugar House Business District Circulation Plan



Within one mile of the Study Area the following attractors also exist:

- Fairmont Park and Aquatic Center (Sugarmont Park)
- Sugar House Park (1300 East and 2100 South)
- Forest Dale Golf Course (900 East)
- Intermountain Health Center (900 East)
- Highland High School (2100 South)
- Westminster College (1300 East)

The Study Area and existing major activity centers are shown in Figure 2.1-2. In addition, four additional important activity centers are expected to soon be added to the Study Area:



- The Granite Block (on the south side of 2100 South at 1100 East). The Granite Block in downtown Sugar House is planned for redevelopment with a mix of residential, commercial, and office use. Development plans include 200 new residences and 200,000 square feet (SF) of commercial/office over the next several years.

- Westminster Student Housing (on the west side of 1300 East between Wilmington Avenue and 2100 South). The Westminster Student Housing project has begun construction on a mixed-use development with 16,000 SF of academic space; 14,000 SF of retail space; and 54,000 SF of housing.

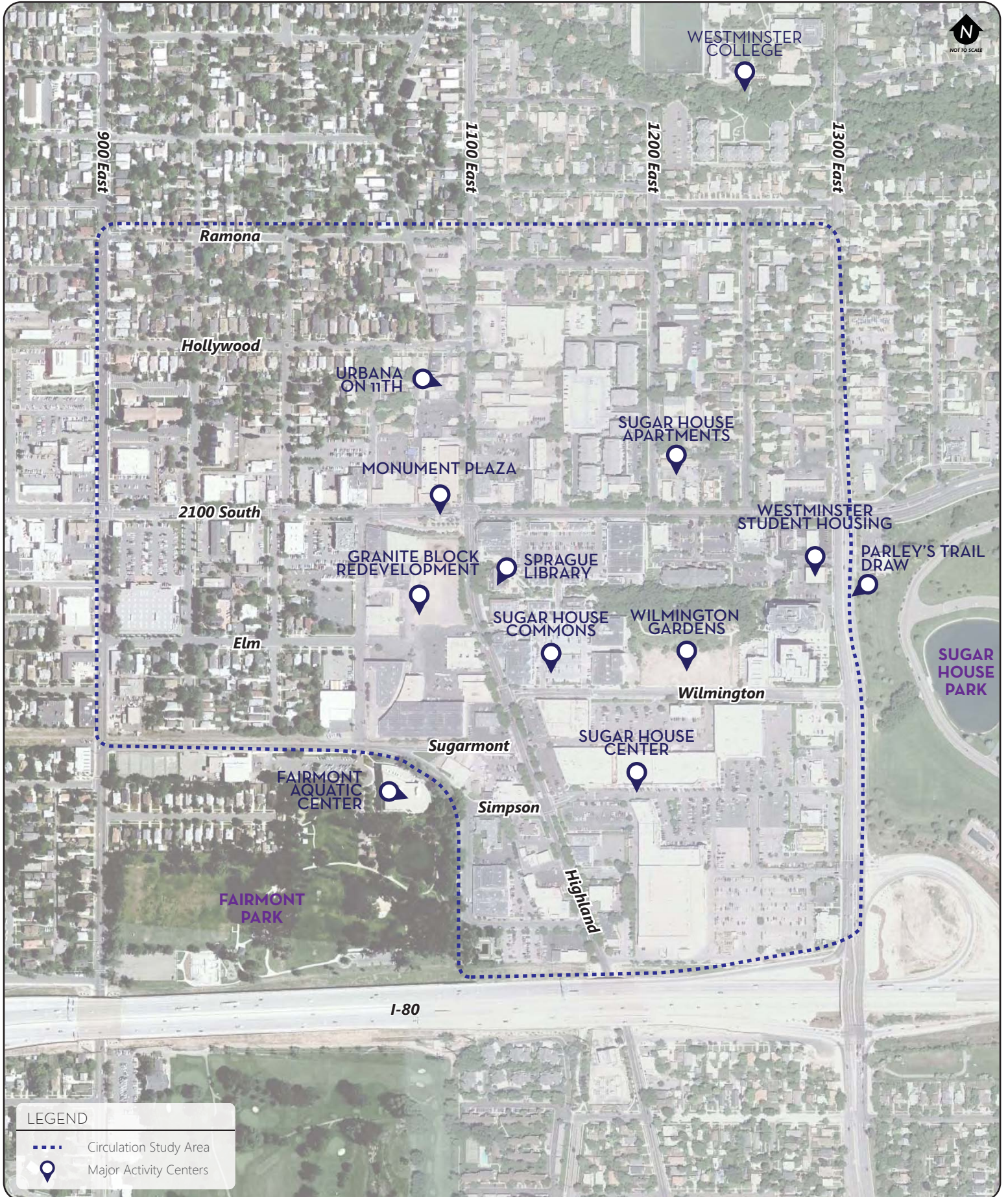
- Wilmington Gardens (Wilmington Avenue between Highland Drive and 1300 East). Wilmington Gardens in Sugar House is planned to be redeveloped with a mix of residential, community space, commercial, and office use.



- Development plans include 100,000 SF of residential with 20% affordable units; approximately 84,000 SF of commercial/office; and 45,000 SF of community space. Plans for Wilmington Gardens incorporate academic space for Westminster College.

MAJOR ACTIVITY CENTERS

Figure 2-1.2 | Sugar House Business District Circulation Plan



- Sugar House Center (south of Wilmington Avenue between Highland Drive and 1300 East). The Sugar House Center is planned to be a mixed-use redevelopment project separated into multiple phases. Full build-out plans include 800 residential units, 380,000 SF of commercial/office use. A structured parking garage is also planned for this development site.
- The Parley's Trail Draw (1300 East on the south side of Westminster Student House). The Parley's Trail Draw project is a tunnel under 1300 East connecting Sugar House Park to Hidden Hollow, an integral part of the Parley's Trail.

2.2 *Development Plans*

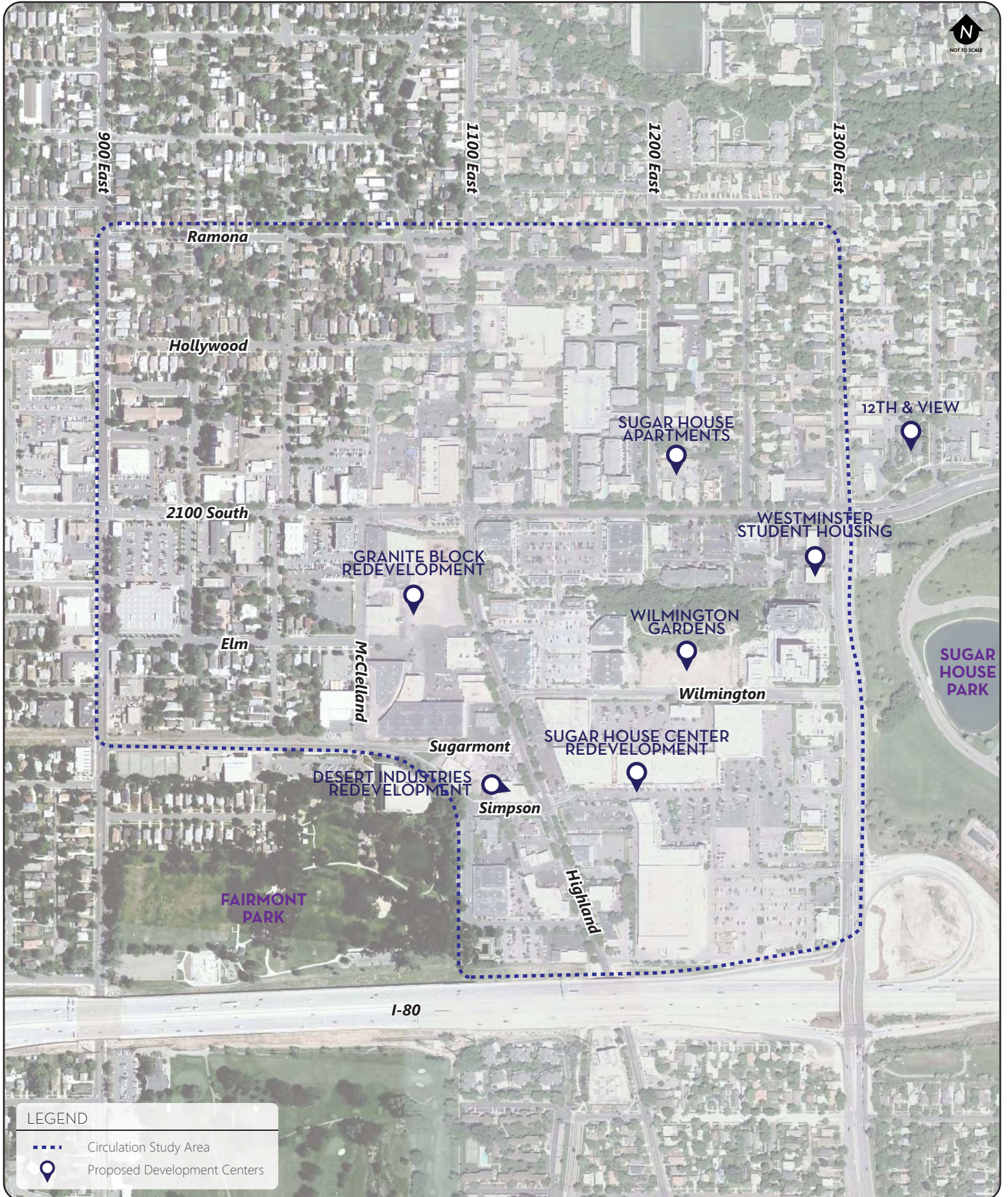
Planning for the Sugar House Streetcar Phase 1 Project has generated interest in the development community. The following developments within the Study Area have recently been constructed, are underway, or are approved, and are shown in Figure 2.2-1.

- Urbana on Eleventh—29 condominiums and 750 SF of ground floor retail. This project is 100 percent constructed.
- John Gardiner Apartment Complex—70 apartment units. This project is currently under construction and will be complete by 2014.
- Westminster Mixed-Use Project—44 three- and four-bedroom apartment units with a total of 164 beds, approximately 15,000 SF of office space, and 8,500 SF of retail space. Residential development associated with this project is part of the Westminster College expansion, and will serve as student housing. This project is currently under construction and will be complete by fall 2012.
- Wilmington Gardens Project—between 212 residential units, including 5 townhomes; approximately 30,000 SF of office; and 60,000 SF of retail development. This project will be complete by 2013.
- Olsen Development—residential and retail space is planned to front Wilmington Avenue on the Olsen property, which is located directly across the street from Wilmington Gardens. This project is in partnership with Wilmington Gardens, and the



PROPOSED DEVELOPMENT LOCATIONS

Figure 2.2-1 | Sugar House Business District Circulation Plan



developers are working together to implement a new vision for Sugar House over several acres. At the corner of Highland and Wilmington Avenues, the group is planning retail, office, and residential development. The group estimates that by 2015, an additional 100 residential units and 60,000 square feet of retail will be completed.

- Granite Block Development—210 residential units and 56,000 SF retail space by 2015, with the addition of 50,000 SF of office space by 2030.
- Boulder Venture Project – 20,000 SF of retail and 30,000 SF of office. This project is currently under construction and will be complete in the spring of 2013.
- Cowboy Partners Project – 170 residential units and 1,200 SF of retail. This project will be completed in 2014.

2.3 *Transportation*

The urban pattern in the Study Area is built on a network of arterial and collector roads, generally running in a north-south/east-west grid pattern, bus routes and stops, pedestrian connections (sidewalks), and only a few bicycle lanes.

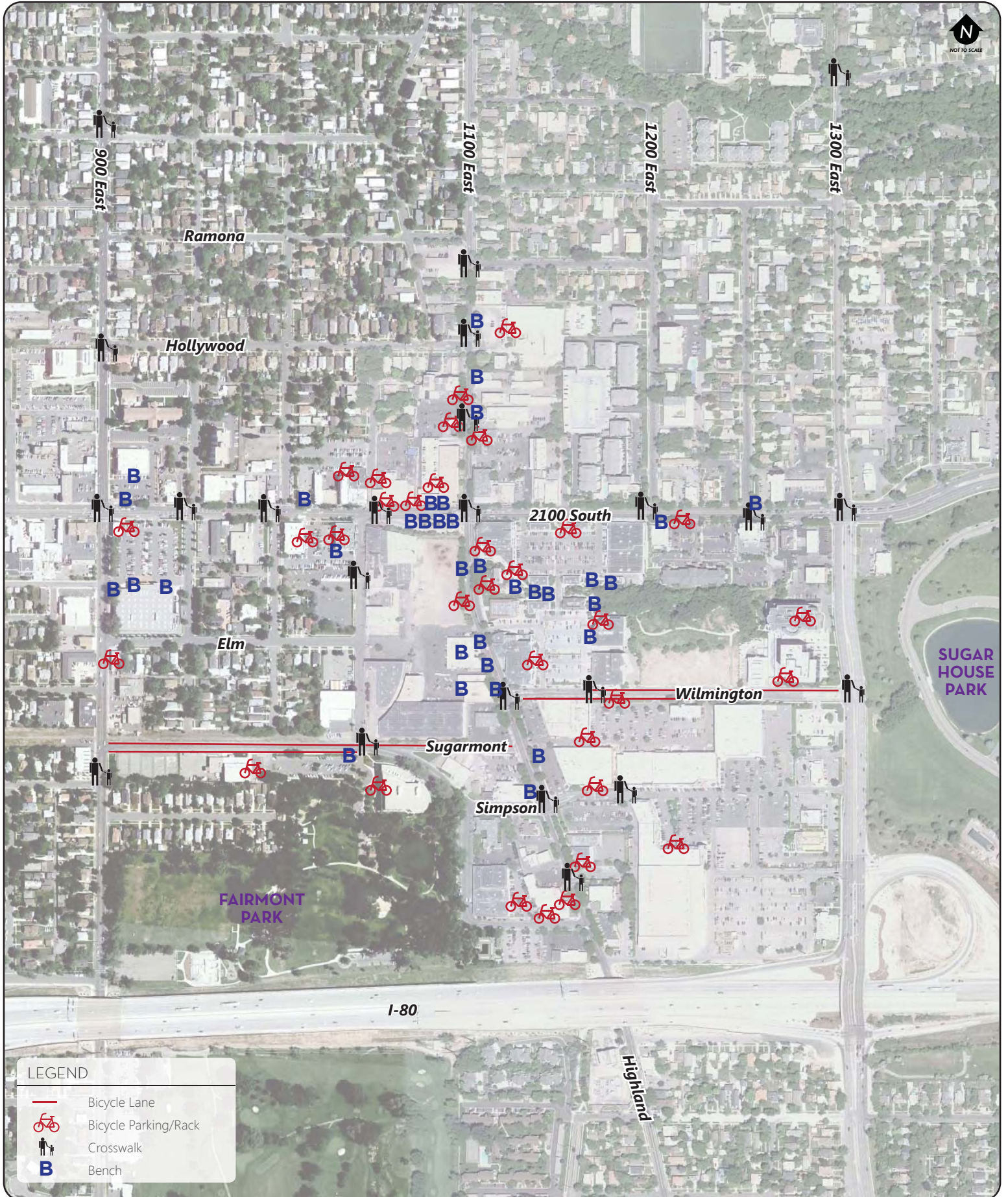
2.3.1 Pedestrian Network

All streets in the Study Area, except Sugarmont, include sidewalks, which are the foundation of the pedestrian network. This foundation is improved with a good trail network in areas such as the large parks near the Study Area (see Figure 2.3-1 for existing pedestrian facilities). Two regional trails are planned in the Study Area. The eight-mile Parley's Trail will transect the Study Area. Further detail on the route of the trail is explained in subsequent chapters. The trail will regionally connect Parley's Canyon on the east side of the County to the Jordan River on the west side of the County. The proposed Jordan and Salt Lake Canal Trail will enter the Study Area along McClelland Street before curving around the east side of Fairmont Park. This trail is proposed to run from 800 South to 3300 South in Salt Lake City along an historic canal. The walk travel times along key pedestrian routes in the Study Area are shown in Figure 2.3-2



EXISTING PEDESTRIAN AND BIKE AMENITIES

Figure 2.3-1 | Sugar House Business District Circulation Plan



WALK TIME COMPARISON

Figure 2.3-2| Sugar House Business District Circulation Plan



2.3.2 Bicycle Network

Sugarmont Drive and Wilmington Avenue are the only streets in the study area with designated bicycle lanes (see the previous Figure 2.3-1 for existing bicycle lanes). Salt Lake City performed bicycle counts on 2100 South at 1100 East in September 2011. The bicycle counts indicate the average number of bicycles on 2100 South on a weekday is approximately 102. Each direction (north, south, east, and west) is about equal in number of bicyclists. Approximately 46% of the weekday bicyclists were travelling on 2100 South and the remaining 54% were travelling on 1100 East. The average number of bicyclists who ride on the sidewalk ranged from 53% to 80% and the remaining percentage rides on the road.



2.3.3 Transit Network

Existing transit facilities (see Figure 2.3-2) in the Study Area include several bus routes, with TRAX lines located two miles west and north of the Study Area. Bus routes that operate in the Study Area are routes 17, 21, 209, 213, and 220. Table 2.3-1 shows nominal headways for each of the routes in the travel shed:

Table 2.3-1. Nominal Headways in Minutes

<i>Route</i>	<i>Mode</i>	<i>Peak</i>	<i>Off-Peak</i>	<i>Evenings</i>	<i>Saturday</i>	<i>Sunday</i>
17	Local Bus	30	30	0	0	0
21	Local Bus	15	15	30	30	80
209	Local Bus	15	15	30	30	60
213	Local Bus	30	30	30	60	0
220	Local Bus	20	20	30	30	60

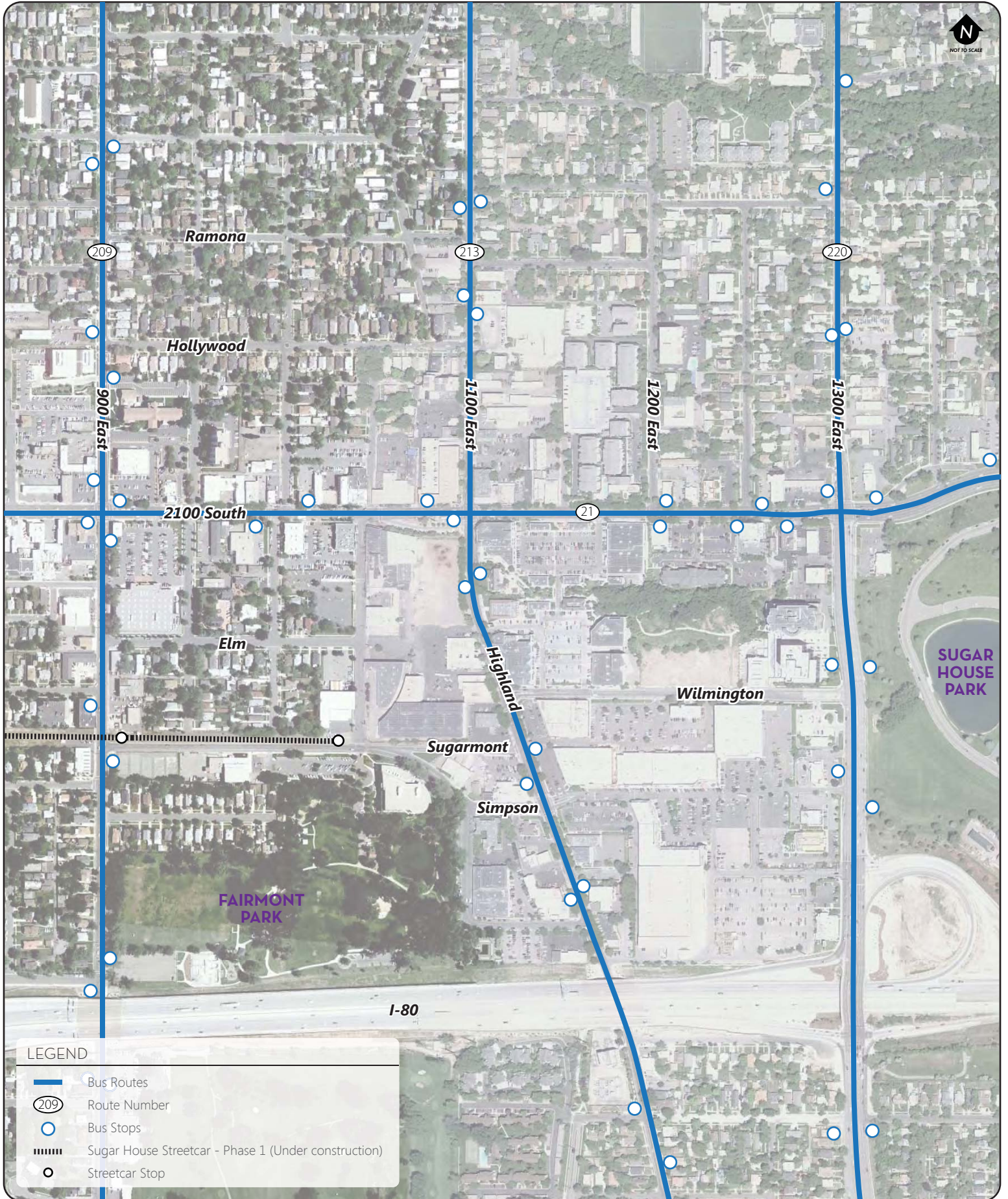
Source: UTA 2011

Route 21 travels along 2100 South within the Study Area. This route parallels the Sugar House Streetcar Phase 1 Project. The current bus runs one to three minutes late in the peak hour, but is still considered on-time for UTA performance (which is up to five minutes late for a local bus).

With the completion of the Sugar House Streetcar Phase 1 Project (currently under design and construction); the north-south portion of TRAX will be connected to the Sugar House area as far east as 1050 East/McClelland. This link will connect a thriving, regional commercial center (the Sugar House CBD) to the highly successful regional TRAX and commuter rail.

EXISTING TRANSIT NETWORK

Figure 2.3-3 | Sugar House Business District Circulation Plan



An Alternatives Analysis (AA) is currently in progress for an extension of the Phase 1 Sugar House Streetcar. The AA is evaluating possible mode and alignment alternatives. The Locally Preferred Alternative would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument plaza at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward.

2.3.4 Roadway Network

The important minor arterials are 1300 East, Highland Drive/1100 East, 900 East, and 2100 South. A network of local collector streets serves the communities between these major and minor roads. The primary roadways in the Study Area are described below:



- **900 East** is a north-south arterial road with one travel lane in each direction and a center two-way left-turn lane. 900 East has a posted speed limit of 30 miles per hour (mph).
- **Highland Drive/1100 East.** 1100 East becomes Highland Drive just south of 2100 South. 1100 East is a two-lane collector street with on-street parking. Intersections are full-movement, and major intersections have separated left-turn lanes. Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking. Highland Drive/1100 East has a posted speed limit of 30 mph.
- **1300 East** is a north-south arterial in the Salt Lake Valley. In the Study Area, north of 2100 South, 1300 East consists of a single travel lane in each direction with a continuous center two-way left-turn lane. South of 2100 South, it consists of three travel lanes in each direction, a raised center median, and single-lane protected left-

turns at the major intersections. It intersects with I-80 at about 2300 South. 1300 East has a posted speed limit of 35 mph.

- **2100 South** is an east-west arterial in the Salt Lake Valley. In the Study Area, it consists of two travel lanes in each direction. Some intersections have left- and right-turn lanes. 2100 South has signalized intersections at 1300 East, Highland Drive/1100 East, and 900 East. 2100 South has a posted speed limit of 30 mph.
- **Wilmington Avenue** is an east-west local road with a posted speed limit of 30 mph. Wilmington Avenue has one travel lane in each direction with on-street parking and bicycle lanes on both sides.
- **Sugarmont Drive** is an east-west local road with a posted speed limit of 25 mph. Sugarmont Drive has one travel lane in each direction and bicycle lanes on both sides. The Sugar House Streetcar Phase 1 and Parley's Trail will run parallel with Sugarmont Drive to the north of the road. The eastern 500 feet of Sugarmont Drive is a westbound one-way street.

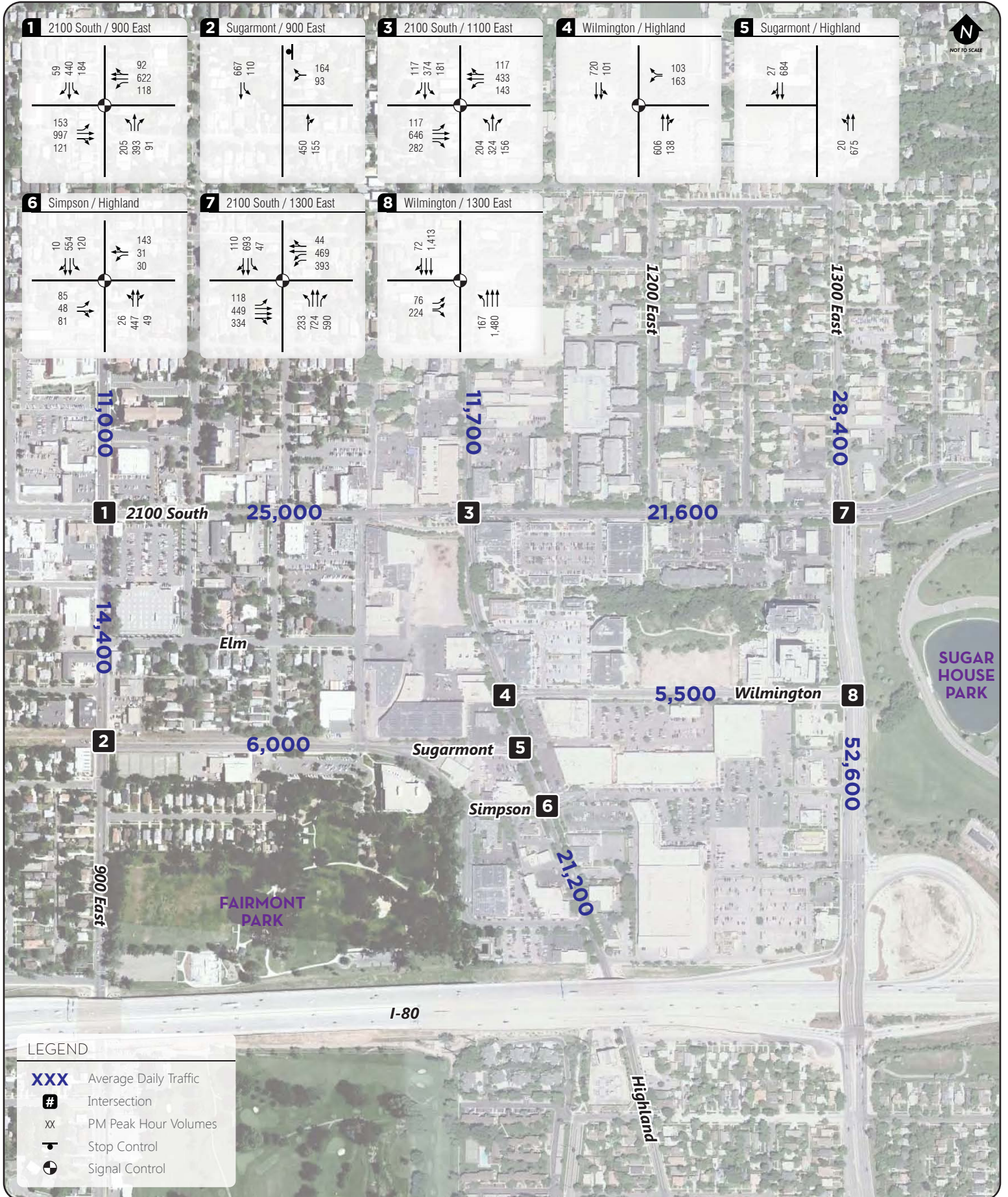
2.3.5 Traffic Conditions

Figure 2.3-3 shows the Average Daily Traffic (ADT) on the key roadways within the study area. The ADTs are based on 2010 counts from UDOT's Traffic on Utah Highways database, with the exception of Sugarmont Drive and Wilmington Avenue, of which the ADTs were calculated based on the rule of thumb that the PM peak hour volume equals approximately 10% of the ADT. The weekday PM peak hour experiences the highest traffic congestion than any other time the day in the Sugar House area. PM peak hour traffic volumes were gathered from previous traffic studies done in the Sugar House area and new traffic counts were collected at 2100 South / 1100 East and Simpson Avenue / Highland Drive in October 2011 and April 2012, respectively. Figure 2.3-3 also shows the PM peak hour turning movement volumes at the key intersections in the study area. Many of the major roadways in the Sugar House CBD area have less traffic than they did three to four years ago, contributing to slightly less congested conditions than five years ago. The decrease in traffic volumes could be due to a combination of several factors including: fuel prices, economy, other modes being used, etc.

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2.3-2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 2000 (HCM 2000) methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, LOS is

EXISTING TRAFFIC CONDITIONS

Figure 2.3-4 | Sugar House Business District Circulation Plan



reported based on the worst movement. The software package Synchro / SimTraffic was used for this study.

Table 2.3-2. Level of Service Descriptions

<i>LOS</i>	<i>Description</i>	<i>Signalized Intersections (Avg Delay: sec/veh)</i>	<i>Unsignalized Intersections (Avg Delay: sec/veh)</i>
A	Free Flow / Insignificant Delay	0 to 10	0 to 10
B	Stable Operations / Minimum Delays	>10 to 20	>10 to 15
C	Stable Operations / Acceptable Delays	>20 to 35	>15 to 25
D	Approaching Unstable Flows / Tolerable Delays	>35 to 55	>25 to 35
E	Unstable Operations / Significant Delays Can Occur	>55 to 80	>35 to 50
F	Forced, Unpredictable Flows / Excessive Delays	>80	>50

Source: Fehr & Peers Descriptions, based on Highway Capacity Manual 2000 Methodology (Transportation Research Board)

The existing PM peak hour LOS for the key intersections within the study area are shown in Table 2.3-3. As shown in Table 2.3-3, traffic conditions in the Sugar House CBD are generally stable with the exception of the intersection of 1300 East / 2100 South which experiences heavy delays during the peak hours of the day.

Table 2.3-3. Existing PM Peak Hour Level of Service

<i>ID</i>	<i>Intersection</i>	<i>Control</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	900 East / 2100 South	Signal	34.1	C
2	900 East / Sugarmont Dr	WB Stop	16.0	C
3	1100 East / 2100 South	Signal	32.1	C
4	Highland Dr / Wilmington Ave	Signal	10.1	B
5	Highland Dr / Sugarmont Dr	-	5.7 ¹	A
6	Highland Dr / Simpson Ave	Signal	10.0	B
7	1300 East / 2100 South	Signal	106.9	F
8	1300 East / Wilmington Ave	Signal	19.0	B

Notes:

¹Represents the worst movement (northbound left-turn)

Source: Fehr & Peers, July 2012

CHAPTER 3: VISION AND GOALS

The RDA initiated the *Plan* to create a coordinated plan for infrastructure improvements around the Sugar House CBD. The goals of the *Plan* are to provide recommendations that will improve local and regional mobility and access while retaining the special character of the Sugar House community.

3.1 *Community Goals*

Review of the Sugar House Master Plan and consultation with approximately 25 stakeholders during a set of interviews, group workshops, and study area walking tour resulted in the identification of community goals and values for the *Plan*. A total of 24 stakeholders were involved from the following organizations:

- Bicycle Community
- East Central Community Council
- Gardiner Properties
- Mecham Management
- Olsen Properties
- Parley's Rails, Trails, and Tunnels Coalition
- Salt Lake City Fire Department
- Sprague Library
- Sugar House Community Council
- Sugar House Merchants Association
- Sugar House Park Authority
- Utah Department of Transportation
- Utah Transit Authority
- Wasatch Front Regional Council
- Westminster College
- Woodbury Corporation
- Zions Bank

The community's multi-modal transportation visions, principles, and goals are as follows:

- Extend transit service to serve a greater number of households, employment, student trips, and transit connections.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House CBD and the surrounding area.
- Support regional goals for livability, connectivity, and the improvement of air quality, transit ridership, and transit-oriented development.



- Provide a safe, attractive, and functional pedestrian environment to promote a walkable community.
 - Improve quality of life for residents and visitors to Sugar House; access to transit, jobs, and recreation centers; reduced expenditures on personal transportation; and improve health and air quality.
 - Provide or enhance multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards.
-
- Divide larger blocks into smaller blocks.
 - Redesign the present circulation system to provide better internal access within the CBD.
 - Enhance pedestrian crossings along with traffic calming measures, and provide access through the district that connects Sugar House Park, Hidden Hollow, and Fairmont Park.
 - Provide or enhance a central public plaza with strong pedestrian connections to other blocks.
 - Evaluate the feasibility and impacts of realigning Sugarmont Drive with Wilmington Avenue at the Highland intersection; in addition to the extension of Elm Street to Highland Drive as a limited access or pedestrian way.
 - Plan for streetscape amenities, including transit shelters, a street lighting theme, benches, and street trees.
 - Utilize the Salt Lake Jordan Canal / McClelland corridor right-of-way as a pedestrian link, especially as it transects the "Granite Block".
 - Additional locations for pedestrians to cross 2100 South are needed and enhance existing crossings.
 - Evaluate the feasibility of making Highland Drive, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking.
 - Connection of the Parley's Trail alignment should be pursued.
 - Link Hidden Hollow with the Parley's Creek trail corridor and the Salt Lake Jordan Canal / McClelland corridor with safe, elegant, and cost effective trailways.

- Evaluate the feasibility of installing pedestrian crosswalks across collector and arterial streets (as stated in the Sugar House Master Plan).
- Evaluate the feasibility of installing a button activated pedestrian traffic signal on 2100 South at 1200 East.
- Provide bicycle lanes where appropriate and feasible.
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House Business District and the surrounding area.

The *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.

CHAPTER 4: PROJECT EVALUATION

The following chapter evaluates the feasibility of six potential circulation related projects within the Study Area. The seven projects were selected by the RDA and the City Transportation Division based on the goals and visions stated in the Sugar House Master Plan. The following is the list of the projects:

- Reconfiguring and/or expanding the Monument Plaza on 2100 South and 1100 East into a town square.
- Realigning Sugarmont Drive and Wilmington Avenue.
- Reducing Highland Drive from four-lanes to three-lanes (Road Diet).
- Dividing large blocks into smaller blocks within the CBD.
- Adding bicycle lanes on 2100 South through the Study Area and beyond.
- Connecting the two ends of the Parley's Trail through the CBD.
- Raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue

4.1 *Monument Plaza on 2100 South*

This section summarizes the feasibility of expanding the Monument Plaza. The Plaza sits in the heart of the Sugar House CBD. Feedback from various stakeholders and community members from field trips and workshops have reiterated that the Plaza is “the heart of Sugar House – it’s where people want to be – it’s the focal point of Sugar House.” Expanding the Plaza is also a goal from the Sugar House Master Plan.

Existing Conditions



The Plaza is currently divided from the sidewalk to the south on 2100 South by an exclusive eastbound right-turn lane and 18 on-street parking stalls. The exclusive right-turn lane is occasionally blocked off for community events and activities such as the farmer’s market and festivals. Vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection.

Adjacent to the Plaza, 2100 South carries approximately 25,000 ADT and 1100 East (south of 2100 South) carries approximately 21,200 ADT. The PM peak hour turning movement volumes are shown in Figure 4.1-1. Assuming the exclusive eastbound right-turn is not blocked off in existing conditions, the existing overall intersection LOS for 1100 East / 2100 South is a LOS C with an average of 32.1 seconds of delay per vehicle (see Table 4.1-1 below). The existing eastbound approach LOS for 1100 East / 2100 South is a LOS D with an average of 33.8 seconds of delay per vehicle. The existing 95th percentile queue for the eastbound approach is approximately 400 feet (about to McClelland Street).

Expanding the Plaza

Expanding the Plaza would consist of eliminating the exclusive eastbound right-turn. The vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection. The impacts to traffic with this change are shown in Table 4.1-1. The 95th percentile queue for the eastbound approach would increase to approximately 900 feet (about the Subway restaurant).

Table 4.1-1. Monument Plaza on 2100 South Level of Service Analysis

Scenario	Eastbound Approach		Overall Intersection	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
Existing	33.8	C	32.1	C
No Exclusive EB Right-turn	86.4	F	51.7	D

Source: Fehr & Peers, July 2012

With this increase in queue length with the exclusive right-turn removed, it is likely motorists will use alternative routes more often during the peak hours. The alternative routes could include 900 East, Lincoln Street, 1000 East, and McClelland Street. An alternative to reduce delay and queue lengths for the eastbound direction of travel is to move the monument to the south or west to accommodate a 10 foot exclusive right-turn lane adjacent to the through lane; however, this is not a popular alternative to the public and it may not be a viable alternative if the streetcar locally preferred alternative (LPA) terminates in the plaza. This would still allow the expansion of the plaza to the south, but alleviate some of the impacts of losing the existing exclusive right-turn lane that bisects the plaza today.

The public (including the adjacent property owners and the project stakeholders) have expressed positive interest in the expansion of plaza. One property owner voiced concern with the expansion due to the loss of on-street parking that is adjacent to his property.

An extension (Phase Two) of the Phase One streetcar is now under consideration, and the LPA would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the Monument Plaza at 2100 South, returning south on Highland Drive to Sugarmont

Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward. It should be noted that the traffic volumes used in this analysis do not account for the internal capture and streetcar ridership that will occur with the proposed redevelopment and/or the streetcar line. Figure 4.1-1 shows a conceptual illustration of the expanded plaza with the proposed streetcar line.

The following Table 4.1-2 summarizes the feasibility criteria for evaluation.

Table 4.1 -2. Monument Plaza on 2100 South Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Monument Plaza on 2100 South	<ul style="list-style-type: none"> Encourages pedestrian-first zone Provides pedestrian-scale activities in the Sugar House CBD by providing open space corridors Establishes the Sugar House Plaza Monument as the community focal point Provides a central public plaza with strong pedestrian connections Provides enhanced pedestrian crossings Encourages safer and increased levels of walking Provides potential end-of-line station location for streetcar 	+ / + / - / 0 ¹	<ul style="list-style-type: none"> Loss of on-street parking (18 spaces) Increase of 19.6 seconds of average delay for overall intersection Increase of 52.6 seconds of average delay for the eastbound approach 95th percentile queue increase of 500 feet for eastbound approach 	Medium

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

MONUMENT PLAZA RECONFIGURATION

Figure 4.1-1 | Sugar House Business District Circulation Plan



4.2 Sugarmont Drive / Wilmington Avenue Realignment

This section summarizes the feasibility of realigning Sugarmont Drive and Wilmington Avenue at Highland Drive. This realignment is included in the Sugar House Master Plan.

Existing Conditions

Wilmington Avenue is a two-lane street about a ¼ mile in length in the Study Area from 1300 East to Highland Drive. The terminus of Wilmington Avenue at these two streets is a signalized tee-intersection. Wilmington Avenue has sidewalks and bicycle lanes on both the north and south side of the street. The ADT on Wilmington Avenue is approximately 5,500. Wilmington Avenue provides vehicular access to various commercial and office spaces, as



well as to the future Wilmington Gardens and Sugar House Center developments. There is also a pedestrian and bicycle connection from Wilmington to the Hidden Hollow. The signalized intersection of Wilmington Avenue / Highland Drive operates at a LOS A with an overall average delay per vehicle of 8.9 seconds.

Sugarmont Drive is a two-lane street about a 1/3 mile in length in the Study Area from Highland Drive to 900 East. All intersections along Sugarmont Drive and at the terminus are unsignalized, stop-controlled intersections. The eastern 450-foot portion of Sugarmont Drive that intersects with Highland Drive is one-way travel in the westbound direction until it merges with Simpson Avenue, then it converts to two-way travel. Sugarmont Drive provides access to the Fire Station, Fairmont Aquatic Center, and Fairmont Park. There are no sidewalks on the north side of Sugarmont Drive or about 300 feet on the westerly end (near the tennis courts) of the south side. The intersection of Sugarmont Drive / Highland Drive operates at an LOS A with an average worst movement (northbound left-turn) delay per vehicle of 5.7 seconds. The intersection of Sugarmont Drive / 900 East operates at an LOS C with a worst approach (westbound) delay of 16.0 seconds per vehicle.

Realigning Sugarmont Drive and Wilmington Avenue

The realignment of Wilmington would likely occur with the east leg remaining in its current location and a new west leg extending from the Highland / Wilmington intersection to connect with Sugarmont near the McClelland intersection. Figure 4.2-1 shows a conceptual illustration

REALIGNMENT - WILMINGTON & SUGARMONT

Figure 4.2-1 | Sugar House Business District Circulation Plan



of the realignment. Simpson Avenue would also connect to the new Wilmington alignment as well as a potential new north/south street bisecting the Granite Block. Global Positioning System (GPS) travel time runs were performed on three routes in the study area, as shown in Figure 4.2-2. The purpose of the travel time runs was to compare the time it takes to go from 1300 East / Wilmington Avenue to 900 East / 2100 South utilizing three different routes. Table 4.2-1 shows the travel time comparison. The route (Route #1) using Wilmington, Highland, Sugarmont, and 900 East is most similar to the route that would exist if Wilmington and Sugarmont were realigned.

Table 4.2 -1. Travel Time Comparison

<i>Route</i>	<i>Description</i>	<i>Eastbound¹</i>	<i>Westbound¹</i>	<i>Total¹</i>
1	Wilmington, Highland, Sugarmont, 900 East	2:55	3:00	5:55
2	Wilmington, Highland, 2100 South	2:43	3:00	5:43
3	1300 East, 2100 South	3:25	2:40	6:05

Notes:

¹Represents the travel time in minutes:seconds

Source: Fehr & Peers, July 2012

As shown in Table 4.2-1, all routes are within 22 total seconds of each other, but Route #1 has the shortest total travel time. With that said, either of the routes could vary by up to a minute (higher or lower) depending on at what moment a vehicle arrives at an intersection during the cycle of the signal. One could assume that Route #1 would be similar in travel time to the route along the proposed realigned Wilmington and Sugarmont.

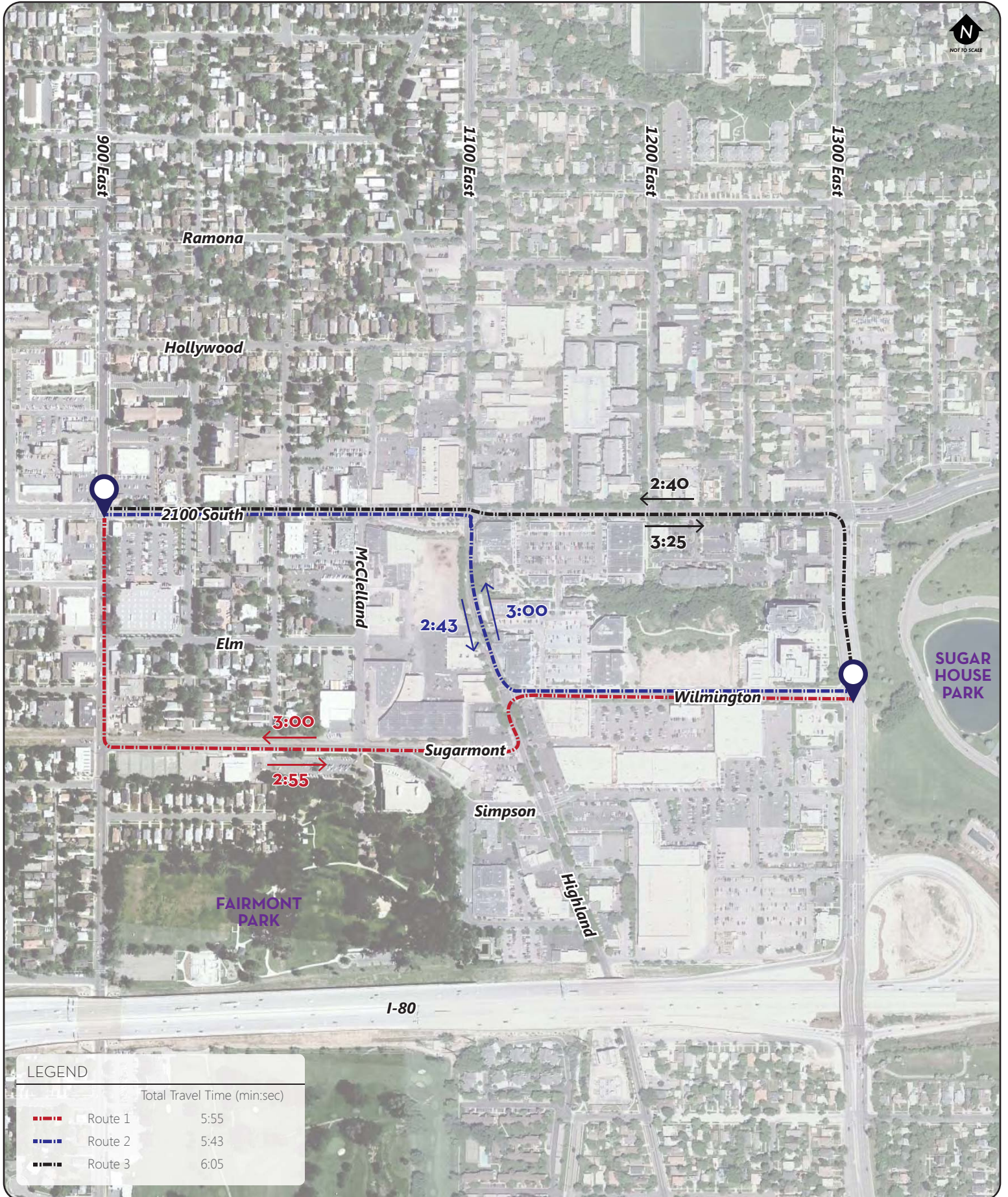
Route #2 could be reduced by implementing some minor modifications to roadway striping on the northbound approach of the 1100 East / 2100 South intersection (see Implementation Plan in Chapter 5). The eastbound travel time for Route #2 could increase with the elimination of the exclusive eastbound right-turn lane (see Section 4.1) at 1100 East / 2100 South.

Using the travel time data and traffic counts currently on the roadways, the change in PM peak hour traffic volumes was estimated. The traffic volumes at Wilmington / Highland increased (due to the addition of another intersection approach) by approximately 3% with the realignment which resulted in the LOS staying at a B and an increase of 2.7 seconds of delay per vehicle.

Pedestrian and bicycle amenities could be added to the new realignment to connect to existing pedestrian and bicycle facilities on Wilmington, Sugarmont and the Parley's Trail. The realignment could also be utilized as a route by the future streetcar extension.

TRAVEL TIME COMPARISON

Figure 4.2-2| Sugar House Business District Circulation Plan



In summary, the realignment of Wilmington and Sugarmont would create more accessibility and connections for the Sugar House CBD area. The benefit of the realignment is more centralized to the core of Sugar House and is less of a regional mobility benefit due to the “t”-intersections on both ends of the route at 1300 East and 900 East. As redevelopment continues along the Granite Block and potentially at the tennis courts/community gardens at 900 East / Sugarmont, the need for the realignment could be more beneficial and important than it currently appears in the short-term.

The following Table 4.2-2 summarizes the feasibility criteria for evaluation.

Table 4.2-2. Sugarmont Drive / Wilmington Realignment Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Sugarmont Drive and Wilmington Realignment	<ul style="list-style-type: none"> • Improves all modes of mobility including street and trail networks, transit, pedestrian and bicycle movement opportunities • Creates useable connections to existing and future pedestrian and bicycle path systems • Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards • Redesigns the present circulation system to provide better internal access within the business district • Evaluated the feasibility and impacts of realigning Sugarmont with Wilmington at the Highland Drive intersection • Provides bicycle lanes where appropriate and feasible 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> • Loss of commercial property (i.e. Zions Bank, and other Granite Block buildings) • Cost to acquire land from property owners • Access to property on one-way section of Sugarmont could potentially be lost • Potentially challenging intersection where McClelland, Wilmington, Simpson, Sugarmont, Streetcar, and Parley's Trail all intersect. 	High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.3 *Highland Drive Road Diet*

This section summarizes the feasibility of converting Highland Drive from a four-lane cross section of traffic to three-lanes from 2100 South to the I-80 overpass. The evaluation of this conversion is included in the Sugar House Master Plan.



Existing Conditions

Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking on both sides. Highland Drive has a posted speed limit of 30 mph in the Study Area. Highland Drive has the following street widths:

- 60 feet (includes gutters) – consists of two travel lanes in each direction and parallel on-street parking on both sides. Located throughout sections between Wilmington Avenue and 2100 South.
- 48 feet (includes gutters) – consists of two travel lanes in each direction. Located primarily between Simpson Avenue and Wilmington Avenue. There is no parking in this section.
- 40 feet (includes gutters) – consists of two travel lanes in each direction. Located in various sections between Wilmington Avenue and 2100 South (where there is no on-street parking) and south of Simpson Avenue.

The existing LOS for the key intersections along Highland in the Study Area is shown below in Table 4.3-1.

Highland Drive Road Diet

The road diet of Highland Drive would consist of a three-lane cross section with one travel lane in each direction, a center turn lane, parallel on-street parking (at existing locations only), and bicycle lanes between the I-80 overpass and 2100 South (approximately 1,900 feet in length). The center turn lane will need to terminate at the I-80 overpass in order for the three-lane section to join with the two-lane section that exists south of the overpass. The width of travel and bicycle lanes would vary based on the actual width of the roadway. The amount and location of on-street parking does not change with the implementation of the road diet. There is not enough right-of-way width to consider alternative parking configurations, such as angled parking. Figure 4.3-1 shows the extent and location of the road diet area and proposed cross sections. The following Table 4.3-1 shows the traffic operations results of reducing the number of travel lanes for the road diet. The existing lane configurations at 1100 East / 2100 South intersection would not change with the road diet.

Table 4.3-1. Highland Drive Road Diet Level of Service Analysis

<i>Intersection</i>	<i>Four Lanes (Existing)</i>		<i>Three Lanes (Road Diet)</i>	
	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>
1100 East / 2100 South	32.1	C	30.6	C
Highland Dr / Wilmington Ave	10.1	B	13.0	B
Highland Dr / Simpson Ave	10.0	B	13.5	B

Source: Fehr & Peers, July 2012

As shown in Table 4.3-1, the impact to vehicle delay of implementing the road diet on Highland Drive is minimal.

The following Table 4.3-2 summarizes the feasibility criteria for evaluation.

HIGHLAND DRIVE ROAD DIET

Figure 4.3-1 | Sugar House Business District Circulation Plan

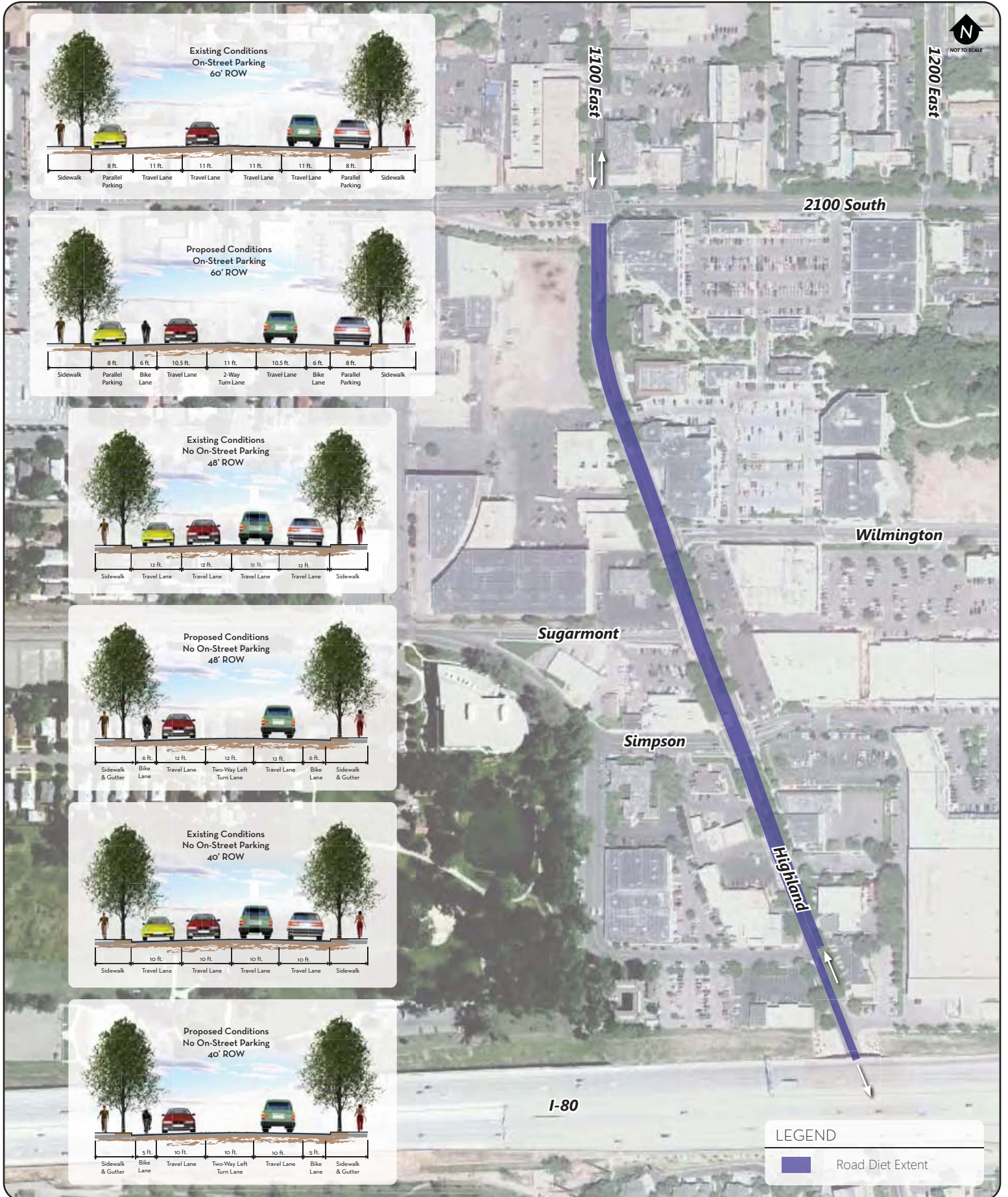


Table 4.3-2. Highland Drive Road Diet Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Highland Drive Road Diet	<ul style="list-style-type: none"> • Improves bicycle mobility • Provides a safe, attractive, and functional pedestrian environment to promote a walkable community • Creates useable connections to existing and future pedestrian and bicycle path systems • Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards • Provides bicycle lanes where appropriate and feasible • Evaluated the feasibility of making Highland Dr, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> • In areas where the street width is 40 feet, bicycle lane widths (five feet) and travel lane widths (10.5 feet) will likely need to be less than standard for Salt Lake City. 	Low

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

In summary, the Highland Drive road diet would have minimal vehicular impact along the street and key intersections. Although the lane reduction would slightly increase average delay at two of the three key signalized intersections, roadway segment delay would likely decrease due to the center turn lane that would exist which removes stopped turning vehicles from the travel lane. In other words, turning vehicles will no longer be turning from a through travel lane – they will be in their own exclusive center turn lane. The road diet would also provide bicycle lanes which improve the multi-modal accessibility in the Study Area. Also, by reducing travel lanes and providing a buffer (bicycle lanes) between the sidewalk and the vehicle travel lanes

will create a better and more comfortable environment for pedestrians. The net supply of on-street parking remains the same in either condition.

4.4 *Division of Large Blocks*

This section summarizes the feasibility of dividing larger blocks into smaller blocks within the Study Area. The evaluation of this division is a goal from the Sugar House Master Plan.

Existing Conditions

The Sugar House CBD consists of large blocks with minimal and/or undefined multi-modal connections to the existing street grid. The large blocks in the Study Area that need to the most improvement include: the Granite Block and the Sugar House Center block.

Division of Large Blocks

Large blocks can be divided into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. Smaller blocks create better accessibility, walkability, and distribution of traffic, which results in an increase in mobility and a decrease in congestion. Figure 4.4-1 shows the proposed division of blocks with pedestrian pathways (including trail systems and general walkways) and streets.

The following Table 4.4-1 summarizes the feasibility criteria for evaluation.

DIVIDING LARGER BLOCKS

Figure 4.4-1 | Sugar House Business District Circulation Plan

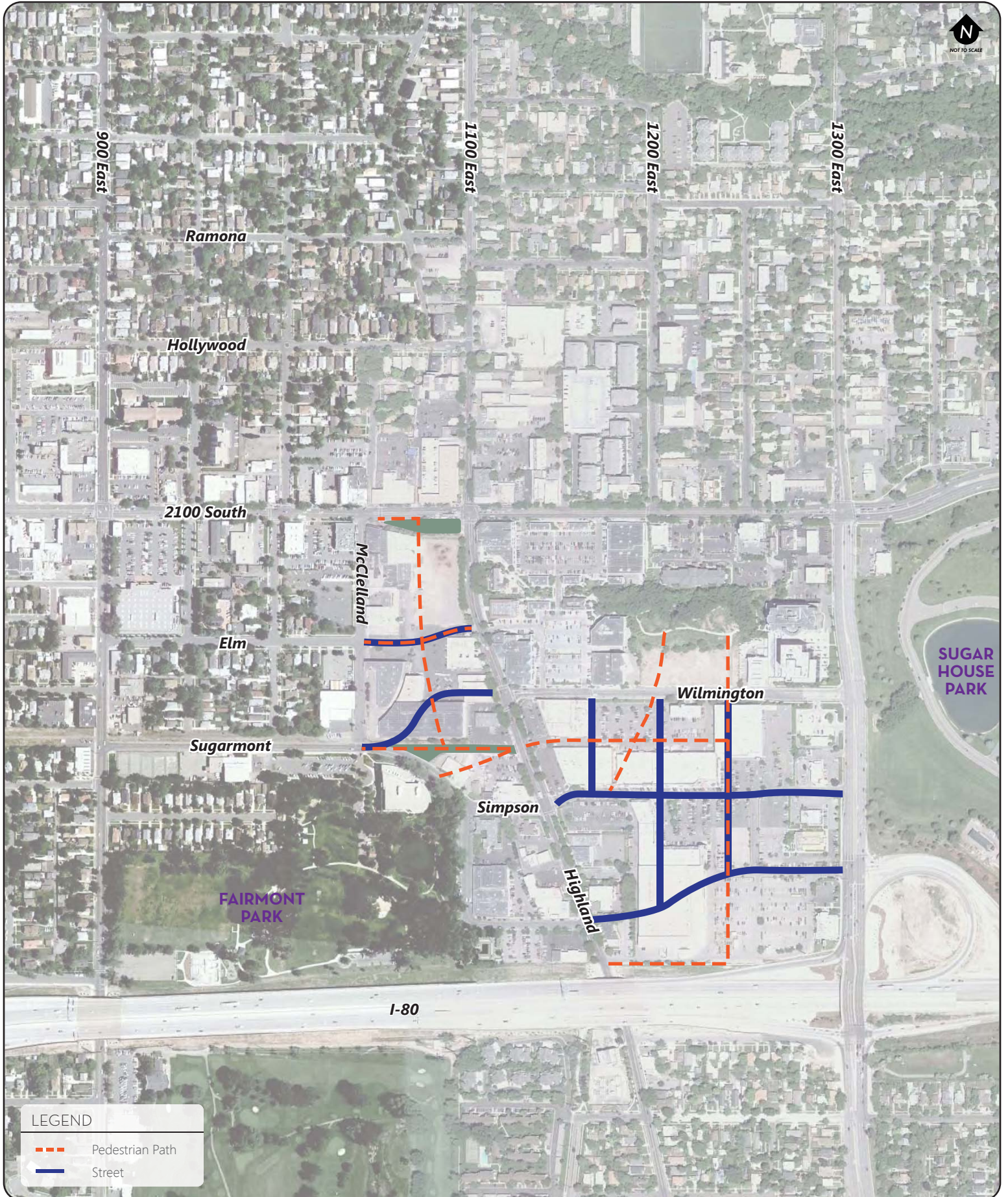


Table 4.4-1. Division of Large Blocks Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Division of Large Blocks	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity Provides better internal access Divides large blocks into smaller blocks 	+ / + / + / + ¹	<ul style="list-style-type: none"> Collaboration with property owners for implementation 	Med to High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.5 Addition of Bicycle Lanes on 2100 South

This section summarizes the feasibility of adding bicycle facilities to 2100 South. Although the Study Area of this *Plan* is from 900 East to 1300 East, for this particular feasibility study the Study Area was expanded to include all of 2100 South within Salt Lake City boundaries. 2100 South is a major road in the heart of Sugar House, connecting it to residential neighborhoods to the east, and residential, commercial, and industrial districts to the west. The roadway is owned by Salt Lake City. Several goals and statements within the Sugar House Master Plan relate to this topic in various ways, including:



- Provide for multiple modes of transportation that are safe, convenient, and comfortable;
 - Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Evaluate the existing policy that prohibits cyclists from using the sidewalk in the Sugar House Business District and leaves the cyclist without a bicycle lane or path as an alternative;
- Ensure new land uses located adjacent to bicycle routes require installation of street improvements, and provide bicycle lanes where appropriate and feasible;
 - Provide safe bicycle routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
 - Use American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) standards for bicycle lane width and signage for new construction; and use road construction projects as opportunities to upgrade existing bicycle lanes to meet these standards;
 - Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation;
 - Connect bicycle routes with regional trail systems in other jurisdictions and neighboring communities;
 - Support the elimination of on-street parking on one side of roadways to allow the addition of bicycle lanes; and
 - Provide bicycle racks and lockers at destination points and at transit terminals;
 - Enhance pedestrian crossings along 2100 South;
 - A pedestrian first zone, reducing travel distances encourages safer and increased levels of bicycling and walking;
 - Pedestrians should have the right-of-way over all other modes of transportation;
 - Use a landscaped area to provide a buffer zone

Existing Conditions

In the heart of Sugar House, 2100 South is a four-lane roadway with an occasional center turn median. The roadway has variable characteristics along its length between 300 West and Parley’s Way, which represents the majority of the urban roadway. Table 4.5-1 identifies major segments of the roadway and their characteristics.

Table 4.5-1. 2100 South Characteristics

<i>Segment</i>	<i>No. of Lanes</i>	<i>Sidewalks</i>	<i>Parkstrip</i>	<i>On-Street Parking</i>	<i>ADT¹</i>
300 West to 200 East	4	Yes	No	No	18,000
200 East to 700 East	4	Yes	Yes	No	17,000
700 East to 900 East	4	Yes	Yes	No	26,000
900 East to 1300 East	4	Yes	Yes	Some	25,000
1300 East to 1700 East	5	Yes	Yes	North side only	22,000
1700 East to 2100 East	4	Yes	Yes	No	19,000 ²
2100 East to Parley’s Way	4	Yes	Yes	No	15,000 ²

Notes:

¹2010 Average Daily Traffic data from UDOT’s Traffic on Utah Highways.

²2010 Average Daily Traffic from Salt Lake City Transportation Division

Source: Fehr & Peers, July 2012

Accommodating Bicycle Lanes

Salt Lake City could pursue several options for accommodating bicycle lanes on 2100 South. These include removing a traffic lane (also known as a “road diet”), removing on-street parking, widening the roadway, or establishing a shared bicycle/vehicle/transit on outside lanes. These options are outlined in Table 4.5-2.

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

<i>Alternatives</i>	<i>Technical/Safety Constraints</i>	<i>Project Cost (low/med/high)</i>
Add bicycle lanes through a Road Diet on 2100 South	<ul style="list-style-type: none"> Road diets for a four-lane to three-lane cross section can generally be successful with volumes up to 20,000 ADT depending on the application; see Table 4.1-8 for 2100 South ADT. Intersection at 2100 South and 700 East is frequently congested with high right-turn volumes. Potential delay for bus routes if congestion increases. East of 1300 East, a road diet is feasible in the eastbound direction by replacing the outside travel lane between 1300 East and 1700 East with an uphill bicycle lane. A cycle track is also a possibility in this segment. This alternative is not likely west of 1300 East. 	Low

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

<i>Alternatives</i>	<i>Technical/Safety Constraints</i>	<i>Project Cost (low/med/high)</i>
Remove on-street parking to add bicycle lane	<ul style="list-style-type: none"> On-street parking is only present in limited sections of 2100 South (see Table 4.1-8). Removes buffer between pedestrians and travel lanes. Potential for bus conflicts across bicycle lanes. Street lights would need to be relocated as well as parkstrip trees. Current on-street parking levels would need to be analyzed further to determine utilization. 	Medium
Shared bicycle/vehicle outside lane	<ul style="list-style-type: none"> Frequent right turns and intersections create possible safety hazards. 	Low
Widen roadway to accommodate bicycle lanes	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening between 600 East and 1300 East. Right-of-way may be available between 200 East – 600 East and east of 1300 East via removal of on-street parking or road diets. 	High
Widen the sidewalk to better accommodate cyclists ¹	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening sidewalks between 600 East and 1300 East. Some street lights would need to be relocated. Some parkstrips would need to be removed. Conflicts between pedestrians and cyclists on the sidewalk. Safety issues with vehicles entering/exiting driveways, not expecting to see cyclists on the sidewalk. 	High

Notes:

¹While this is not a typical preferred solution, it should be noted that bicycle counts conducted at the intersection of 1100 East and 2100 South revealed that 53 – 80% of the cyclists traveling through that intersection were on the sidewalk.

Source: Fehr & Peers, July 2012

200 East to 600 East

Conclusion

- It is feasible to add a bicycle lane through elimination of on-street parking between 200 East – 600 East on both sides of the street.

Considerations

- Further evaluate the necessity of on-street parking for businesses and residences throughout these areas.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.

600 East to 1300 East

Conclusion

- An on-street bicycle facility is not recommended in this section, due to high traffic volumes and inadequate width for cyclists. Salt Lake City should support finding other east-west alternates for cyclists, such as Westminster Avenue or the proposed Parley's Trail. A road diet is not recommended based on the daily traffic volumes.

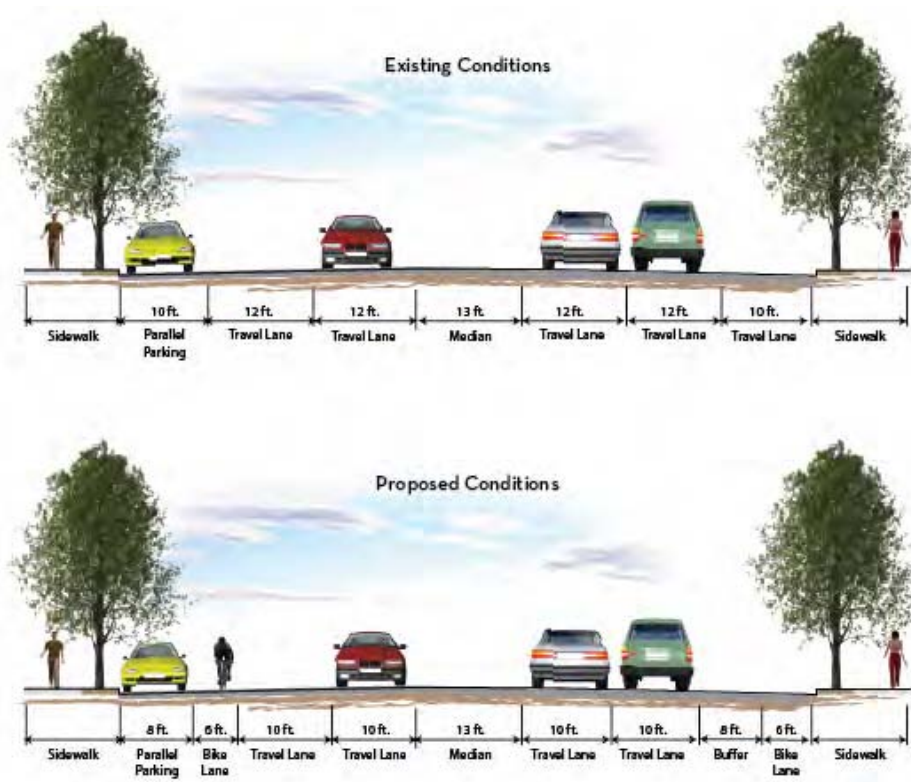
Considerations

- Percentage of total bicycles on 1100 East and 2100 South using the sidewalk ranged from 53% - 80%. The option of allowing cyclists to ride on the sidewalk is unconventional, but reflects the trends that are already occurring on the corridor. Given that these behaviors are already taking place, Salt Lake City may wish to consider safety treatments that alert motorists to the potential presence of cyclists on the sidewalk.

1300 East to 1700 East

Conclusion

- A road diet is feasible on eastbound 2100 South between 1300 East and 1700 East, and will allow space for a buffered bicycle lane. Narrowing westbound vehicle and parking lanes can provide adequate space for a westbound bicycle lane as well. These can be



accomplished without major resurfacing of the roadway. Space reallocations are demonstrated in the cross-sections on the previous page.

Considerations

- A two-way “cycle track” is also feasible on the south side of 2100 South if the existing outside eastbound lane is removed. Cycle track alignments would not continue west of 1300 East or east of 1700 East. Cycle track treatments would need to transition at these intersections to match bicycle treatments in adjacent roadway segments. Intersections between 1300 East and 1700 East will require special treatments as well in order to accommodate a cycle track.

1700 East to 2300 East

Conclusion

- It is feasible to add a bicycle lane in both directions by instituting a road diet, through eliminating the outside travel lane and adding bicycle lanes plus a center turn lane. Another option would be to establish outside shared lanes eastbound and westbound, using shared lane markings and “Bikes May Use Full Lane” signage.

Considerations

- Any transition between bicycle treatments on the corridor (bicycle lanes vs. shared lane markings) will need to be carefully designed to minimize confusion and enhance bicyclist safety.
- Salt Lake City should conduct a traffic analysis to verify that a road diet will not result in undue traffic congestion in this corridor; it is possible that the surrounding neighborhoods will voice concerns regarding cut-through traffic. It is recommended that the City perform public outreach prior to implementation of a road diet.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.
- Logical termini for bicycle lanes on 2100 South is 2300 East due to the presence of bicycle lanes on this roadway; adequate space may exist east of 2300 East to accommodate a bicycle lane on the shoulder, but the roadway eventually transitions into a freeway on-ramp without space for cyclists. Other logical connections east of 2300 East may be considered if bicycle lanes were to continue further.

4.6 *Parley’s Trail Connection*

This section summarizes options for a Parley’s Trail alignment between the Fairmont Aquatic Center (located on Sugarmont Avenue and McClelland Avenue) and Hidden Hollow Park (located west of 1300 East and north of Wilmington Avenue). Establishing a Parley’s Trail connection meets several goals from the Sugar House Master Plan, such as:

- Provide for multiple modes of transportation that are safe, convenient, and comfortable;
- Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
- Provide safe bike routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation; and
- Connect bike routes with regional trail systems in other jurisdictions and neighboring communities.

Planning Context

Several factors must be considered when evaluating options for the Parley’s Trail in this section. These include adjacent Parley’s Trail sections and their design treatments, potential transportation investments in the area, and development plans for private property parcels in the section under study.

Adjacent Trail Sections

West of McClelland Avenue, the Parley’s Trail is planned for co-location with the Sugar House Streetcar, generally within the UTA right-of-way. East of Hidden Hollow, a tunnel (The Draw) will soon be under construction at 1300 East which will connect trail users from Hidden Hollow to Sugar House Park, and to trail links eastward from there. The trail from Hidden Hollow to 1700 East will be paved for use by both bicyclists and pedestrians, but separated from vehicles.



Potential Transportation Investments

Two potential transportation investments between McClelland Avenue and Hidden Hollow are noteworthy for the Parley’s Trail. First, Salt Lake City has, for some time, considered realigning Wilmington Avenue with Sugarmont Drive. Both roads terminate at Highland Drive, and currently do not align. A realignment of

these two roads could potentially join the two roadways together and create better accessibility of traffic in the Sugar House area (see Section 4.1.2 and the figure above). It could establish an on-street Parley's Trail alignment, placing trail users on bike lanes and pedestrians on sidewalks to connect between McClelland Avenue and Hidden Hollow. However, realignment is not feasible in the short-term, but could be more viable in the mid- to long-term as redevelopment continues along Sugarmont Drive and land is acquired on the Granite Block. Since the realignment is not considered feasible in the short-term future, it is also not currently available as an option for the Parley's Trail.



Another potential transportation investment in the area is Phase Two of the Sugar House Streetcar. Phase One of the Sugar House Streetcar extends from the 2100 South (Central Pointe) TRAX Station to McClelland Avenue, and began construction in spring 2012. An extension (Phase Two) is currently under consideration, and would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward. The following figure illustrates the locally preferred

alternative (LPA) alignment for the streetcar in this area. An eventual streetcar extension along 1100 East to 1700 South may be considered in the future. Sugarmont Drive, currently a one-way road westbound with on-street space for bicyclists and pedestrians, would be closed to vehicles other than the streetcar.

Development Plans

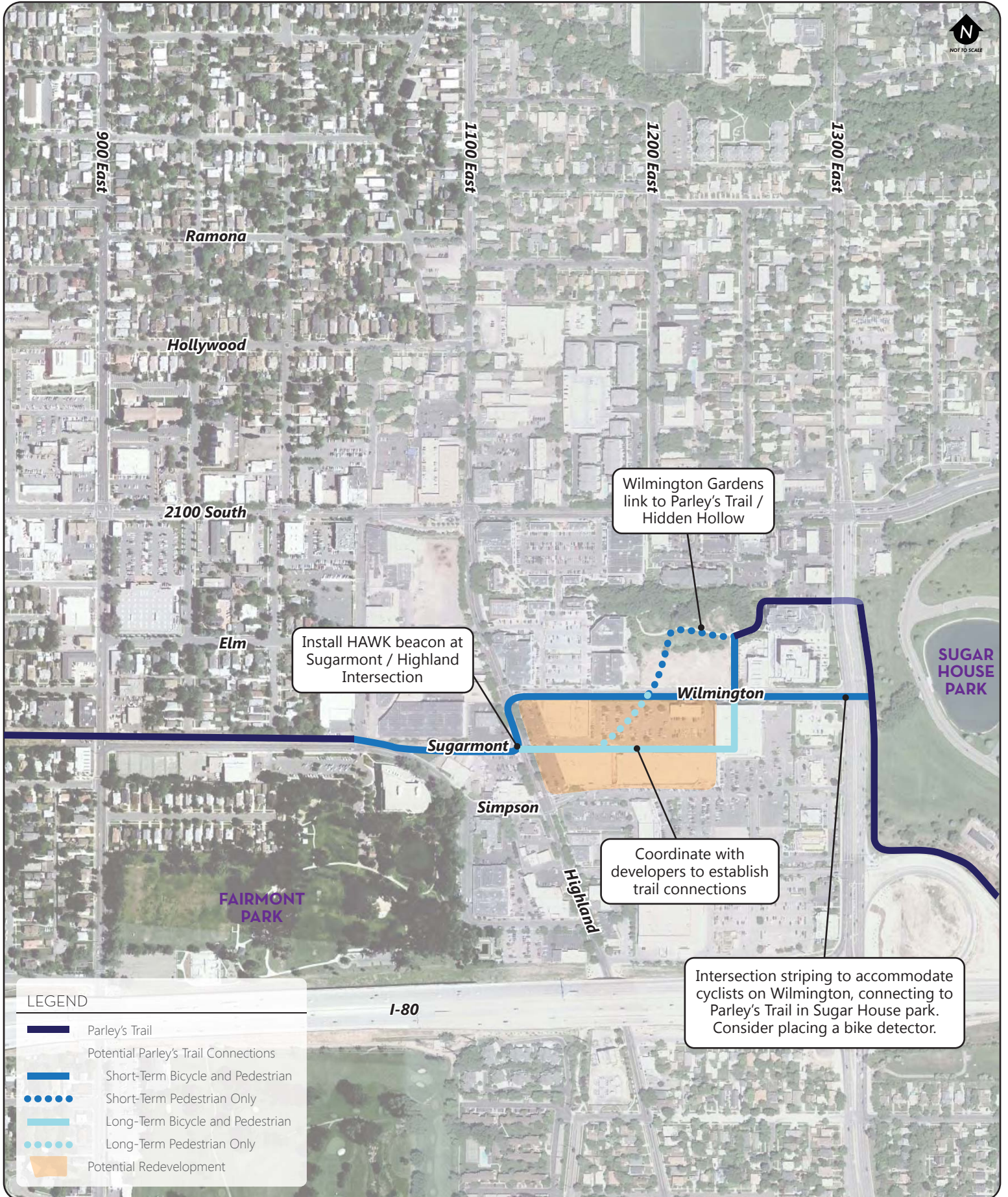
As previously discussed in Section 2.1.2, several major redevelopment projects are progressing in the Sugar House area. This includes Wilmington Gardens between Highland Drive and 1300 East north of Wilmington Avenue, and Sugar House Center between Highland Drive and 1300 East, south of Wilmington Avenue. Both projects involve developers who are supportive of the Parley's Trail concept and bicycle and pedestrian facilities in general. The Wilmington Gardens project will establish a bicycle-specific trail on the east edge of their project to accommodate cyclists exiting Hidden Hollow using the Parley's Trail, while pedestrians may connect from the trail in Hidden Hollow to Wilmington Gardens from a pedestrian plaza and corridor in the center of the project. Development plans at the Sugar House Center are in a preliminary stage, and will become more detailed after this Plan is complete.

Recommendations and Considerations



The recommendations for the Parley's Trail are shown in Figure 4.6-1. Specific improvements associated with the recommendations include:

PARLEY'S TRAIL CONNECTION

Figure 4.6-1 | Sugar House Business District Circulation Plan



LEGEND

-  Parley's Trail
-  Potential Parley's Trail Connections
-  Short-Term Bicycle and Pedestrian
-  Short-Term Pedestrian Only
-  Long-Term Bicycle and Pedestrian
-  Long-Term Pedestrian Only
-  Potential Redevelopment

Wilmington Gardens link to Parley's Trail / Hidden Hollow

Install HAWK beacon at Sugarmont / Highland Intersection

Coordinate with developers to establish trail connections

Intersection striping to accommodate cyclists on Wilmington, connecting to Parley's Trail in Sugar House park. Consider placing a bike detector.

- The Wilmington Gardens project has planned for the Parley's Trail users to use separate connections in the Wilmington Gardens project to travel between Wilmington Avenue and Hidden Hollow: bicyclists will use the trail on the eastern edge of the property, and pedestrians through the corridor and plaza in the center of the project.
- Existing bicycle lanes on Wilmington Avenue should be restriped, including accommodations for cyclists to make left turns at both ends of the corridor. Bicycle detector loops should be considered.
- For the near future, trail users should use Wilmington Avenue and Highland Drive to connect to the Sugar House Streetcar greenway on Sugarmont Drive.
- Salt Lake City should continue discussions with the developers of the Sugar House Center to establish pedestrian corridors linking from Wilmington Gardens to Sugarmont Drive.
- A HAWK beacon at the intersection of Sugarmont Drive and Highland Drive is recommended; this would ideally connect interior pathways at the Sugar House Center to the Sugar House Streetcar and greenway. This will become more critical as pedestrian connections are established through the Sugar House Center and if the proposed streetcar line extends to Highland Drive.
- Adequate space exists on Sugarmont Drive, with roughly 35 feet of right-of-way, to accommodate both the streetcar and the Parley's Trail along the streetcar's south side. The turning radius for the streetcar may necessitate more space from the trail area; if this is the case, the trail could be shifted slightly southward into property owned by Salt Lake City that is planned for redevelopment.

4.7 *Raised Street Level on Highland Drive*

This section summarizes the feasibility of raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue. The evaluation of this project was recommended by RDA staff.

Existing Conditions

Highland Drive has a four-lane cross section between Sugarmont Drive and Simpson Avenue and has a posted speed limit of 30 mph. The ADT on Highland Drive is approximately 21,200.

Raised Street Level

A raised street would consist of raising the street level to the same elevation as the sidewalks and future proposed plazas in the area. With the redevelopment of the Sugar House Center and the Deseret Industries block, as well as the proposed plaza at Sugarmont – the raised street level could tie all the developments and plazas together creating a synergy between them, the

plazas, and Fairmont Park. As previously discussed, this is also the proposed location for the Parley’s Trail connection. The streetscape and amenities plan should provide further evaluation of this project.

The following Table 4.7-1 summarizes the feasibility criteria for evaluation.

Table 4.7-1. Raised Street Level on Highland Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Raised Street Level on Highland	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> Streetcar design (going up and down the elevation change) Bollards (or something similar) may need to be placed on either end to visually segregate pedestrian plazas from the raised street area 	Med to High

Notes:

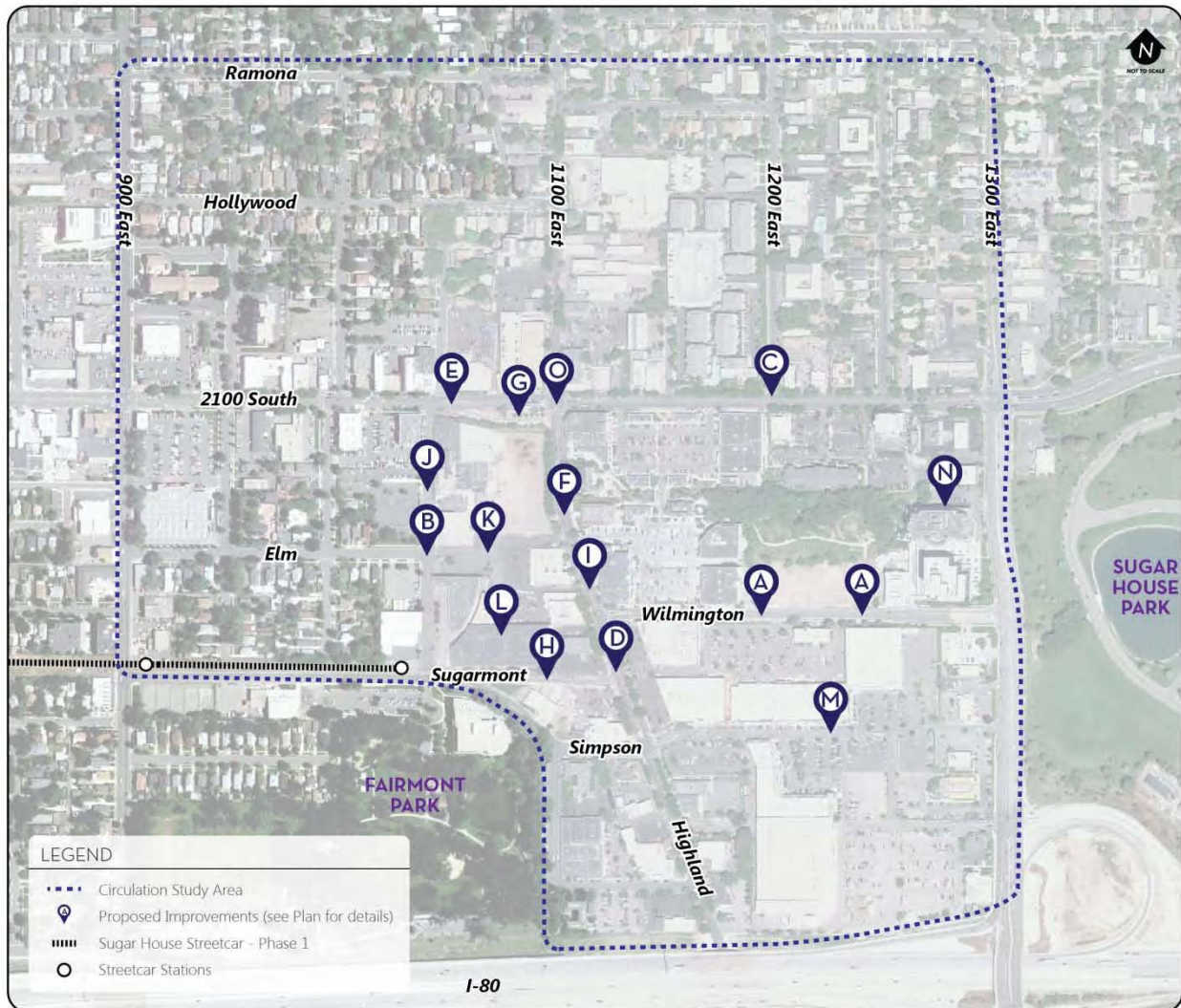
¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

CHAPTER 5: IMPLEMENTATION PLAN

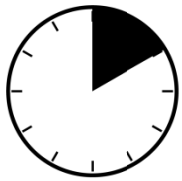
5.1 Proposed Improvements – Specific Locations

The figure below illustrates locations where opportunities for specific improvements were identified. A series of Project Sheets follow that correspond with map locations. It should be noted that the improvements shown on some of the Project Sheets can serve as prototypical improvements that could be applied at other locations. Also note that currently no safety studies have been conducted in these locations. These studies, along with greater examination of drainage and parking impacts, are necessary before making any determination on how to proceed. This *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.



5.2 Mid-Block Crossings

A. Wilmington Avenue



Short Term

Existing Site Characteristics

- Currently, there is one mid-block crossing on Wilmington near Highland and a crosswalk at the intersection of Wilmington and 1300 East.
- The nearest crossing point to the proposed crossing area is 250 feet away.
- Wilmington Avenue is a low-volume road.

Design Recommendations

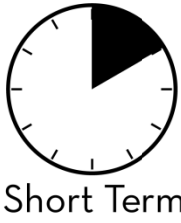
- Improve visibility through signage and striping
- Possibly raise crosswalk and texture
- Cost may be associated with development projects

Possible Concerns

- As development occurs along Wilmington, roadway volumes may increase.



B. McClelland at Elm



Existing Site Characteristics

- Currently, there is one mid-block crossing on McClelland Street, 230 feet north.
- McClelland Street is a low-volume road, with a number of development plans along both sides.
- A Sugar House Streetcar station will be located 375 feet south of this intersection.

Design Recommendations

- Improve visibility through signage and striping
- Possibly raise crosswalk and texture (see Complete Streets/Streetscape Amenities in Chapter 7)

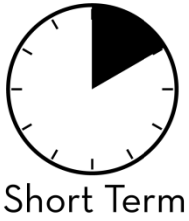
Possible Concerns

- Conflict with proposed cycle track and trail users.



5.3 *HAWK Beacons*

C. 2100 South at 1200 East (already funded by the City)



Existing Site Characteristics

- The crossing features flags for pedestrians to use to increase visibility on both approaches.
- UTA bus stop is close to crosswalk.
- Westminster sees 1200 East as a pedestrian connection to the college.

Design Recommendations

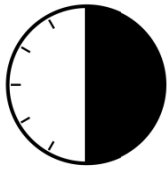
- Improve visibility of crossing through electronic signals.

Possible Concerns

- Ability to retain street trees.



D. Highland at Sugarmont



Mid Term

Existing Site Characteristics

- Signalized crossings are located 170 and 220 feet away.
- Will become a crossing for the Parley's Trail, currently being constructed alongside the Sugar House Streetcar.
- Connects Sugar House Park and Fairmont Park.

Design Recommendations

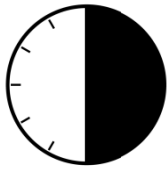
- Construct a HAWK beacon to facilitate trail users and streetcar riders.

Possible Concerns

- Spacing to the Wilmington and Simpson traffic signals.



E. 2100 South at McClelland



Mid Term

Existing Site Characteristics

- The crossing features flags for pedestrians to use to increase visibility on both approaches and button actuated flashing yellow lights.
- Will become a crossing for the proposed Jordan Salt Lake Canal Trail.

Design Recommendations

- Construct a HAWK beacon to facilitate pedestrian and bicycle users when the Jordan and Salt Lake Canal Trail is constructed, streetcar users when the Sugar House Streetcar is completed, and users of the redevelopment of the Granite Block.

Possible Concerns

- Eastbound vehicle queue spillback from the 2100 South / 1100 East intersection.

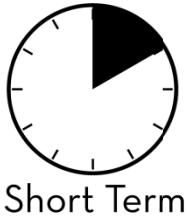
Design Recommendations

- Improve visibility and compliance of crossing through electronic signals.



5.4 Road Diet

F. Highland



Short Term

Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- Delay occurs as drivers wait in-lane to turn left.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bike lanes in both directions. Maintain on-street parking where it exists.

Possible Concerns

- An increase in ADT with less capacity as future developments come on line in the Study Area.

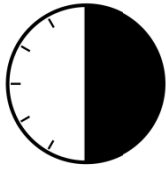
Possible Benefits

- Creates a better complete street.
- Left-turning vehicles are in TWLTL, thereby reducing delay in through lanes and potential for rear-end crashes.



5.5 *Plazas*

G. Monument Plaza



Mid Term

Existing Site Characteristics

- Stop-controlled, eastbound right-turn bay.
- Plaza area with monument, bus stop, and trees.
- Angled parking along south side of right-turn bay.

Design Recommendations

- Close Plaza to automobile traffic and remove parking.
- Provide space for streetcar to enter plaza in short-term and for streetcar station in long-term.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

Possible Concerns

- Removal of trees.
- Removal of 18 on-street parking stalls.
- Loss of exclusive eastbound right-turn lane. This would increase vehicular delay and eastbound queue length.



H. Sugarmont between McClelland and Highland



Existing Site Characteristics

- One-way, westbound traffic with bike lane.
- Provides access for returning fire department vehicles.

Design Recommendations

- Close Sugarmont to automobile traffic, with exception for fire department vehicles.
- Provide space for streetcar and Parley's Trail users.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

Possible Concerns

- None



5.6 Bicycle Lanes

Bicycle lanes are needed on both Highland Drive and McClelland Street to improve the bicycle network and connectivity in the Sugar House area.

I. Highland



Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- There are no bicycle lanes.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bicycle lanes in both directions. Maintain on-street parking where it exists.

Possible Concerns

- None.



J. McClelland from 2100 South to Sugarmont



Existing Site Characteristics

- One travel lane in each direction with unsigned on-street parking.
- No striping on roadway.
- Low traffic volumes set to increase with redevelopment on both sides of roadway.
- Future alignment for Jordan and Salt Lake Canal Trail.



Design Recommendations

- McClelland Street will become a gateway between the Business District, Sugar House Streetcar, and Parley's Trail. The proposed Jordan and Salt Lake Canal Trail uses McClelland as a link between the section of the trail north of 2100 South and the section south of Sugarmont. With the projected increased in residential and commercial uses along McClelland in the near future, a separate bicycle facility is needed to accommodate both streetcar and trail users.
- Two-way cycle track on east side of roadway.
- Cycle track minimum width of 12 feet.
- Parking in one direction should be maintained.
- Physical buffer separation from vehicular traffic.



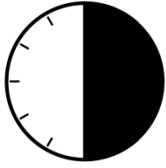
Possible Concerns

- Driveway/minor street crossings.
- Entering/exiting cycle track.



5.7 Pedestrian Connections

K. Various Locations



Mid Term

Existing Site Characteristics

- A number of large developments with limited inviting pedestrian spaces and large parking lots.

Design Recommendations

- Create clearly delineated and signed pedestrian pathways through large blocks.
- As part of the development review process for new developments/reuse of existing developments, encourage the construction or conversion of larger blocks into smaller blocks separated by a network of narrow, short streets and/or pedestrian and bicycle corridors (see Chapter 7 for design details)

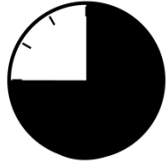
Possible Concerns

- None.



5.8 New Roadways

L. Wilmington Extension



Long Term

Existing Site Characteristics

- The Sugar House Master Plan recommends the evaluation of this concept.
- Wilmington Avenue exists from 1300 East to Highland Drive.
- Current configuration is one lane in each direction with bike lanes.

Design Recommendations

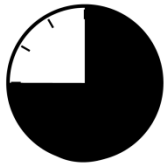
- Extend Wilmington through Granite Block to Sugarmont at intersection of McClelland.
- One travel lane in each direction with bike lanes and on-street parking.

Possible Concerns

- Intersection at McClelland/Sugarmont/Simpson.
- Development potential of parcels.



M. Simpson Extension



Long Term

Existing Site Characteristics

- Simpson currently exists from McClelland to Highland.
- Current configuration is one lane in each direction.

Design Recommendations

- Extend Simpson from Highland through Sugar House Center to 1300 East.
- One travel lane in each direction with on-street parking.

Possible Concerns

- Intersection at 1300 East will likely be restricted to right-in right-out movements only.



5.9 Parley's Trail

N. Sugar House Connection



Short Term

Existing Site Characteristics

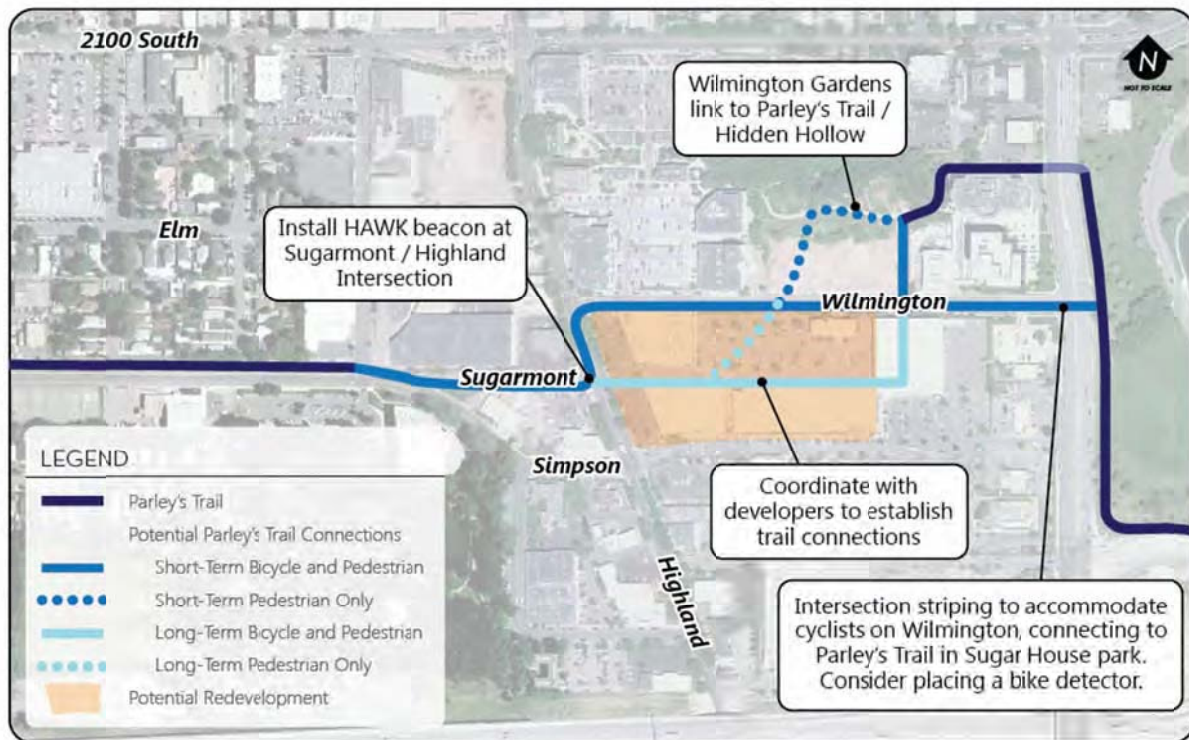
- There is no planned connection between McClelland Street (end of Greenway corridor) and the Draw (at 1300 East between 2100 South and Wilmington).

Design Recommendations

- In short term, connect the Trail on-street via Wilmington, which has on-street bicycle lanes and sidewalks on both sides.
- The Wilmington Gardens development has planned connections, both pedestrian and bicycle, for the Parley's Trail.
- In long term, work with Sugar House Center developers to accommodate trail with possible redevelopment opportunities. This may require obtaining easements from the property owners.

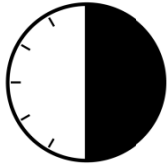
Possible Concerns

- Wayfinding.
- Ability to integrate trail into development plans.



5.10 Intersection Improvements

O. 2100 South/Highland Eastbound Right-Turn Closure



Mid Term

Existing Site Characteristics

- The current eastbound configuration at the intersection of 2100 South and Highland is one left turn lane, two through lanes, and one right-turn lane.
- Right-turn lane is stop controlled and separated from the main intersection.
- The existing right-turn lane is on the south side of Monument Plaza.

Design Recommendations

- Close right turn lane to vehicular traffic and parking.
- Eastbound movement would become one left turn lane, one through lane, and one shared through-right turn lane.

Possible Concerns

- Small increase in overall delay at intersection. More substantial increase in eastbound delay. See Section 4.1 in Chapter 4 for additional details.
- Loss of 18 on-street parking stalls.
- Extended queue lengths eastbound on 2100 South.



P. Northbound Approach Improvements at 2100 South/Highland



Short Term

Existing Site Characteristics

- The current northbound configuration at the intersection of 2100 South and Highland is one left turn lane, one through lane, and one right-turn lane.
- Right lane is a trap lane, meaning all traffic in the right lane must turn right.
- Left turn lanes consistently exceeds storage lane, blocking northbound traffic.

Design Recommendations

- Reconfigure northbound approach so that the left lane turns into a left-turn trap lane.
- Northbound right would become a turn pocket.

Possible Concerns

- This configuration is only applicable prior to the implementation of the proposed Highland Drive road diet.



CHAPTER 6: NEXT STEPS

- The City should undertake a prioritization and costing exercise beyond the scope of this Plan.
- In setting its priorities, the City should consider how these recommended projects help to achieve its circulation goals.
- The City should continue its engagement of property owners to help implementation the projects which are located on private property.
- Additional analysis may be needed for projects that could have a significant and unequal impact to certain modes.
- Salt Lake City should identify a variety of funding sources to construct the recommended projects described in the implementation section of this *Plan*.

CHAPTER 7: STREETSCAPE AMENITIES PLAN

An opportunity for incorporating the Complete Streets concept is arriving in Sugar House. The streets within the Sugar House redevelopment area are transforming from an automobile intensive use and design to a multi-modal intensive use.

This document has been prepared to set the parameters for the implementation of amenities that will create a defining district. The following components have been included in this document to support this overall goal:

- Introduces the Complete Streets Concept
- Introduces Sustainable Sites Initiative
- Evaluates the current streetscape amenities within the Sugar House Business District
- Provides a design concept framework for streetscape amenities, and
- Establishes a set of streetscape amenity design standards.

These streetscape standards are designed to better accommodate the forthcoming multi-modal use of the area and guide the renovation of the Sugar House Business District to a Complete Streets environment. The primary objectives are to:

- Document existing amenities,
- Discuss how to build off and incorporate existing resources into an overarching Complete Streets context,
- Identify amenities that have served their lifecycle, are outdated, or underperforming, and
- Evaluate opportunities to enhance and unify the design theme.



Sugar House Monument
Photograph by: Clint Gardner, creative commons license

7.1 *Background*

The Sugar House Master Plan states, “The Business District can be improved in terms of making it a more pedestrian-oriented experience. The City needs to think ‘pedestrian first’ when approving new developments or when implementing its own public works projects. This includes pedestrian circulation between blocks and within individual developments. It is

essential that pedestrian crossings on 2100 South are added and the existing crossings are enhanced. Furthermore, implementing a pedestrian first policy for the Business District to ensure the pedestrian is given priority consideration when developing new projects or programs is recommended.” The nationally recognized Complete Streets approach will assist with fulfilling the desired Master Plan goals.

7.1.1 Complete Streets Concept

Complete Streets are roadways designed to promote and implement safe, attractive, and comfortable access and travel for all user types, ages and abilities. Implemented through planning and urban design policy, Complete Streets are ideal tools for redevelopment areas.

A Complete Street is a roadway with accommodations provided for pedestrians, cyclists, automobiles, and, where applicable, mass transit. Connectivity, inclusive user accommodations, neighborhood character and quality of life are the defining attributes of a Complete Street. In contrast to roadways that function solely as an automobile thoroughfare, a Complete Street functions as more of a place and experience.

7.1.2 The Complete Street User

The user of a Complete Street can take the form of different types of mobility: pedestrians, cyclists, streetcars, buses and automobiles. Complete Streets utilize design and amenities to make streets and the surrounding streetscape safe and accessible to the needs of these different mobility types. Connectivity and the aesthetics of the streetscape environment are key factors for creating a Complete Street experience, especially for pedestrians and bicyclists. Well-designed streets allow motorists and public transportation modes to efficiently use the street without impeding or endangering other user groups.



photograph by: CRSA

“We shouldn’t just use some antiquated language that says we have to post the speeds according to what 85 percent of motorists are doing. Instead we should take control of our streets. If 85 percent of our motorists are driving faster than we want them to, then we need to redesign the street, rather than letting the tail wag the dog. There’s something wrong with our street design if you’re getting 85 percent of our motorists to drive 10 miles an hour faster than is safe for the conditions.”

-Dan Burden, Executive Director of Walkable Communities, Inc.

7.1.3 Complete Streets Features

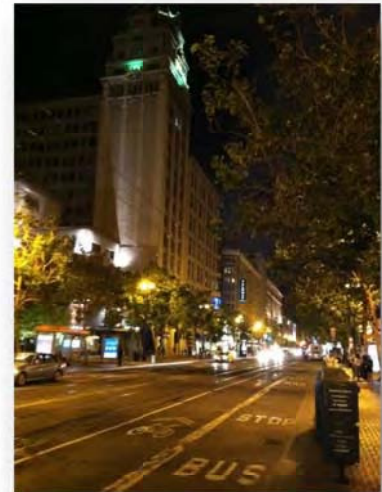
The context of Complete Streets is defined by more than just the design of the curb to curb space. The surrounding environment, from the architecture to the sidewalks and the landscaping to the lighting, all plays a large role in establishing a Complete Streets context. The design of Complete Streets incorporates multiple components of the streetscape, including:

1. Street Dimensions & Configuration
2. Sidewalk Dimensions & Configuration
3. Amenities & Aesthetics
4. Spatial Definition

1. Street Dimensions & Configuration

The curb to curb travel areas of Complete Streets include designated or shared-use lanes for bicyclists and transit modes. In contrast to regular streets, Complete Streets incorporate components in the street space that may include narrower travel lanes, landscaped medians, and on-street parking. A key indicator of a Complete Street is the designation of bicycle lanes or shared-use lanes. Shared lanes allow for both auto and bicycles to use the travel lane while dedicated bicycle lanes separate the users. Dedicated bike lanes also provide protection for cyclists and encourage bike use. The travel way is enhanced and defined through the use of raised crosswalks, intersection designs, colored multi-use travel lanes and decorative paving. Street width is defined as the physical curb-to-curb space. Effective width can be defined by amenities that promote a Complete Streets environment, such as on-street parking, bike lanes, painted edge lines, or bulb-outs. The edges of travel ways are spatially defined through the use of amenities such as street trees, planted park strips, and bollards. These elements all work to create a safe and inviting environment designed for multiple users.

Improvements can be made in the existing street infrastructure to create a Complete Streets context. Bike and pedestrian corridors are an effective strategy for creating more walkable, dense development environments. The addition of these corridors can create



photographs by: CRSA

smaller blocks without adding additional automobile streets. This facilitates a higher degree of connectivity by creating more permeability among the development environment. Provision of pedestrian and bike only corridors allow them to flow through the network without needing to use busier streets.

2. Sidewalk Dimensions & Configuration

Complete Streets sidewalks function as more than just pedestrian walkways. When strategically designed, sidewalks become outdoor living rooms, where people eat, work, play and experience the public realm. Components of the sidewalk space can include outdoor dining, decorative planter boxes, street trees, outdoor retail space to extend store fronts, vendor kiosks, food carts, and lighting. At the corners of sidewalk space, bulb-outs extend the pedestrian space and act as buffers from faster moving traffic.

3. Amenities & Aesthetics

While in many city features form does follow function, good design can also be both aesthetic and functional. Textured streets, landscaping, building form and material, sidewalks and crosswalks enhance the aesthetic to a Complete Street system. Complete Street design helps to create a place and is inviting to all users.

One example of this is the street tree. Besides the environmental and sustainable features, trees bring design aesthetics to the streetscape. Visually speaking trees add vertical and spatial dimension to street spaces. Street trees help make up the urban forest ecology within cities. Tree diversity is a critical practice to maintain healthy urban forests. While consistent themes and design are important to the street aesthetic, this doesn't mean that all the trees and shrubs need to be mono-culture in species selection.



photographs by: CRSA

4. Spatial Definition

The spatial definition of the street helps to frame the perspectives of the users. In addition to buildings that are designed to shape the street with their massing, form, and orientation, other elements can define these spatial ratios. These include amenities that are part of the Complete Streets context, such as street trees, landscaping, and public art or monuments. (See Figure 7.1).

The best current example of this in the SHBD is the Sugar House Monument, which contributes to defining the spatial form of the street and enhances the area around the intersection of 2100 South and Highland Drive.

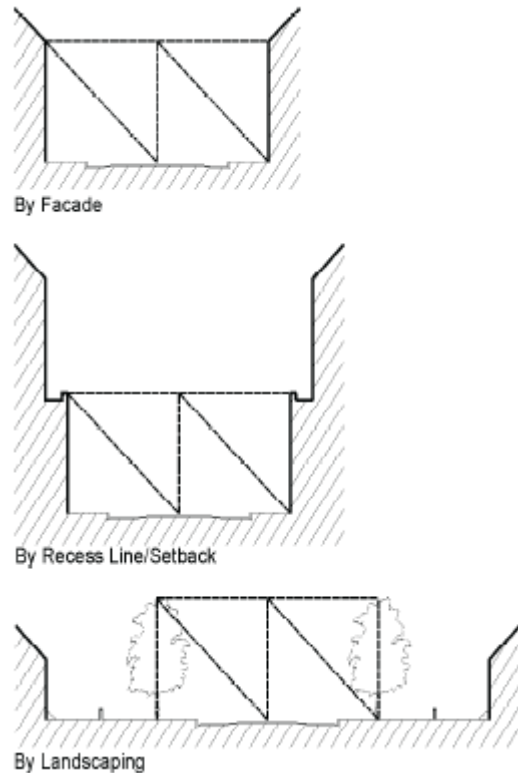


Figure 1: While spatial form is often best defined by primary building facades, landscaping and stepbacks/recessed facades also are elements that define the street.

7.2 Sustainable Sites Initiative

The Sustainable Sites Initiative is a joint effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center, and the United State Botanic Center to develop reference guidelines and benchmarks in support of sustainable design and construction. This initiative is similar in format and scope to the Leadership in Energy and Environmental Design (LEED) guidelines that are prevalent in the industry; however SITES is designed to be implemented in projects where LEED may not apply. SITES is specifically designed to apply to projects where development of a structure is not intended, such as a streetscape, a plaza, or a park. As the guidelines in this document are designed primarily for these types of projects SITES is an ideal benchmark for reference.

There are five areas of focus in the SITES program. These are summarized as follows.

1. Hydrology
2. Soils
3. Vegetation
4. Materials
5. Human Health and Well Being

1. Hydrology

Water is a limited resource, especially in a desert region like Utah. Historically communities have tended to treat stormwater like waste, removing it from a site as quickly as possible. This approach can be expensive, requiring expensive infrastructure and long term maintenance. Additionally, by transporting the water away from the site it is not allowed to percolate into the soil. SITES advocates methods for harvesting water on site and using it for irrigation, water features and groundwater recharge. A project developed in the Sugar House Business District under these guidelines may seek to direct stormwater runoff to new surface treatment areas such as rain gardens rather than routing it directly into an existing storm drain.

2. Soils

Healthy soils are important for many reasons. Healthy soils allow stormwater to percolate into the soil and support the growth of healthy plant materials. Common construction techniques fail to recognize the value of clean soils. An example of a project that seeks to protect soils would be one that recognizes an existing functioning soil horizon and develops methods for retaining topsoil and preventing erosion. In an urban infill situation like Sugar House the goal may be to repair the soil horizon by amending soils where plant materials will be placed.

3. Vegetation

Many recognize the value of vegetation for aesthetic purposes. Trees, shrubs, and ground covers can create beautiful places. These materials can also help to create comfort. Trees provide shade and can cool the air improving the comfort of outdoor spaces for uses such as dining. Vegetation also is a part of the stormwater management system of a site. Reduced vegetation cover reduces soil health and soil structure. In urban sites like Sugar House the natural stormwater system may not be functioning well. The use of regional appropriate plant materials can help to improve the natural soil structure. Additionally, appropriate native materials will reduce energy needed for long term maintenance. Native and adapted materials will help to create a sense of place and establish the parameters of the district. In Sugar House where many streets are planted with common street trees it may not be appropriate to make significant changes to the tree canopy to avoid mismatching of tree themes. However, understory plantings can be changed significantly in the favor of native plantings to generate the benefits outlined by SITES.

4. Materials

Materials are made from natural resources. We often overlook where these resources are mined or extracted. Often materials are shipped long distances (may apply to plant materials as well) for processing and then shipped long distances again for installation. Where possible, to reduce pollution from shipping and manufacturing, purchasing from local suppliers can be a positive choice. Projects in Sugar House may also benefit from materials manufactured in a

sustainable manner. Many of the materials are also easily recycled or deconstructed allowing them to be reused again. Sustainability can also apply to comfort of users and long term maintenance. For example, a project in Sugar House may seek to use materials that reduce the urban heat island affect. Reflective materials in conjunction with vegetation will reduce trapped heat which also can reduce wear and tear on mechanical equipment. Reduced air temperature can reduce the need for air conditioning in some instances.

5. Human Health and Well Being

Positive projects that follow SITES guidelines will provide healthy, green environments for users. Users visiting this type of project will experience amenities that encourage social interaction in a comfortable environment. Projects may promote beautiful views, screen noisy distractions, and provide places for rest and relaxation. Healthy sites also have healthy ecosystems and promote the growth of plant materials. The project may also provide interpretive signs to help users understand the history or cultural legacy of a place. These types of features increase the social interaction of a place. All components of the SITES program contribute to the well-being of a site for use by humans.

7.3 *Existing Amenities*

The collection of existing streetscape amenities in the SHBD are representative of past and current efforts to improve the experience of people who come to Sugar House to shop, eat, work, and play.

In this section, documentation of the existing amenities that define the Sugar House Business District streetscape are catalogued. Following are recommendations for which of these amenities can play a role in defining the Complete Streets context of the SHBD, and how they can be supplemented/improved upon.

The following categories define the different types of streetscape amenities found in the SHBD:

1. Hardscape
2. Softscape
3. Lighting & Signage
4. Furniture & Fixtures
5. Art & Culture

1. Hardscape

Decorative Paving

Two types of decorative paving are currently used in the streetscape of the SHBD. The predominant type is a red, textured pavement. This textured paving material has been used in the most recent updates to areas of the SHBD, including the monument plaza, corner treatments, and bulb outs. Textured pavement locations include the Monument Plaza, areas along 2100 South, 1100 East, and Highland Drive.

The other type is a smooth surface, red brick. This treatment was installed along the north side of the Granite Block as sidewalk material. However, the smooth surface becomes slick when wet and snowy, leading to unsafe pedestrian conditions.



Red textured paving



Smooth, red brick pavers and street trees

Bulb-outs

Bulb outs are used to narrow the crossing distance and/or to act as traffic calming devices. They also define areas of on-street parking. Locations include 1100 East, Highland Drive, and 2100 South. Many are delineated with the red, textured paving material. Bulb outs also provide more space for pedestrians who may gather to wait to cross a street.

Crosswalks

The majority of cross walks in the SHBD are the standard striped crosswalk, defined by two parallel white painted lines. In a few locations, the more visible 'zebra' striping pattern is used. Overhead, pedestrian-activated crossing lights are located at the McClelland crosswalk on 2100 South. Additionally, orange pedestrian flags are located there and at the mid-block crosswalk just north of 2100 South on 1100 East.

Recommendations

- Although the textured paving is fairly recent, the city should consider updating the paving scheme as the monument plaza and Granite Block are reconfigured. The smooth pavers should be replaced with a more durable, safe surface.
- Bulb-outs should be retained, although the paving material may be updated to be consistent with the monument plaza.
- Crosswalks should be updated with textured pavement or zebra striped lines to enhance visibility. Additional crosswalk enhancement may include HAWK lights at key locations.



Bulb-out for on-street parking



Crosswalk with pedestrian-activated lights



Striped crosswalk and street trees

2. Softscape

A variety of landscaping and other softscape treatments work to enhance the SHBD.

Street Trees

Street trees have been in place in the SHBD since improvements done in the 1980s. In more residential areas surrounding the SHBD, mature trees also line the street. The primary tree used in the central SHBD is the honey locust.

Tree Grates

Tree grates are used around street trees where the surrounding surface is hardscape.



Concrete planter

Park Strips

A planted park strip separates the sidewalk from the street and contains street trees. Most areas that are not hardscaped incorporate a planted park strip.

Plantings

Plants are located in the base of the monument as well as in low concrete planters in a few locations on the plaza and in front of the Granite Furniture building.

Recommendations

- Select replacement of some street trees may be in order. The lifespan of the honey locust species is near its typical end. The varieties should be selected so that their canopies are of a height that maintains unobstructed passage of different user types, including vehicles and pedestrians and bicyclists. Spacing between trees and from buildings and other structures should be designed to allow for full canopy growth. Careful consideration should be given regarding the location of street trees in front of businesses so as not to obstruct signage or building identification.
- Tree grates may need to be replaced as street trees are reconfigured or replaced. Those that remain should be evaluated and repaired when necessary.
- Retention and enhancement of the planted park strip is recommended to maintain the softscape elements that convey a pleasant environment and balance the predominant hardscape of the street and plaza areas.
- Plantings should remain in the base of the monument. Previous evaluation of the re-installation of the water feature was not recommended due to damage the water caused the monument structure. Additional planters should be located throughout the SHBD.

3. Lighting & Signage

Street lights in the SHBD are primarily a black metal pole with teardrop light fixtures. The lights include a pair of lower pedestrian-scaled fixtures and a pole for hanging banners. The base includes lettering for "Sugar House" and a sugar beet emblem. These have been installed

throughout the SHBD over the past decade. This lighting fixture was chosen in response to SHBD Design Guidelines, which called for the following specifications:

- “Choose light poles, arms, and fixture designs to preserve the historic character of the streetscape.”
- “Select lighting to be in scale with the pedestrian experience.”



Black street lights with banner poles

Signage in the SHBD is primarily of two different types. Concrete gateway signs with metal lettering that say “Sugar House” are located at entrance points to the SHBD. These are of two different eras and the newer versions have slightly different lettering than the originals.



Wayfinding signage with concrete planters

Wayfinding signage is located throughout the SHBD. This signage has a blue and orange flat surface with arrows indicating the direction of local attractions. The signs are mounted on a brown metal frame.

Recommendations

- The street lights currently in place are recommended to remain. Some are in need of repair, and regular maintenance is necessary to maintain a safe environment and clean appearance. The addition of accent lighting is recommended to enhance seating areas and softscape elements.
- The signage theme for the SHBD should be unified. The concrete gateway signs have some historical significance and should likely remain. However, updates to match the style and font of the lettering on the signage are recommended. The wayfinding signs are not necessarily representative of a Sugar House color scheme. If one is identified, these signs should be updated/replaced to be consistent.

4. Furniture & Fixtures

A variety of furniture and fixtures serve as amenities in the SHBD. These include transit canopies/shelters, benches, bike racks, bollards, and trash cans.

The transit canopies date back to the 1980s. These are located on the monument plaza and in front of Sprague Library.



Transit canopy on Monument Plaza

Benches are primarily located on the monument plaza and consist of a treated wood product with metal arms/legs. Additionally, there are several concrete 'couches' that were installed as a public art commission that serve as bench seating.



Benches and plantings on the Monument Plaza

Bike racks are located throughout the SHBD. The type and design vary.

Bollards are used in the main area of the SHBD to serve as barriers between pedestrians and the traffic lanes. The majority are a black metal bollard that is similar in style to the street lights. A few older concrete bollards remain on the north side of the Granite Block.

Trash cans are located throughout the SHBD. These are pebbled concrete and brown metal, and square in configuration.



Black metal bollard and tree grate



Concrete bollard



Trash can

Recommendations

- The transit canopies are in need of replacement. While functional, they don't indicate the importance of transit users to the area. When amenities are provided at transit stop areas, the area is more immediately defined as a Complete Street environment to users of all types. Well-designed canopies with benches signal that the transit user is an integral and expected component of the Complete Street environment. Amenities that make the transit stops a comfortable place to sit and wait are a necessity. The location of the canopies and benches at transit stops need to be located far enough from the travel lanes to create a safe and comfortable space.
- The fixed-in-place benches are not frequently used, except during special events located around the monument plaza. Movable seating is recommended to replace or complement fixed benches. Seating opportunities should incorporate a range of options beyond benches and chairs. Low walls, planters, steps, and fountain edges. These additional elements function not only as seating, but also amenities that improve the aesthetics of an area and establish its niche as a public space.
- The current black metal bollards may continue to work, but replacement should be considered if they would be more consistent with other amenities that are part of the Complete Streets context in the SHBD.
- Trash cans should be replaced. Metal cans with more decorative features should be considered.

5. Art & Culture

There is a great deal of public art and cultural amenities located in the SHBD. The most recognizable piece of art is the Sugar House Monument. Other pieces of art have been installed through the RDA's funding for the Sugar House project area. These include bronze sugar beet sculptures, located in front of Sprague Library and at the entrance to Hidden Hollow, and metal fish sculptures, located along 2100 South. Anagram lettering is installed in the textured paving at several locations throughout the SHBD and reference aspects of the area's history.

A cultural marker located on the monument plaza indicates the location of the Jordan and Salt Lake Canal, which runs north through the Granite Block and across the west end of the plaza.



Sugar House Monument



Bronze Sugar Beet sculpture



Canal marker

Recommendations

- Existing art should be retained and highlighted as amenities. Additional art pieces are recommended and should be interactive, fun, and unique to the SHBD. The art pieces that people tend to gravitate to are those that invite closer inspection and interaction, such as the bronze sugar beets.
- The monument plaza should continue to be defined and highlighted as the 'center' of the SHBD. Other amenity types should work toward this objective.
- Additional cultural markers that spotlight historical or current facts about the area are encouraged to uniquely define the SHBD.

7.4 *New Amenity Guidelines & Standards*

While the business district currently contains many amenities, a consistent, coordinated theme has not been completed. Layers of amenities and improvements made over the past 30 years have led to the eclectic collection of amenities presented in the previous section. The implementation of the Complete Streets concept presents the opportunity to establish a design framework that further strengthens the identity of the area. These guidelines and standards represent the first step in that implementation process. They build off the efforts of the existing amenities while embracing the Complete Streets concept to truly make the streets of the SHBD accessible and defined by users of different mobility types. The guidelines and standards in this document are primarily for amenities located between the back of curb and the building facade or front lot line.

These streetscape amenity design standards are written to assist architects, engineers, design professionals, landscape architects, contractors, and SLC Corporation staff in understanding the preferences for amenities in the Sugar House Business District.

The goals of the standards are:

- To visually orient residents and visitors to the Sugar House Business District
- To provide a design framework that establishes consistent aesthetics and quality from project to project.
- To expedite the design and approval process of projects.

It is expected that these standards will be monitored by SLC Corporation staff to make updates that reflect new developments in building code requirements, manufacturing techniques, and design trends.

In this section, a layered design framework is laid out that includes the following elements:

1. Amenity Theme
2. Unifying & Defining Elements
3. Existing Amenity Anchor
4. Design Context Guidelines
5. Amenity Design Standards
6. Street Types - Examples

1. Amenity Theme

The overall theme for amenities in the SHBD will be to have a classic base with opportunities for splashes of color and verve. Rather than lock into one particular 'period' look, the amenities will represent a cross-section of styles. With this approach, the amenities will contribute to the way the buildings in the business district represent the evolving history of the SHBD, which has accumulated over the past century. Both style and color will work to provide a recognizable branding of the Sugar House area.

2. Unifying and Defining Elements

These guidelines include amenities that are recommended to be unifying in their design and those that are intended to be defining. Unifying amenity types are intended to be applied district-wide, while amenities classified as defining are intended to create identities for sub-areas within the SHBD. In addition, certain aspects of each amenity will work to link it with the others.

Unifying elements:

- Street lights
- Bollards
- Base sidewalk and plaza paving
- Signage
- Crosswalk treatments

Defining elements:

- Benches/seating
- Landscaping/planters
- Bike racks
- Tree grates
- Trash/Recycling cans
- Accent paving
- Intersection paving



3. Existing Amenity Anchor

The current black, metal street lights are recommended to serve as the primary anchor for new amenities in the SHBD. The streetlights represent the implementation of previous guidelines for the SHBD and have been installed on most of the major streets. Their overall look is classic, yet specific to Sugar House with vernacular details on the base of the pole. These are recommended to remain and establish the base upon which to link new amenities.



Unifying details:

- black,
- metal,
- classic design

Location:

- Tall street light with lower pedestrian lights on all street types except 'Residential Village' (see section 6: Street Types Examples); Lower single globe lights of the same style pole/base to be used on the 'Residential Village' street type.

4. Design Context Guidelines

The design guidelines are intended to set the framework for the overall streetscape amenities. A few general examples are provided to establish context for the amenity design standards that follow.



Hardscape: Base Paving for Sidewalks

Materials: Concrete; colored and/or textured

Color: light to medium gray/slate

Location: Primary paving material for sidewalks; recommended to cover 85 to 95% of sidewalk paving, with the remainder for accent paving materials.

Implementation Projects: J & K

Notes: Limit implementation of smaller pavers in key pedestrian routes unless another primary route is available in an alternative material. Stamped or color concrete is recommended for primary routes.





Hardscape: Accent Paving for Sidewalks/Parkstrips

Materials: Concrete; colored and/or textured

Color: medium to dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for sidewalks; recommended to cover 5 to 15% of paving on sidewalks and be located on streets with hardscaped park strips (2100 South between McClelland and Elizabeth Street; Highland Drive between Hollywood and Sugarmont/Wilmington; East side of McClelland between 2100 South and Sugarmont)

Implementation Projects: J & K



Hardscape: Base Paving for Plazas

Materials: Concrete; colored and/or textured

Color: medium gray/slate

Location: Primary paving material for plazas; recommended to cover 60 to 75% of plaza paving, with the remainder for accent paving materials. Base paving materials should be the same for all plazas.

Implementation Projects: G & H





Hardscape: Accent Paving for Plazas

Materials: Concrete; colored and/or textured

Color: dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for plazas; recommended to cover 25 to 40% of plaza paving, with color specific to each individual plaza (e.g. bluish-gray for the SH Monument Plaza and greenish-slate for the new Sugarmont/Highland Drive Plaza)

Implementation Projects: G & H



Intersection Designs

Materials: Concrete; colored and/or textured

Base Color: medium gray/slate

Accent Colors: dark gray/slate; bluish-gray; greenish-slate

Location: Primary intersections - 2100 S & Highland Drive

Implementation Project: O



Notes: Bulb outs and/or clear areas around intersections provide additional space for pedestrians who may be waiting to cross the street. Consideration should be given to broad spaces at intersections. This also may increase the visibility and safety for motorists. Carefully consider placement of trees near intersections and crosswalks to improve visibility of pedestrians.



Crosswalk Treatments

Materials: Zebra striped or raised with accent paving

Base Paving Color: medium gray/slate

Accent Paving Colors: dark gray/slate; bluish-gray; greenish-slate

Location: All major crosswalks

Implementation Projects: A, B, C, & D

Notes: Zebra crosswalks aid in providing visibility of pedestrians to motorists.



Furniture: Benches

Materials: Metal

Colors: Stainless, blue, green, yellow

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: G & H



Furniture: Trash/Recycle Cans

Materials: Metal

Color: black, stainless

Location: District-wide



Furniture: Bike Racks

Materials: Metal

Colors: Stainless, black, blue, green

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: G & H





Fixtures: Tree Grates

Materials: Metal

Color: black, stainless

Location: District-wide

Implementation Projects: J & K

Notes: Tree grates with a narrow gap pattern are required for compliance with ADA guidelines.



Fixtures: Bollards

Materials: Metal

Color: black

Details: Solar powered lights; ram-tested for plazas

Location: District-wide

Implementation Projects: G & H



Transit Canopies

Materials: Metal

Colors: Stainless, bronze, blue, green

Location: Major transit stops (color and style can be unique to location)



Softscape: Street Trees

Species: Elm, Linden, Maple

Location: All sidewalks and plazas (retain older, residential street trees)

North/South Streets: Ash (to replace honey locust)

East/West Streets: Linden (retain existing on plaza, 2100 South)

Corners: Maple

Implementation Projects: J & K

Notes: Avoid where possible placing trees in locations that may exacerbate shading of north facing spaces.





Softscape: Landscape Parkstrips

Plantings: lawn or low groundcover

Location: All sidewalks not included in hardscape parkstrip description (lawn to be prioritized for areas with minimum 6' width)



Softscape: Landscape Planters

Plantings: native and/or drought-tolerant species

Planter materials: metal, concrete as accent

Planter colors: stainless; neutral - grey/buff

Location: Hardscaped parkstrips and plazas

Implementation Projects: G & H



5. Amenity Design Standards

The amenity design standards in this section are intended to give more specific direction on style, color, and texture for the streetscape elements covered in the prior section. Each streetscape element has an individual specification sheet that provides more detailed information and will allow for a cohesive result, even if implementation takes place over time and by different stakeholders.

Specification sheets are included for:

- Street lights - supplemental to existing historic light standard
- Bollards - light bollards
- Base sidewalk and plaza paving - paver types
- Accent paving - paver types
- Benches/seating - two options
- Landscaping/planters
- Bike racks
- Trash/Recycling cans
- Tree Grates
- Street trees
- Transit shelter - solar roof and,
- Transit canopy

6. Street Types - Examples

Three examples of street types are provided as a reference for how the different street types within the SHBD reflect current and future development. The matrix for each street type provides classification standards.

There are four types of street designs:

- Urban Village
- Urban center
- Residential Village
- Transit Village
- Transitional Mix

3. CITY COUNCIL PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING

Master Plan Amendment Language:

Circulation and Streetscape Amenities Plan – Mayor Ralph Becker is requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities. This type of project must be reviewed as a Master Plan Amendment. The plan affects properties located in Council District 7, represented by Søren Simonsen. (Staff contact: Michael Maloy at 801-535-7118 or michael.maloy@slcgov.com. Petition number PLNPCM2012-00799.)

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City & County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please call Michael Maloy at (801) 535-7118 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at michael.maloy@slcgov.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Division at (801) 535-7757; TDD (801) 535-6021.

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Community Council Chairs
Last updated from CC website 04.30.13

5. PLANNING COMMISSION

5.A PROOF OF NOTICE
March 29, 2013

Order Confirmation for Ad #0000868280-01

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Salt Lake Tribune::	Legal Liner Notice - 0998	Public Meeting/Hear-ing Notices
Scheduled Date(s):	3/29/2013	
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Notice of Public Hearing

On April 10, 2013, at 5:45 p.m. in room 326 of the City and County Building, 451 South State Street, Salt Lake City, UT the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petitions:

Circulation and Streetscape Amenities Plan - Mayor Ralph Becker is requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities. This type of project must be reviewed as a Master Plan Amendment. The plan affects properties located in Council District 7, represented by Sører Simonsen. (Staff contact: Michael Maloy at 801-535-7118 or michael.maloy@slcgov.com. Case number PLNPCM2012-00799.)

For more information or for special ADA accommodations, which may include alternate formats, interpreters, and other auxiliary aids or additional information, please contact Michael Stoff at 801-535-7976 or call TDD 801-535-6220.
868280 UPIXLP

5.B STAFF MEMORANDUM
December 6, 2012



Memorandum

Planning Division
Community & Economic Development Department

To: Salt Lake City Planning Commission

From: Michael Maloy, AICP, Principal Planner, Planning Division
Julianne Sabula, Streetcar Program Manager, Transportation Division

Date: December 6, 2012

CC: Eric Shaw, Community & Economic Development Director
Wilf Sommerkorn, Planning Division Director
Cheri Coffey, AICP, Planning Division Assistant Director
Robin Hutcheson, AICP, Transportation Division Director
DJ Baxter, Redevelopment Agency Director

Re: Sugar House Circulation Master Plan

Summary

The draft Circulation Plan for the Sugar House Business District was developed to address multi-modal transportation. Since the Sugar House Central Business District (CBD) has limited opportunities to add capacity to accommodate more cars, it must make more efficient use of its transportation infrastructure by making better use of transit, managing parking supply more carefully, increasing walkability and on-street cycling opportunities throughout the CBD, and enhancement of the transportation network.

Fehr & Peers, under the direction of Salt Lake City's Redevelopment Agency (RDA) and Community and Economic Development Department (Transportation Division), conducted a robust public engagement and visioning process in conjunction with a technical analysis of the feasibility of specific projects to address the community's goals.

The study addressed six specific circulation elements:

1. Expansion of Monument Plaza
2. Sugarmont Drive/Wilmington Avenue Realignment
3. Highland Drive Road Diet
4. Division of Large Blocks
5. Bicycle Lanes on 2100 South
6. Parley's Trail Connection

The study refers to the Sugar House Streetcar extension recommendations, and integrated this element as part of the Circulation Plan. The study cites the recommended Locally Preferred Alternative as a three stage approach; 2A extending to Highland Drive, 2B extending

to the Sugar House Monument in a couplet along Simpson Avenue and Sugarmont Drive, and 2C extending north to approximately 1700 South. Several of the recommendations herein support the Phase 2 alignment by improving connectivity and bicycle/pedestrian access to the recommended Sugar House Streetcar Phase 2 alignment, running from McClelland Street to Highland Drive (Phase 2A), then north along Highland Drive to Monument Plaza (Phase 2B), and continuing north to 1700 South and Westminster College.

Purpose of the Plan

The purpose of the Circulation Plan is to increase multi-modal circulation through the formal adoption of specific transportation projects to implement recommendations from the Sugar House Community Master Plan.

Plan Elements and Recommendations

Expansion of Monument Plaza. This project will create a large public gathering space, eliminate the existing exclusive eastbound right-turn lane and 18 on-street parking spaces, provide improved conditions for cyclists and pedestrians, and create space for a potential future streetcar station. Such a station would serve as “end-of-line” for various phases of the Sugar House Streetcar Extension. It also reinforces Monument Plaza’s role as the heart of the CBD by improving its sense of place, making it the point of arrival for multiple modes rather than a pass-through for vehicles, and functioning as a home base for visitors who may want to engage in a variety of activities throughout Sugar House.

Sugarmont Drive / Wilmington Avenue Realignment. This project will eliminate the existing west-bound one-way segment of Sugarmont Drive between Highland Drive and the intersection with Simpson Avenue, replacing it with a new alignment of Sugarmont Drive that gradually curves from McClelland Street eastward to align directly, as a two-way street, with Wilmington Avenue. This will provide increased connectivity for bicycles, pedestrians, vehicular traffic, and potential extension of the Sugar House Streetcar alignment, but requires property acquisition, the loss of some commercial properties, and creates a potentially challenging intersection of McClelland Street, Wilmington Avenue, Simpson Avenue, Sugarmont Drive, Parley’s Trail, and the proposed streetcar.

Highland Drive Road Diet. This project converts Highland Drive from a four-lane cross section of traffic to three lanes between 2100 South and the Interstate-80 overpass consisting of on-street parking, bike lanes, two general purpose and potential shared streetcar lanes, and one center turn lane variously as space permits. This improves mobility, access and safety for all modes, but in the narrowest segments may require bike and travel lane widths that are lower than the City standard.

Division of Large Blocks. This project divides larger blocks, particularly the Granite Block and the Sugar House Center Block, into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections, improving multi-modal transportation options, but requiring collaboration with property owners for implementation.

Addition of Bicycle Lanes on 2100 South. This project looks beyond the study area to the full length of 2100 South within Salt Lake City’s boundaries because of the roadway’s greater regional significance and consists of eliminating on-street parking from 200 East -

600 East, no change in the segment between 600 East and 1300 East due to roadway width constraints and traffic volumes, a road diet between 1300 East and 1700 East, and either a road diet or shared lane option between 1700 East and 2300 East. An improved walking and cycling environment supports the regional travel markets currently utilizing the bus routes along 2100 South that connect with TRAX, and thus preserves the local circulation function to be served by streetcar.

Parley's Trail Connection. This project connects Parley's Trail between the Fairmont Aquatic Center and Hidden Hollow Park, creating a continuous inter- and intra-city route for recreation and transportation that connects cyclists and pedestrians to existing and potential future transit.

Public Comments

The Sugar House Circulation Plan was prepared in conjunction with the Sugar House Streetcar Phase 2 Alignment, and was included in the public outreach process for the streetcar alignment. Specifically, the plan was prepared in consultation with the Stakeholders of Sugar House.

The Circulation Plan was presented to the Sugar House Community Council in October 2012 and a letter of support was received. This plan was also presented to the Sugar House Merchant's Association in November 2012.

The Circulation Plan is currently available online for review and comment at <http://www.slcgov.com/opencityhall>. To date, 36 comments have been received. Most comments are favorable, however some express concern over traffic changes.

The Circulation Plan was presented to the Transportation Advisory Board (TAB) in the spring of 2012. In August 2012, the TAB forwarded a unanimous formal positive recommendation to support the plan.

Attachments

- A. Draft Circulation Plan for the Sugar House Business District
- B. Public Comments from Open City Hall

CIRCULATION AND STREETSCAPE AMENITIES

Plan for the Sugar House Business District

AUGUST 2012



Prepared for:



SLCRDA

Prepared by:

FEHR & PEERS

2180 South 1300 East, Suite 220
Salt Lake City, UT 84106
P (801) 463-7600

CHAPTER 1: INTRODUCTION

The Circulation Plan for the Sugar House Business District (the *Plan*) document was completed by Fehr & Peers under the direction of Salt Lake City's Redevelopment Agency (RDA) and the Community and Economic Development Department (Transportation Division). A stakeholder committee comprised of staff from a range of departments, as well as property owners, business owners, and representatives from local institutions, provided guidance throughout the process.

Sugar House is a unique community that attracts a broad range of local and national retailers. Its festivals and markets (i.e. farmer's market, arts festival, Fourth of July fireworks, etc.) draw crowds from many areas of the Salt Lake region. The residential neighborhoods in and around the Sugar House Central Business District (CBD) provide for those seeking a rich urban lifestyle as well as those seeking a house and a yard on a quiet, leafy street.

As a result of this success, several of Sugar House's CBD streets are approaching their effective motor vehicle capacity during the peak hours of the day, and there are few opportunities or desire to expand capacity to accommodate more cars. For the Sugar House CBD to continue to thrive, it must make more efficient use of its existing transportation infrastructure. This means making better use of transit, managing parking supply more carefully, and increasing the walkability and bikability of CBD streets so that intra-CBD trips will primarily be served by walking, biking, and transit rather than driving.

This report is structured around these principles, and its chapters are arranged accordingly:

- **Chapter 2: Study Area Description**, provides multi-modal existing conditions information and data within the study boundaries of the plan.
- **Chapter 3: Vision and Goals**, identifies the community and stakeholders desires and goals.
- **Chapter 4: Project Evaluation**, examines the feasibility of specific transportation related projects in the study area.
- **Chapter 5: Implementation Plan**, includes a summary of the key projects, actions, and strategies.
- **Chapter 6: Next Steps**, identifies the next steps to achieve the circulation goals.
- **Chapter 7: Streetscape Amenities Plan**, identifies street amenities to enhance the visual characteristics of the corridors.



CHAPTER 2: STUDY AREA DESCRIPTION

The *Plan* Study Area is within the area bounded by 1300 East to the east, 900 East to the west, Interstate-80 (I-80) to the south, and Ramona Avenue to the north (see Figure 2-1).

2.1

Land Use

The Sugar House neighborhood is located in east-central Salt Lake City, Utah, along the Wasatch Front (the western slope of the Wasatch Mountain Range) (see Figure 2.1-1). Sugar House, one of the original streetcar communities of Salt Lake City and one of the oldest neighborhoods, includes a broad mix of land uses, including commercial, office, and residential. The portion of the corridor between 900 East and 1300 East is one of the few areas along the Wasatch Front with the mix and density of land uses that could facilitate active transportation (pedestrian and bicycle) investment. The area has a higher-than-average residential density and is within a convenient walk distance of many businesses. In addition, there are a number of potential redevelopment sites in the Study Area that could result in mixed-use development in areas surrounded by existing residential uses.

The north part of the Study Area is predominately single-family residential with clusters of neighborhood commercial and a few mixed residential/business corridors, such as 1100 East and 2100 South. Several parks and institutional uses are dispersed throughout the outer boundaries of the Study Area. The close proximity of many mixed uses promotes walking as a mode of transportation.

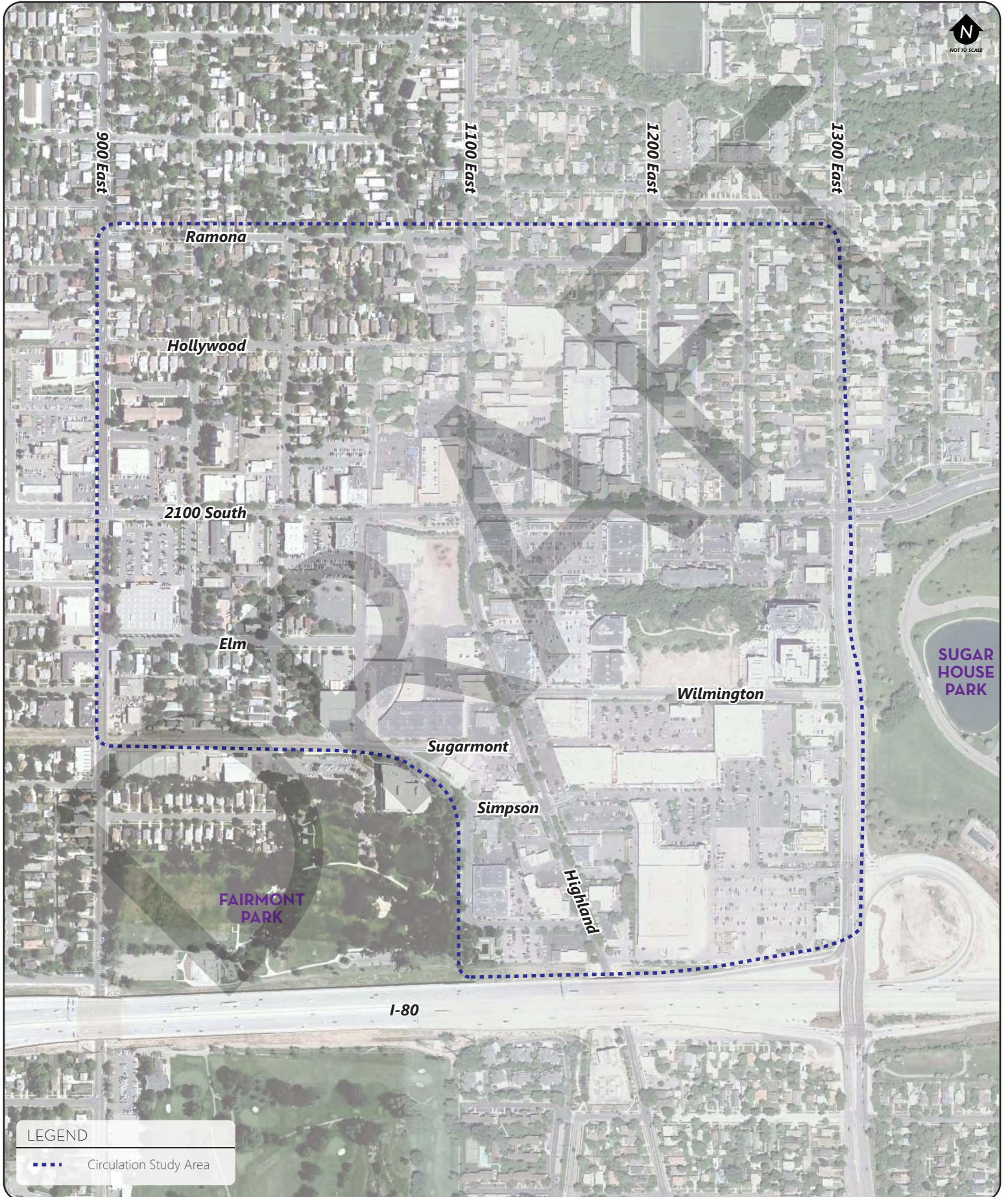
In addition to the general land uses described above, the following major activity centers are located within the Study Area:

- Sprague Library (Highland Drive)
- Sugar House Shopping Center (Highland Drive)
- Sugar House Shopping Commons (Highland Drive and 2100 South)



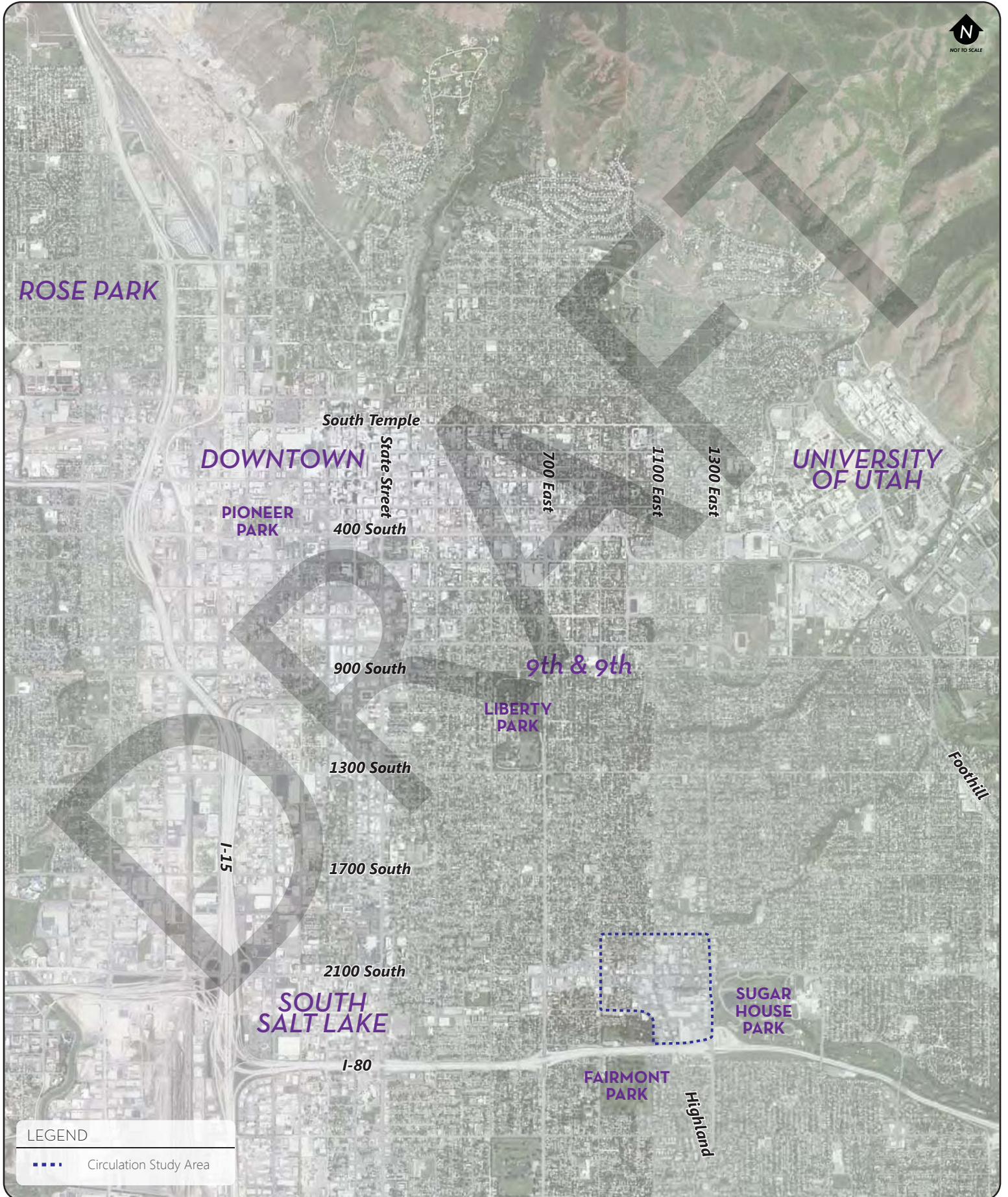
CIRCULATION STUDY AREA - NEIGHBORHOOD

Figure 2-1 | Sugar House Business District Circulation Plan



CIRCULATION STUDY AREA - REGIONAL

Figure 2-1.1 | Sugar House Business Plan Circulation Plan



Within one mile of the Study Area the following attractors also exist:

- Fairmont Park and Aquatic Center (Sugarmont Park)
- Sugar House Park (1300 East and 2100 South)
- Forest Dale Golf Course (900 East)
- Intermountain Health Center (900 East)
- Highland High School (2100 South)
- Westminster College (1300 East)

The Study Area and existing major activity centers are shown in Figure 2.1-2. In addition, four additional important activity centers are expected to soon be added to the Study Area:



- The Granite Block (on the south side of 2100 South at 1100 East). The Granite Block in downtown Sugar House is planned for redevelopment with a mix of residential, commercial, and office use. Development plans include 200 new residences and 200,000 square feet (SF) of commercial/office over the next several years.

- Westminster Student Housing (on the west side of 1300 East between Wilmington Avenue and 2100 South). The Westminster Student Housing project has begun construction on a mixed-use development with 16,000 SF of academic space; 14,000 SF of retail space; and 54,000 SF of housing.

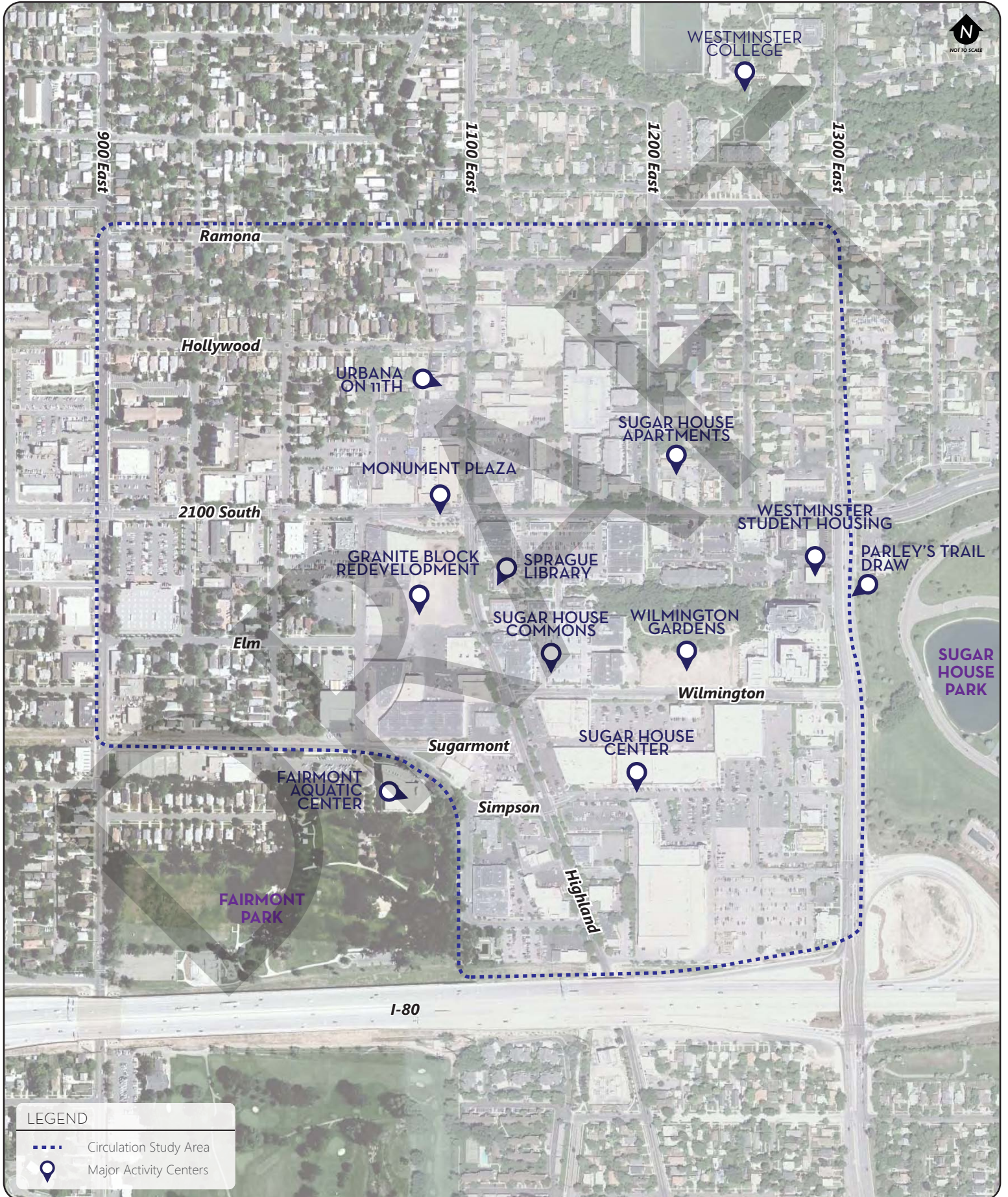
- Wilmington Gardens (Wilmington Avenue between Highland Drive and 1300 East). Wilmington Gardens in Sugar House is planned to be redeveloped with a mix of residential, community space, commercial, and office use.



- Development plans include 100,000 SF of residential with 20% affordable units; approximately 84,000 SF of commercial/office; and 45,000 SF of community space. Plans for Wilmington Gardens incorporate academic space for Westminster College.

MAJOR ACTIVITY CENTERS

Figure 2-1.2 | Sugar House Business District Circulation Plan



- Sugar House Center (south of Wilmington Avenue between Highland Drive and 1300 East). The Sugar House Center is planned to be a mixed-use redevelopment project separated into multiple phases. Full build-out plans include 800 residential units, 380,000 SF of commercial/office use. A structured parking garage is also planned for this development site.
- The Parley's Trail Draw (1300 East on the south side of Westminster Student House). The Parley's Trail Draw project is a tunnel under 1300 East connecting Sugar House Park to Hidden Hollow, an integral part of the Parley's Trail.

2.2 Development Plans

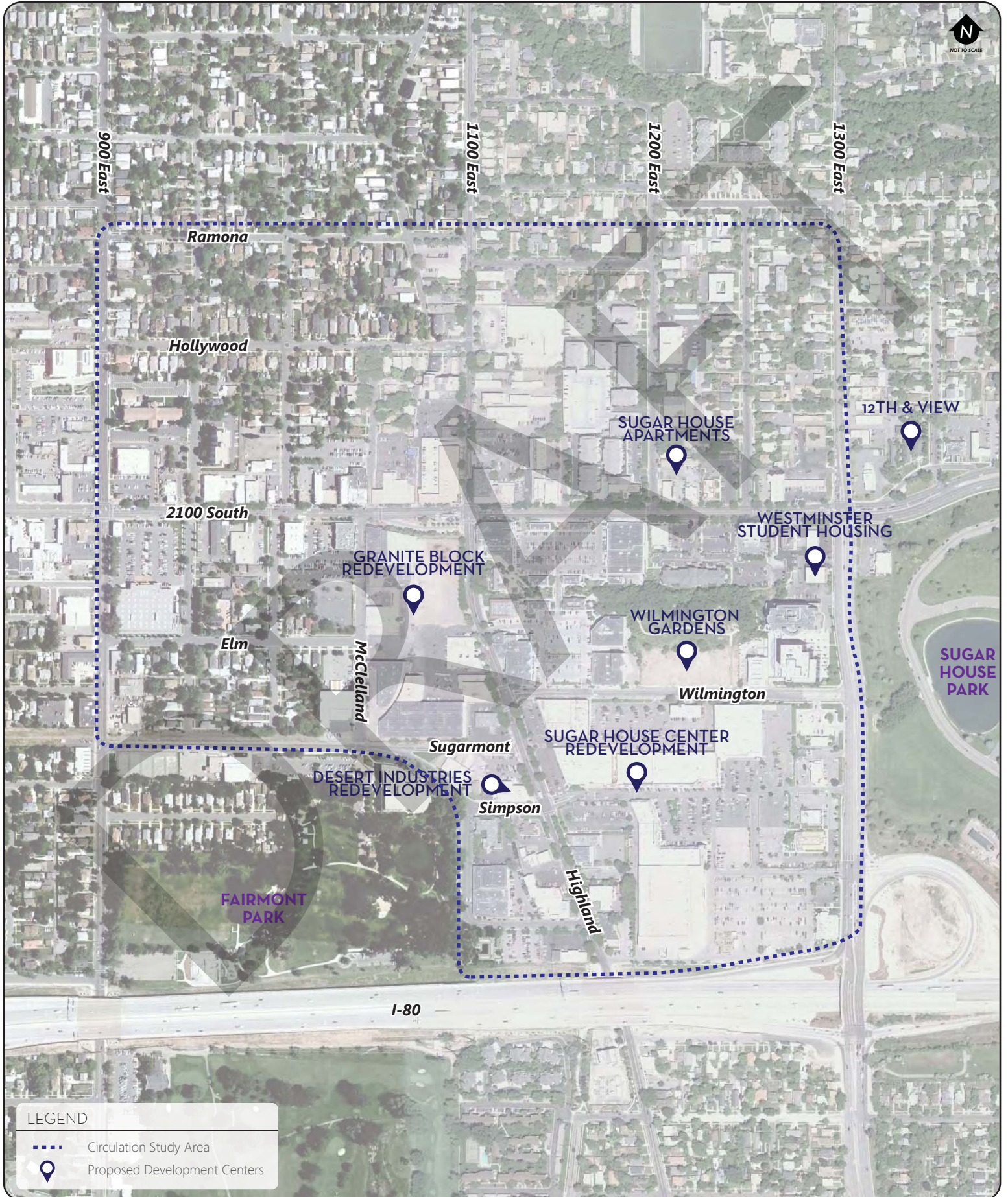
Planning for the Sugar House Streetcar Phase 1 Project has generated interest in the development community. The following developments within the Study Area have recently been constructed, are underway, or are approved, and are shown in Figure 2.2-1.

- Urbana on Eleventh—29 condominiums and 750 SF of ground floor retail. This project is 100 percent constructed.
- John Gardiner Apartment Complex—70 apartment units. This project is currently under construction and will be complete by 2014.
- Westminster Mixed-Use Project—44 three- and four-bedroom apartment units with a total of 164 beds, approximately 15,000 SF of office space, and 8,500 SF of retail space. Residential development associated with this project is part of the Westminster College expansion, and will serve as student housing. This project is currently under construction and will be complete by fall 2012.
- Wilmington Gardens Project—between 212 residential units, including 5 townhomes; approximately 30,000 SF of office; and 60,000 SF of retail development. This project will be complete by 2013.
- Olsen Development—residential and retail space is planned to front Wilmington Avenue on the Olsen property, which is located directly across the street from Wilmington Gardens. This project is in partnership with Wilmington Gardens, and the



PROPOSED DEVELOPMENT LOCATIONS

Figure 2.2-1 | Sugar House Business District Circulation Plan



developers are working together to implement a new vision for Sugar House over several acres. At the corner of Highland and Wilmington Avenues, the group is planning retail, office, and residential development. The group estimates that by 2015, an additional 100 residential units and 60,000 square feet of retail will be completed.

- Granite Block Development—210 residential units and 56,000 SF retail space by 2015, with the addition of 50,000 SF of office space by 2030.
- Boulder Venture Project – 20,000 SF of retail and 30,000 SF of office. This project is currently under construction and will be complete in the spring of 2013.
- Cowboy Partners Project – 170 residential units and 1,200 SF of retail. This project will be completed in 2014.

2.3 *Transportation*

The urban pattern in the Study Area is built on a network of arterial and collector roads, generally running in a north-south/east-west grid pattern, bus routes and stops, pedestrian connections (sidewalks), and only a few bicycle lanes.

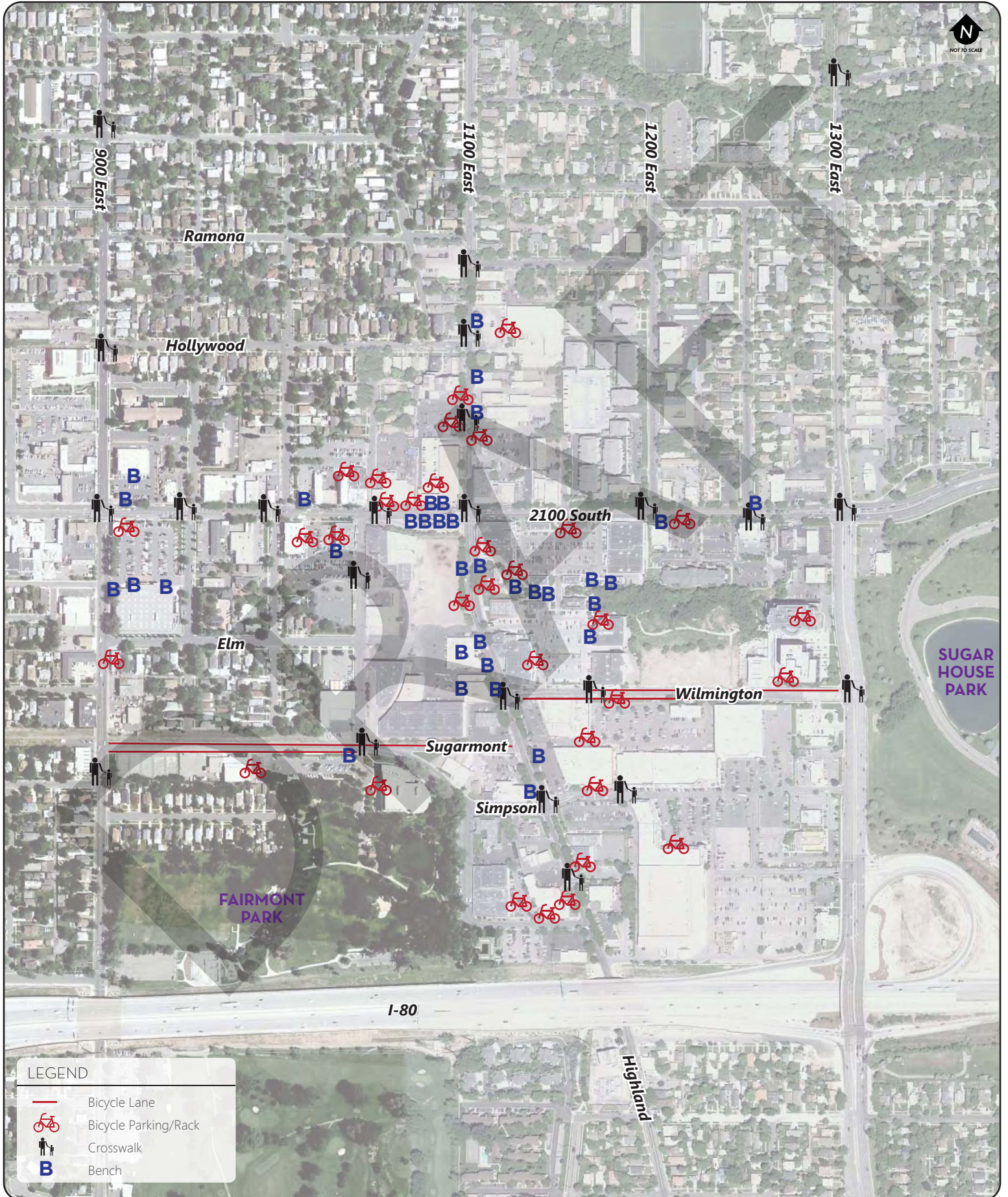
2.3.1 Pedestrian Network

All streets in the Study Area, except Sugarmont, include sidewalks, which are the foundation of the pedestrian network. This foundation is improved with a good trail network in areas such as the large parks near the Study Area (see Figure 2.3-1 for existing pedestrian facilities). Two regional trails are planned in the Study Area. The eight-mile Parley's Trail will transect the Study Area. Further detail on the route of the trail is explained in subsequent chapters. The trail will regionally connect Parley's Canyon on the east side of the County to the Jordan River on the west side of the County. The proposed Jordan and Salt Lake Canal Trail will enter the Study Area along McClelland Street before curving around the east side of Fairmont Park. This trail is proposed to run from 800 South to 3300 South in Salt Lake City along an historic canal. The walk travel times along key pedestrian routes in the Study Area are shown in Figure 2.3-2



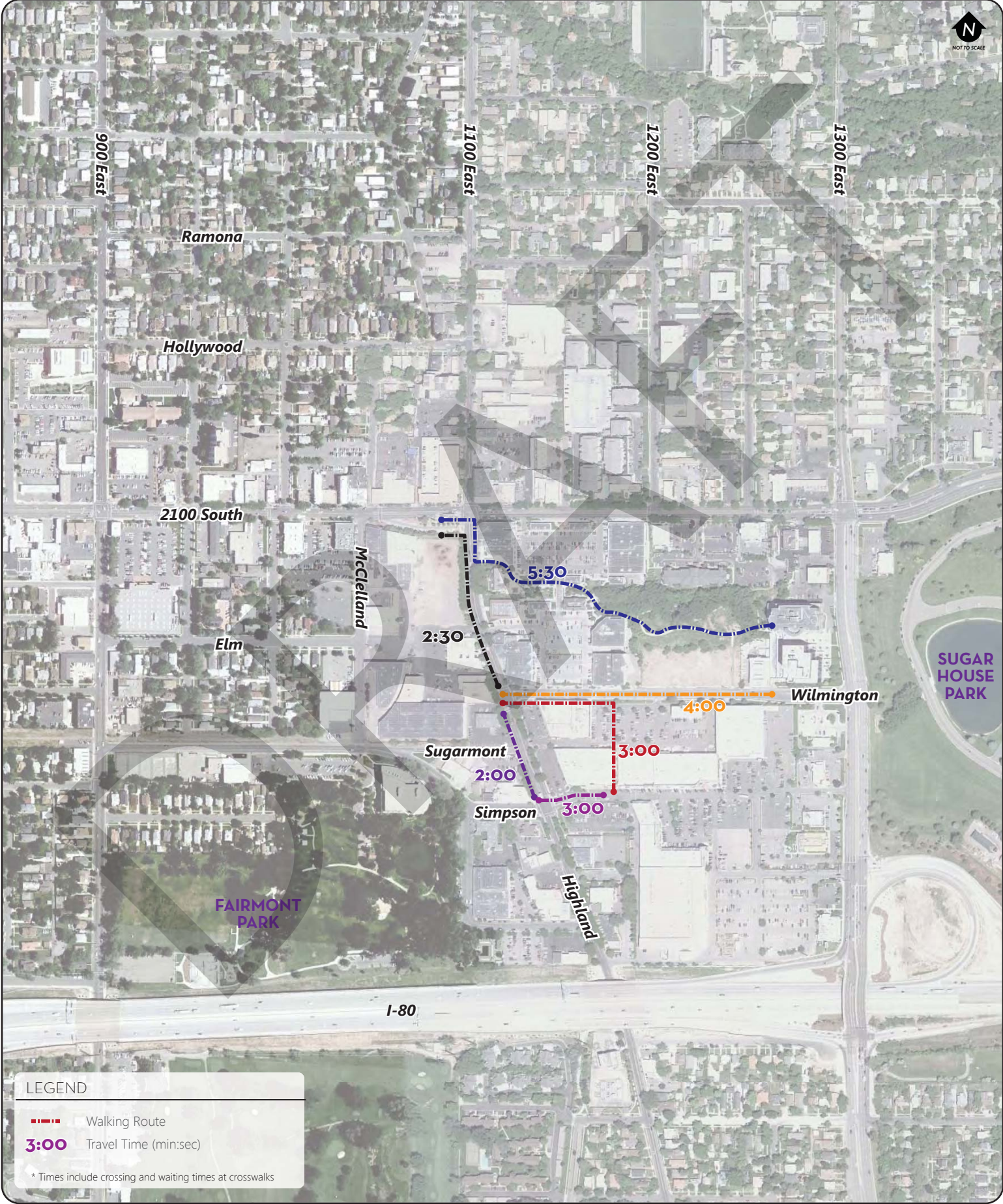
EXISTING PEDESTRIAN AND BIKE AMENITIES

Figure 2.3-1 | Sugar House Business District Circulation Plan



WALK TIME COMPARISON

Figure 2.3-2| Sugar House Business District Circulation Plan



2.3.2 Bicycle Network

Sugarmont Drive and Wilmington Avenue are the only streets in the study area with designated bicycle lanes (see the previous Figure 2.3-1 for existing bicycle lanes). Salt Lake City performed bicycle counts on 2100 South at 1100 East in September 2011. The bicycle counts indicate the average number of bicycles on 2100 South on a weekday is approximately 102. Each direction (north, south, east, and west) is about equal in number of bicyclists. The average number of bicyclists who ride on the sidewalk ranged from 53% to 80% and the remaining percentage rides on the road.



2.3.3 Transit Network

Existing transit facilities (see Figure 2.3-2) in the Study Area include several bus routes, with TRAX lines located two miles west and north of the Study Area. Bus routes that operate in the Study Area are routes 17, 21, 209, 213, and 220. Table 2.3-1 shows nominal headways for each of the routes in the travel shed:

Table 2.3-1. Nominal Headways in Minutes

Route	Mode	Peak	Off-Peak	Evenings	Saturday	Sunday
17	Local Bus	30	30	0	0	0
21	Local Bus	15	15	30	30	80
209	Local Bus	15	15	30	30	60
213	Local Bus	30	30	30	60	0
220	Local Bus	20	20	30	30	60

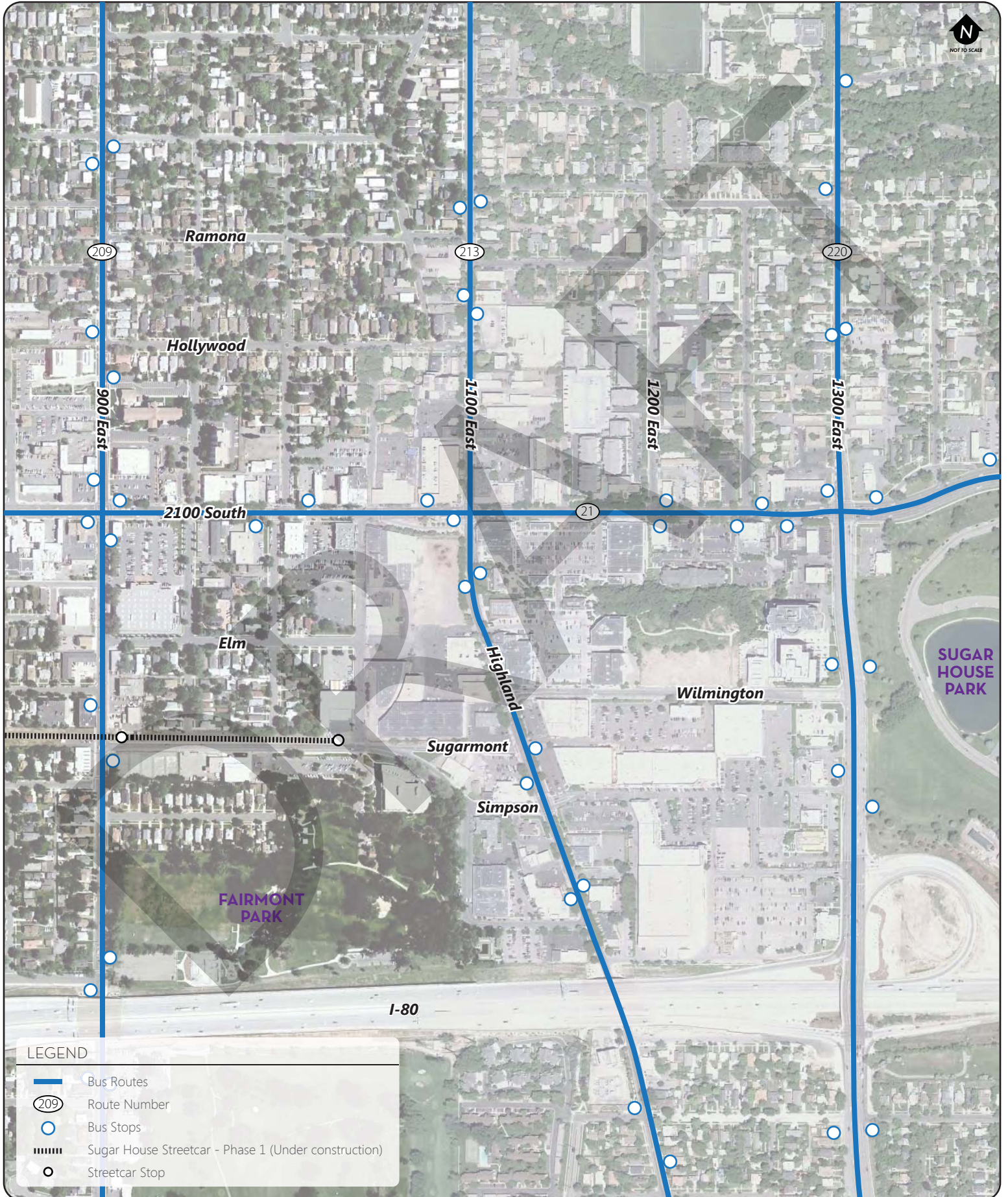
Source: UTA 2011

Route 21 travels along 2100 South within the Study Area. This route parallels the Sugar House Streetcar Phase 1 Project. The current bus runs one to three minutes late in the peak hour, but is still considered on-time for UTA performance (which is up to five minutes late for a local bus).

With the completion of the Sugar House Streetcar Phase 1 Project (currently under design and construction); the north-south portion of TRAX will be connected to the Sugar House area as far east as 1050 East/McClelland. This link will connect a thriving, regional commercial center (the Sugar House CBD) to the highly successful regional TRAX and commuter rail.

EXISTING TRANSIT NETWORK

Figure 2.3-3 | Sugar House Business District Circulation Plan



An Alternatives Analysis (AA) is currently in progress for an extension of the Phase 1 Sugar House Streetcar. The AA is evaluating possible mode and alignment alternatives. The Locally Preferred Alternative would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument plaza at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward.

2.3.4 Roadway Network

The important minor arterials are 1300 East, Highland Drive/1100 East, 900 East, and 2100 South. A network of local collector streets serves the communities between these major and minor roads. The primary roadways in the Study Area are described below:



- **900 East** is a north-south arterial road with one travel lane in each direction and a center two-way left-turn lane. 900 East has a posted speed limit of 30 miles per hour (mph).
- **Highland Drive/1100 East.** 1100 East becomes Highland Drive just south of 2100 South. 1100 East is a two-lane collector street with on-street parking. Intersections are full-movement, and major intersections have separated left-turn lanes. Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking. Highland Drive/1100 East has a posted speed limit of 30 mph.
- **1300 East** is a north-south arterial in the Salt Lake Valley. In the Study Area, north of 2100 South, 1300 East consists of a single travel lane in each direction with a continuous center two-way left-turn lane. South of 2100 South, it consists of three travel lanes in each direction, a raised center median, and single-lane protected left-

turns at the major intersections. It intersects with I-80 at about 2300 South. 1300 East has a posted speed limit of 35 mph.

- **2100 South** is an east-west arterial in the Salt Lake Valley. In the Study Area, it consists of two travel lanes in each direction. Some intersections have left- and right-turn lanes. 2100 South has signalized intersections at 1300 East, Highland Drive/1100 East, and 900 East. 2100 South has a posted speed limit of 30 mph.
- **Wilmington Avenue** is an east-west local road with a posted speed limit of 30 mph. Wilmington Avenue has one travel lane in each direction with on-street parking and bicycle lanes on both sides.
- **Sugarmont Drive** is an east-west local road with a posted speed limit of 25 mph. Sugarmont Drive has one travel lane in each direction and bicycle lanes on both sides. The Sugar House Streetcar Phase 1 and Parley's Trail will run parallel with Sugarmont Drive to the north of the road. The eastern 500 feet of Sugarmont Drive is a westbound one-way street.

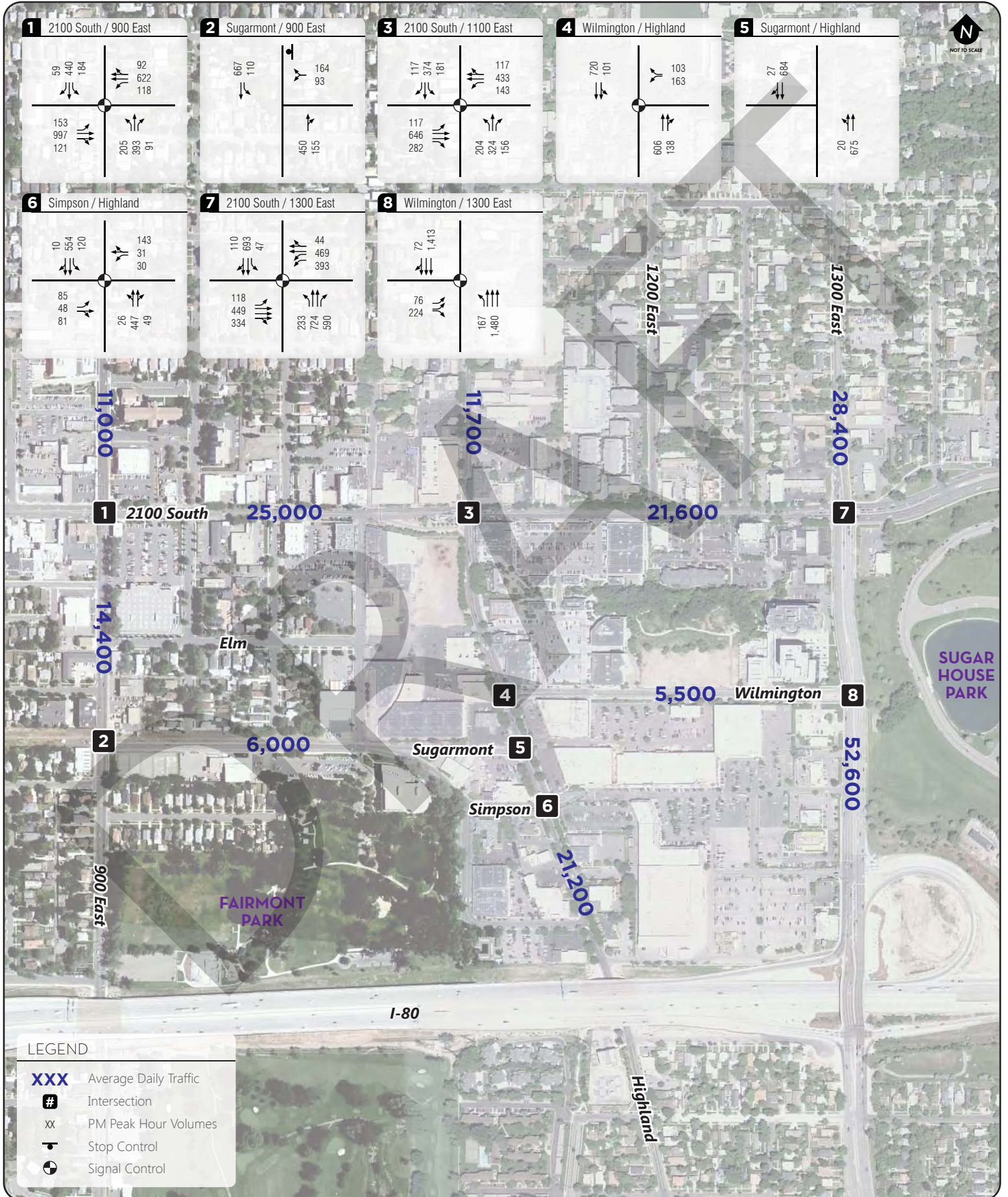
2.3.5 Traffic Conditions

Figure 2.3-3 shows the Average Daily Traffic (ADT) on the key roadways within the study area. The ADTs are based on 2010 counts from UDOT's Traffic on Utah Highways database, with the exception of Sugarmont Drive and Wilmington Avenue, of which the ADTs were calculated based on the rule of thumb that the PM peak hour volume equals approximately 10% of the ADT. The weekday PM peak hour experiences the highest traffic congestion than any other time the day in the Sugar House area. PM peak hour traffic volumes were gathered from previous traffic studies done in the Sugar House area and new traffic counts were collected at 2100 South / 1100 East and Simpson Avenue / Highland Drive in October 2011 and April 2012, respectively. Figure 2.3-3 also shows the PM peak hour turning movement volumes at the key intersections in the study area. Many of the major roadways in the Sugar House CBD area have less traffic than they did three to four years ago, contributing to slightly less congested conditions than five years ago. The decrease in traffic volumes could be due to a combination of several factors including: fuel prices, economy, other modes being used, etc.

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2.3-2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 2000 (HCM 2000) methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, LOS is

EXISTING TRAFFIC CONDITIONS

Figure 2.3-4 | Sugar House Business District Circulation Plan



reported based on the worst movement. The software package Synchro / SimTraffic was used for this study.

Table 2.3-2. Level of Service Descriptions

LOS	Description	Signalized Intersections (Avg Delay: sec/veh)	Unsignalized Intersections (Avg Delay: sec/veh)
A	Free Flow / Insignificant Delay	0 to 10	0 to 10
B	Stable Operations / Minimum Delays	>10 to 20	>10 to 15
C	Stable Operations / Acceptable Delays	>20 to 35	>15 to 25
D	Approaching Unstable Flows / Tolerable Delays	>35 to 55	>25 to 35
E	Unstable Operations / Significant Delays Can Occur	>55 to 80	>35 to 50
F	Forced, Unpredictable Flows / Excessive Delays	>80	>50

Source: Fehr & Peers Descriptions, based on Highway Capacity Manual 2000 Methodology (Transportation Research Board)

The existing PM peak hour LOS for the key intersections within the study area are shown in Table 2.3-3. As shown in Table 2.3-3, traffic conditions in the Sugar House CBD are generally stable with the exception of the intersection of 1300 East / 2100 South which experiences heavy delays during the peak hours of the day.

Table 2.3-3. Existing PM Peak Hour Level of Service

ID	Intersection	Control	Delay (sec/veh)	LOS
1	900 East / 2100 South	Signal	34.1	C
2	900 East / Sugarmont Dr	WB Stop	16.0	C
3	1100 East / 2100 South	Signal	32.1	C
4	Highland Dr / Wilmington Ave	Signal	10.1	B
5	Highland Dr / Sugarmont Dr	-	5.7 ¹	A
6	Highland Dr / Simpson Ave	Signal	10.0	B
7	1300 East / 2100 South	Signal	106.9	F
8	1300 East / Wilmington Ave	Signal	19.0	B

Notes:

¹Represents the worst movement (northbound left-turn)

Source: Fehr & Peers, July 2012

CHAPTER 3: VISION AND GOALS

The RDA initiated the *Plan* to create a coordinated plan for infrastructure improvements around the Sugar House CBD. The goals of the *Plan* are to provide recommendations that will improve local and regional mobility and access while retaining the special character of the Sugar House community.

3.1 *Community Goals*

Review of the Sugar House Master Plan and consultation with approximately 25 stakeholders during a set of interviews, group workshops, and study area walking tour resulted in the identification of community goals and values for the *Plan*. A total of 24 stakeholders were involved from the following organizations:

- Bicycle Community
- East Central Community Council
- Gardiner Properties
- Mecham Management
- Olsen Properties
- Parley's Rails, Trails, and Tunnels Coalition
- Salt Lake City Fire Department
- Sprague Library
- Sugar House Community Council
- Sugar House Merchants Association
- Sugar House Park Authority
- Utah Department of Transportation
- Utah Transit Authority
- Wasatch Front Regional Council
- Westminster College
- Woodbury Corporation
- Zions Bank

The community's multi-modal transportation visions, principles, and goals are as follows:

- Extend transit service to serve a greater number of households, employment, student trips, and transit connections.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House CBD and the surrounding area.
- Support regional goals for livability, connectivity, and the improvement of air quality, transit ridership, and transit-oriented development.



- Provide a safe, attractive, and functional pedestrian environment to promote a walkable community.
 - Improve quality of life for residents and visitors to Sugar House; access to transit, jobs, and recreation centers; reduced expenditures on personal transportation; and improve health and air quality.
 - Provide multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards.
- Divide larger blocks into smaller blocks.
 - Redesign the present circulation system to provide better internal access within the CBD.
 - Enhance pedestrian crossings along with traffic calming measures, and provide access through the district that connects Sugar House Park, Hidden Hollow, and Fairmont Park.
 - Provide or enhance a central public plaza with strong pedestrian connections to other blocks.
 - Evaluate the feasibility and impacts of realigning Sugarmont Drive with Wilmington Avenue at the Highland intersection; in addition to the extension of Elm Street to Highland Drive as a limited access or pedestrian way.
 - Plan for streetscape amenities, including transit shelters, a street lighting theme, benches, and street trees.
 - Utilize the Salt Lake Jordan Canal / McClelland corridor right-of-way as a pedestrian link, especially as it transects the "Granite Block".
 - Additional places for pedestrians to cross 2100 South and enhancement of existing crossings are needed.
 - Evaluate the feasibility of making Highland Drive, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking.
 - Connection of the Parley's Trail alignment should be pursued.
 - Link Hidden Hollow with the Parley's Creek trail corridor and the Salt Lake Jordan Canal / McClelland corridor with safe, elegant, and cost effective trailways.

- Evaluate the feasibility of installing pedestrian crosswalks at intervals of approximately 400 feet across collector and arterial streets (as stated in the Sugar House Master Plan).
- Evaluate the feasibility of installing a button activated pedestrian traffic signal on 2100 South at 1200 East.
- Provide bicycle lanes where appropriate and feasible.
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House Business District and the surrounding area.

The *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.

CHAPTER 4: PROJECT EVALUATION

The following chapter evaluates the feasibility of six potential circulation related projects within the Study Area. The seven projects were selected by the RDA and the City Transportation Division based on the goals and visions stated in the Sugar House Master Plan. The following is the list of the projects:

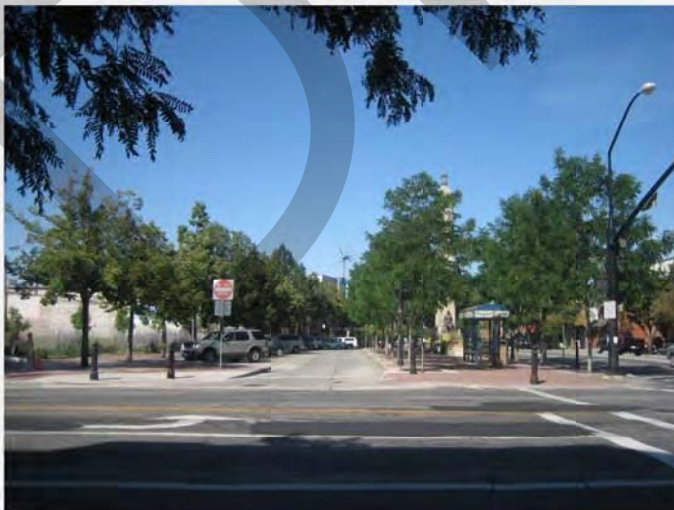
- Reconfiguring and/or expanding the Monument Plaza on 2100 South and 1100 East into a town square.
- Realigning Sugarmont Drive and Wilmington Avenue.
- Reducing Highland Drive from four-lanes to three-lanes (Road Diet).
- Dividing large blocks into smaller blocks within the CBD.
- Adding bicycle lanes on 2100 South through the Study Area and beyond.
- Connecting the two ends of the Parley's Trail through the CBD.
- Raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue

4.1

Monument Plaza on 2100 South

This section summarizes the feasibility of expanding the Monument Plaza. The Plaza sits in the heart of the Sugar House CBD. Feedback from various stakeholders and community members from field trips and workshops have reiterated that the Plaza is “the heart of Sugar House – it’s where people want to be – it’s the focal point of Sugar House.” Expanding the Plaza is also a goal from the Sugar House Master Plan.

Existing Conditions



The Plaza is currently divided from the sidewalk to the south on 2100 South by an exclusive eastbound right-turn lane and 18 on-street parking stalls. The exclusive right-turn lane is occasionally blocked off for community events and activities such as the farmer’s market and festivals. Vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection.

Adjacent to the Plaza, 2100 South carries approximately 25,000 ADT and 1100 East (south of 2100 South) carries approximately 21,200 ADT. The PM peak hour turning movement volumes are shown in Figure 4.1-1. Assuming the exclusive eastbound right-turn is not blocked off in existing conditions, the existing overall intersection LOS for 1100 East / 2100 South is a LOS C with an average of 32.1 seconds of delay per vehicle (see Table 4.1-1 below). The existing eastbound approach LOS for 1100 East / 2100 South is a LOS D with an average of 33.8 seconds of delay per vehicle. The existing 95th percentile queue for the eastbound approach is approximately 400 feet (about to McClelland Street).

Expanding the Plaza

Expanding the Plaza would consist of eliminating the exclusive eastbound right-turn. The vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection. The impacts to traffic with this change are shown in Table 4.1-1. The 95th percentile queue for the eastbound approach would increase to approximately 900 feet (about the Subway restaurant).

Table 4.1-1. Monument Plaza on 2100 South Level of Service Analysis

Scenario	Eastbound Approach		Overall Intersection	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
Existing	33.8	C	32.1	C
No Exclusive EB Right-turn	86.4	F	51.7	D

Source: Fehr & Peers, July 2012

With this increase in queue length with the exclusive right-turn removed, it is likely motorists will use alternative routes more often during the peak hours. The alternative routes could include 900 East, Lincoln Street, 1000 East, and McClelland Street. An alternative to reduce delay and queue lengths for the eastbound direction of travel is to move the monument to the south or west to accommodate a 10 foot exclusive right-turn lane adjacent to the through lane; however, this is not a popular alternative to the public. This would still allow the expansion of the plaza to the south, but alleviate some of the impacts of losing the existing exclusive right-turn lane that bisects the plaza today.

The public (including the adjacent property owners and the project stakeholders) have expressed positive interest in the expansion of plaza. One property owner voiced concern with the expansion due to the loss of on-street parking that is adjacent to his property.

An extension (Phase Two) of the Phase One streetcar is now under consideration, and the locally preferred alternative (LPA) would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the Monument Plaza at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to

McClelland Street and onward. It should be noted that the traffic volumes used in this analysis do not account for the internal capture and streetcar ridership that will occur with the proposed redevelopment and/or the streetcar line. Figure 4.1-1 shows a conceptual illustration of the expanded plaza with the proposed streetcar line.

The following Table 4.1-2 summarizes the feasibility criteria for evaluation.

Table 4.1 -2. Monument Plaza on 2100 South Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Monument Plaza on 2100 South	<ul style="list-style-type: none"> • Encourages pedestrian-first zone • Provides pedestrian-scale activities in the Sugar House CBD by providing open space corridors • Establishes the Sugar House Plaza Monument as the community focal point • Provides a central public plaza with strong pedestrian connections • Provides enhanced pedestrian crossings • Encourages safer and increased levels of bicycling and walking • Provides potential end-of-line station location for streetcar 	+ / + / - / + ¹	<ul style="list-style-type: none"> • Loss of on-street parking (18 spaces) • Increase of 19.6 seconds of average delay for overall intersection • Increase of 52.6 seconds of average delay for the eastbound approach • 95th percentile queue increase of 500 feet for eastbound approach 	Medium

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

MONUMENT PLAZA RECONFIGURATION

Figure 4.1-1 | Sugar House Business District Circulation Plan



4.2 Sugarmont Drive / Wilmington Avenue Realignment

This section summarizes the feasibility of realigning Sugarmont Drive and Wilmington Avenue at Highland Drive. This realignment is included in the Sugar House Master Plan.

Existing Conditions

Wilmington Avenue is a two-lane street about a ¼ mile in length in the Study Area from 1300 East to Highland Drive. The terminus of Wilmington Avenue at these two streets is a signalized tee-intersection. Wilmington Avenue has sidewalks and bicycle lanes on both the north and south side of the street. The ADT on Wilmington Avenue is approximately 5,500. Wilmington Avenue provides vehicular access to various commercial and office spaces, as well as to the future Wilmington Gardens and Sugar House Center developments. There is also a pedestrian and bicycle connection from Wilmington to the Hidden Hollow. The signalized intersection of Wilmington Avenue / Highland Drive operates at a LOS A with an overall average delay per vehicle of 8.9 seconds.



Sugarmont Drive is a two-lane street about a 1/3 mile in length in the Study Area from Highland Drive to 900 East. All intersections along Sugarmont Drive and at the terminus are unsignalized, stop-controlled intersections. The eastern 450-foot portion of Sugarmont Drive that intersects with Highland Drive is one-way travel in the westbound direction until it merges with Simpson Avenue, then it converts to two-way travel. Sugarmont Drive provides access to the Fire Station, Fairmont Aquatic Center, and Fairmont Park. There are no sidewalks on the north side of Sugarmont Drive or about 300 feet on the westerly end (near the tennis courts) of the south side. The intersection of Sugarmont Drive / Highland Drive operates at an LOS A with an average worst movement (northbound left-turn) delay per vehicle of 5.7 seconds. The intersection of Sugarmont Drive / 900 East operates at an LOS C with a worst approach (westbound) delay of 16.0 seconds per vehicle.

Realigning Sugarmont Drive and Wilmington Avenue

The realignment of Wilmington would likely occur with the east leg remaining in its current location and a new west leg extending from the Highland / Wilmington intersection to connect with Sugarmont near the McClelland intersection. Figure 4.2-1 shows a conceptual illustration

REALIGNMENT - WILMINGTON & SUGARMONT

Figure 4.2-1 | Sugar House Business District Circulation Plan



of the realignment. Simpson Avenue would also connect to the new Wilmington alignment as well as a potential new north/south street bisecting the Granite Block. Global Positioning System (GPS) travel time runs were performed on three routes in the study area, as shown in Figure 4.2-2. The purpose of the travel time runs was to compare the time it takes to go from 1300 East / Wilmington Avenue to 900 East / 2100 South utilizing three different routes. Table 4.2-1 shows the travel time comparison. The route (Route #1) using Wilmington, Highland, Sugarmont, and 900 East is most similar to the route that would exist if Wilmington and Sugarmont were realigned.

Table 4.2 -1. Travel Time Comparison

<i>Route</i>	<i>Description</i>	<i>Eastbound¹</i>	<i>Westbound¹</i>	<i>Total¹</i>
1	Wilmington, Highland, Sugarmont, 900 East	2:55	3:00	5:55
2	Wilmington, Highland, 2100 South	2:43	3:00	5:43
3	1300 East, 2100 South	3:25	2:40	6:05

Notes:

¹Represents the travel time in minutes:seconds

Source: Fehr & Peers, July 2012

As shown in Table 4.2-1, all routes are within 22 total seconds of each other, but Route #1 has the shortest total travel time. With that said, either of the routes could vary by up to a minute (higher or lower) depending on at what moment a vehicle arrives at an intersection during the cycle of the signal. One could assume that Route #1 would be similar in travel time to the route along the proposed realigned Wilmington and Sugarmont.

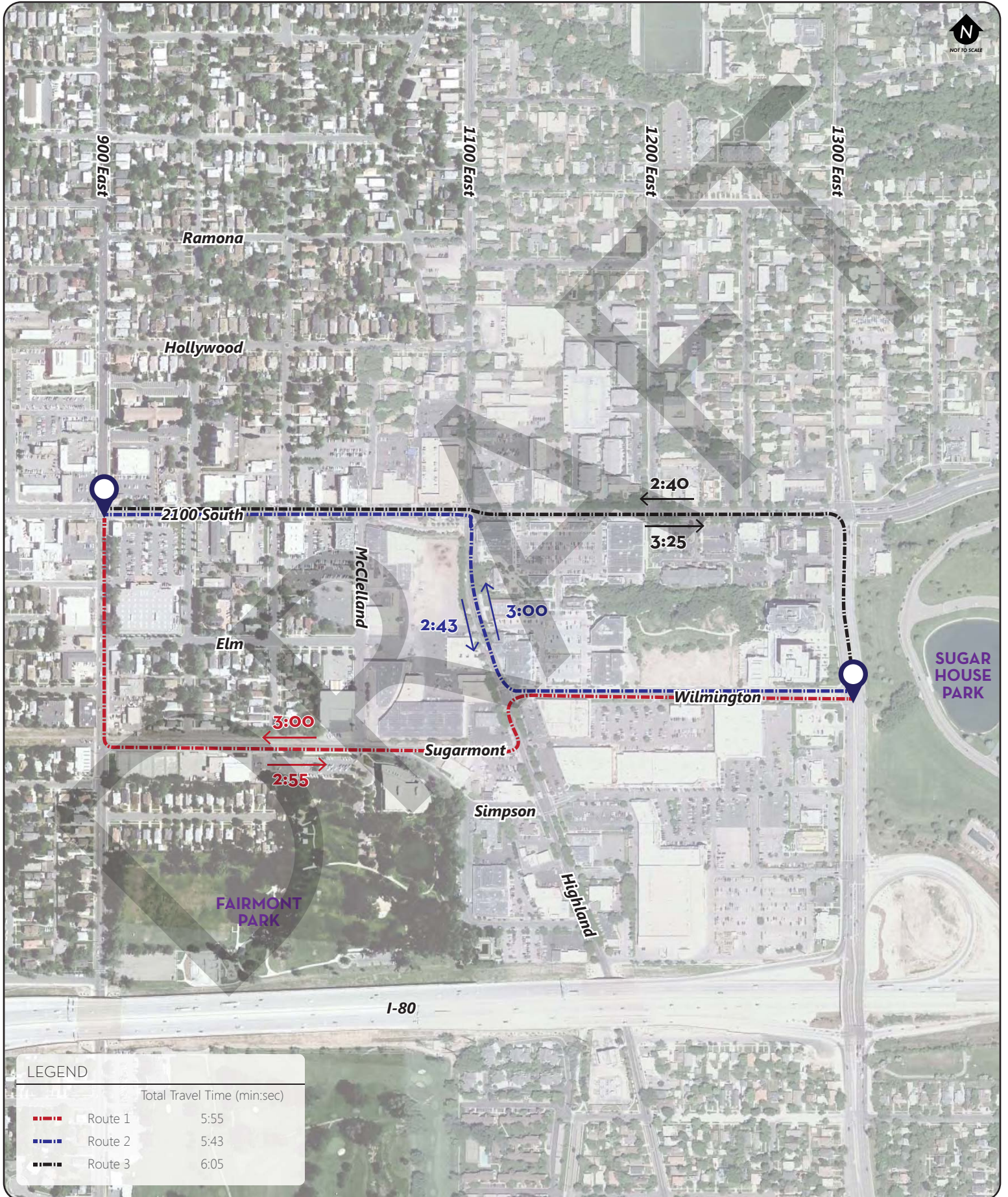
Route #2 could be reduced by implementing some minor modifications to roadway striping on the northbound approach of the 1100 East / 2100 South intersection (see Implementation Plan in Chapter 5). The eastbound travel time for Route #2 could increase with the elimination of the exclusive eastbound right-turn lane (see Section 4.1) at 1100 East / 2100 South.

Using the travel time data and traffic counts currently on the roadways, the change in PM peak hour traffic volumes was estimated. The traffic volumes at Wilmington / Highland increased (due to the addition of another intersection approach) by approximately 3% with the realignment which resulted in the LOS staying at a B and an increase of 2.7 seconds of delay per vehicle.

Pedestrian and bicycle amenities could be added to the new realignment to connect to existing pedestrian and bicycle facilities on Wilmington, Sugarmont and the Parley's Trail. The realignment could also be utilized as a route by the future streetcar extension.

TRAVEL TIME COMPARISON

Figure 4.2-2| Sugar House Business District Circulation Plan



In summary, the realignment of Wilmington and Sugarmont would create more accessibility and connections for the Sugar House CBD area. The benefit of the realignment is more centralized to the core of Sugar House and is less of a regional mobility benefit due to the “t”-intersections on both ends of the route at 1300 East and 900 East. As redevelopment continues along the Granite Block and potentially at the tennis courts/community gardens at 900 East / Sugarmont, the need for the realignment could be more beneficial and important than it currently appears in the short-term.

The following Table 4.2-2 summarizes the feasibility criteria for evaluation.

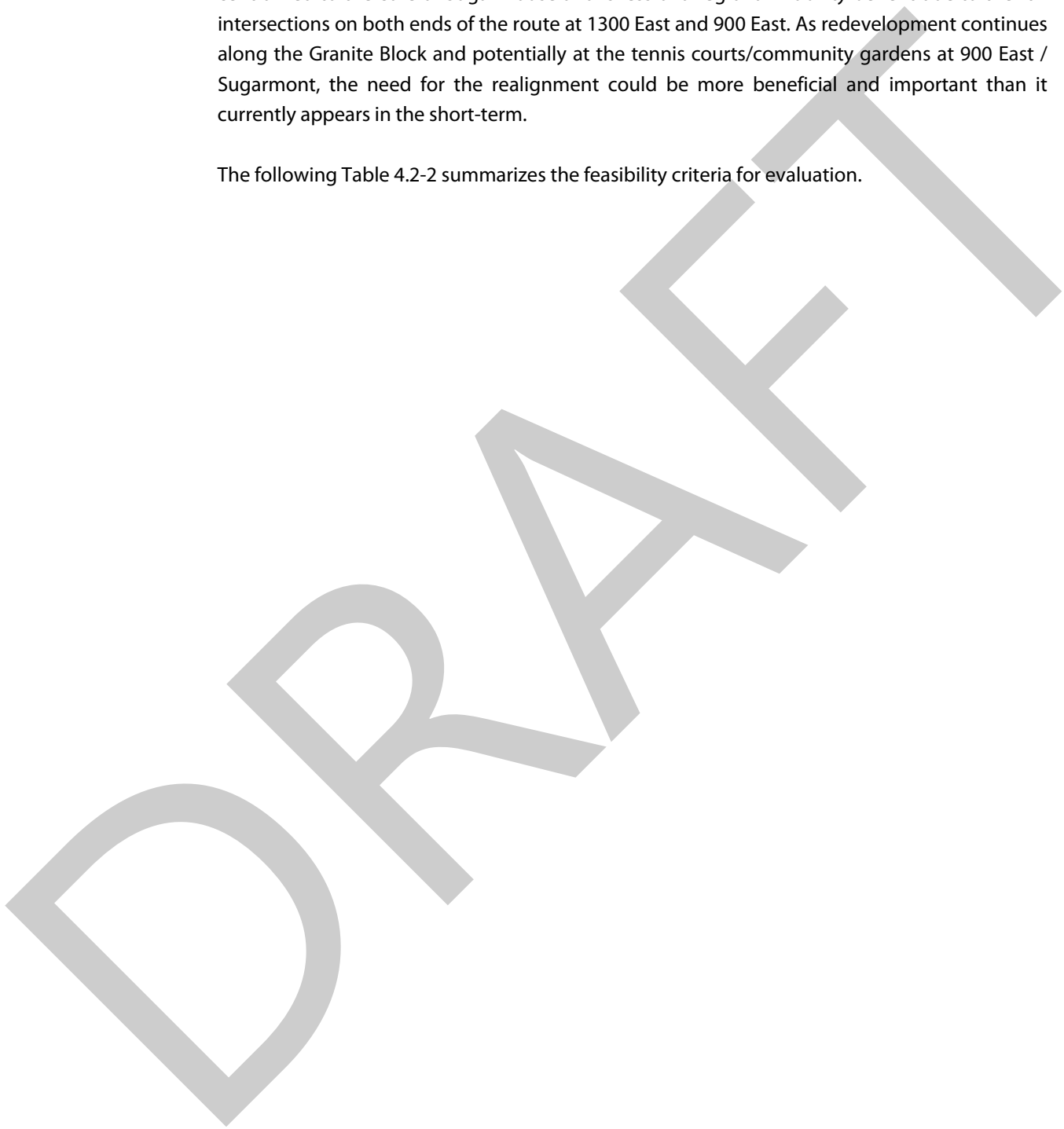


Table 4.2-2. Sugarmont Drive / Wilmington Realignment Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Sugarmont Drive and Wilmington Realignment	<ul style="list-style-type: none"> Improves all modes of mobility including street and trail networks, transit, pedestrian and bicycle movement opportunities Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Redesigns the present circulation system to provide better internal access within the business district Evaluated the feasibility and impacts of realigning Sugarmont with Wilmington at the Highland Drive intersection Provides bicycle lanes where appropriate and feasible 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> Loss of commercial property (i.e. Zions Bank, and other Granite Block buildings) Cost to acquire land from property owners Access to property on one-way section of Sugarmont could potentially be lost Potentially challenging intersection where McClelland, Wilmington, Simpson, Sugarmont, Streetcar, and Parley's Trail all intersect. 	High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.3 Highland Drive Road Diet

This section summarizes the feasibility of converting Highland Drive from a four-lane cross section of traffic to three-lanes from 2100 South to the I-80 overpass. The evaluation of this conversion is included in the Sugar House Master Plan.



Existing Conditions

Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking on both sides. Highland Drive has a posted speed limit of 30 mph in the Study Area. Highland Drive has the following street widths:

- 60 feet (includes gutters) – consists of two travel lanes in each direction and parallel on-street parking on both sides. Located throughout sections between Wilmington Avenue and 2100 South.
- 48 feet – consists of two travel lanes in each direction. Located primarily between Simpson Avenue and Wilmington Avenue. There is no parking in this section.
- 40 feet – consists of two travel lanes in each direction. Located in various sections between Wilmington Avenue and 2100 South (where there is no on-street parking) and south of Simpson Avenue.

The existing LOS for the key intersections along Highland in the Study Area is shown below in Table 4.3-1.

Highland Drive Road Diet

The road diet of Highland Drive would consist of a three-lane cross section with one travel lane in each direction, a center turn lane, parallel on-street parking (at existing locations only), and bicycle lanes between the I-80 overpass and 2100 South (approximately 1,900 feet in length). The center turn lane will need to terminate at the I-80 overpass in order for the three-lane section to join with the two-lane section that exists south of the overpass. The width of travel and bicycle lanes would vary based on the actual width of the roadway. The amount and location of on-street parking does not change with the implementation of the road diet. There is not enough right-of-way width to consider alternative parking configurations, such as angled parking. Figure 4.3-1 shows the extent and location of the road diet area and proposed cross sections. The following Table 4.3-1 shows the traffic operations results of reducing the number of travel lanes for the road diet. The existing lane configurations at 1100 East / 2100 South intersection would not change with the road diet.

Table 4.3-1. Highland Drive Road Diet Level of Service Analysis

<i>Intersection</i>	<i>Four Lanes (Existing)</i>		<i>Three Lanes (Road Diet)</i>	
	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>
1100 East / 2100 South	28.3	C	30.6	C
Highland Dr / Wilmington Ave	10.1	B	13.0	B
Highland Dr / Simpson Ave	10.0	B	13.5	B

Source: Fehr & Peers, July 2012

As shown in Table 4.3-1, the impact to vehicle delay of implementing the road diet on Highland Drive is minimal.

The following Table 4.3-2 summarizes the feasibility criteria for evaluation.

HIGHLAND DRIVE ROAD DIET

Figure 4.3-1 | Sugar House Business District Circulation Plan

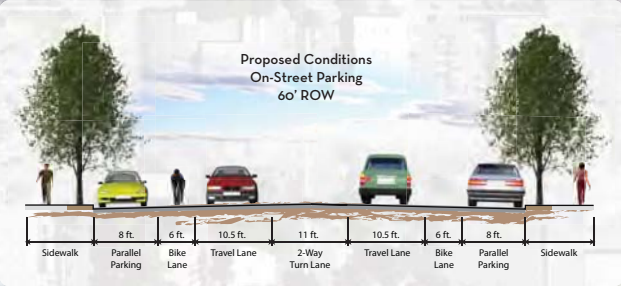
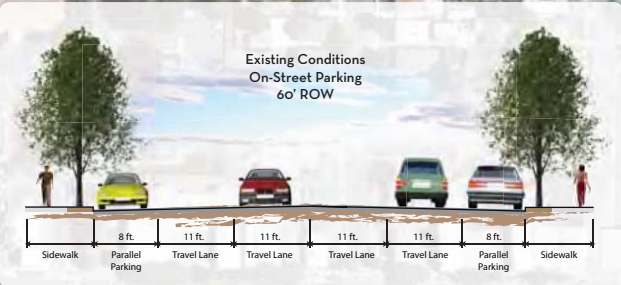


Table 4.3-2. Highland Drive Road Diet Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Highland Drive Road Diet	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides bicycle lanes where appropriate and feasible Evaluated the feasibility of making Highland Dr, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> In areas where the street width is 40 feet, bicycle lane widths (five feet) and travel lane widths (10.5 feet) will likely need to be less than standard for Salt Lake City. 	Low

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

In summary, the Highland Drive road diet would have minimal vehicular impact along the street and key intersections. Although the lane reduction would slightly increase average delay at the key signalized intersections, roadway segment delay would likely decrease due to the center turn lane that would exist which removes stopped turning vehicles from the travel lane. The road diet would also provide bicycle lanes which improve the multi-modal accessibility in

the Study Area. Also, by reducing travel lanes and providing a buffer (bicycle lanes) between the sidewalk and the vehicle travel lanes will create a better and more comfortable environment for pedestrians. The net supply of on-street parking remains the same in either condition.

4.4 *Division of Large Blocks*

This section summarizes the feasibility of dividing larger blocks into smaller blocks within the Study Area. The evaluation of this division is a goal from the Sugar House Master Plan.

Existing Conditions

The Sugar House CBD consists of large blocks with minimal and/or undefined multi-modal connections to the existing street grid. The large blocks in the Study Area that need to the most improvement include: the Granite Block and the Sugar House Center block.

Division of Large Blocks

Large blocks can be divided into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. Smaller blocks create better accessibility, walkability, and distribution of traffic, which results in an increase in mobility and a decrease in congestion. Figure 4.4-1 shows the proposed division of blocks with pedestrian pathways (including trail systems and general walkways) and streets.

The following Table 4.4-1 summarizes the feasibility criteria for evaluation.

DIVIDING LARGER BLOCKS

Figure 4.4-1 | Sugar House Business District Circulation Plan

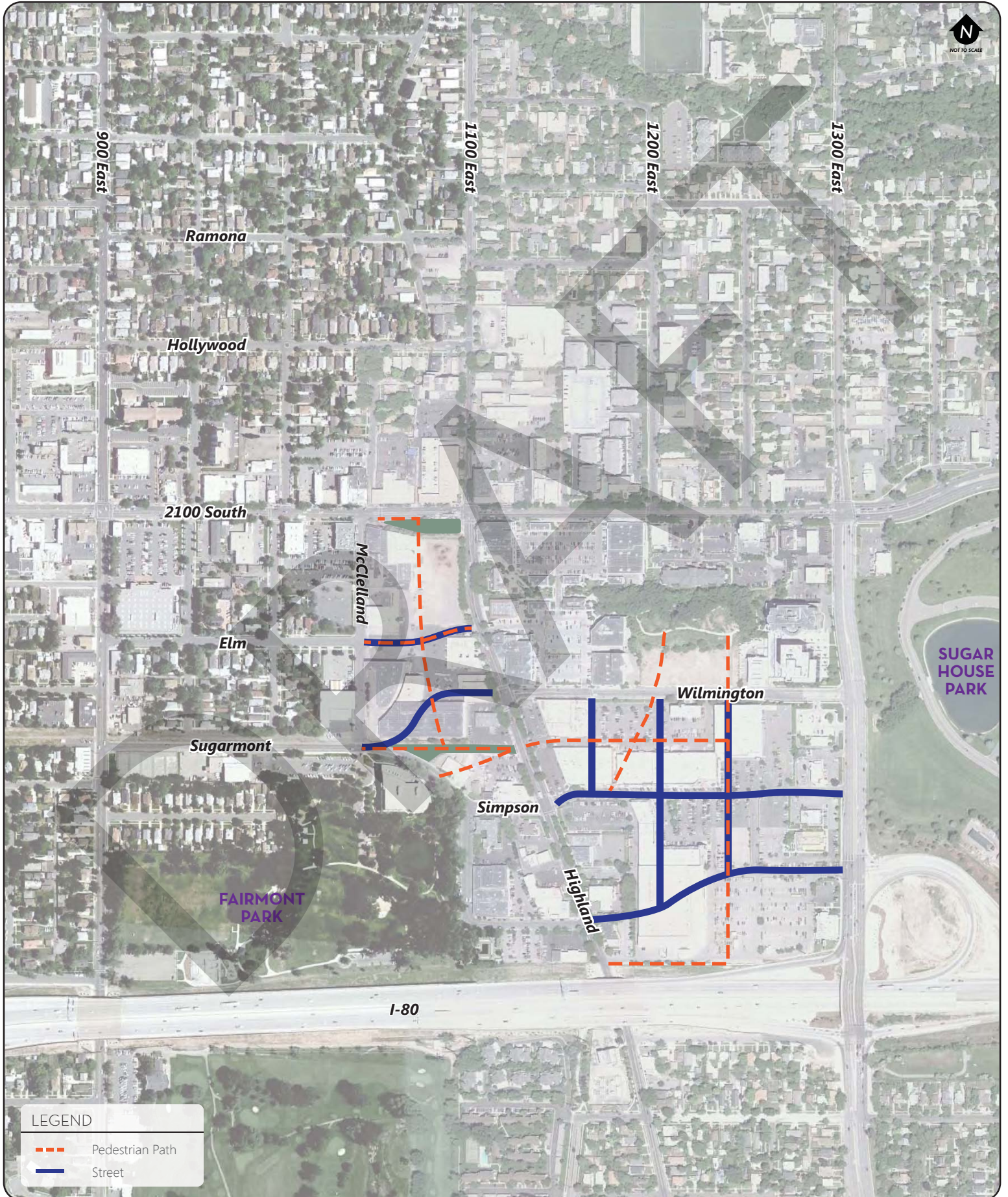


Table 4.4-1. Division of Large Blocks Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Division of Large Blocks	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity Provides better internal access Divides large blocks into smaller blocks 	+ / + / + / + ¹	<ul style="list-style-type: none"> Collaboration with property owners for implementation 	Med to High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.5

Addition of Bicycle Lanes on 2100 South

This section summarizes the feasibility of adding bicycle facilities to 2100 South. Although the Study Area of this *Plan* is from 900 East to 1300 East, for this particular feasibility study the Study Area was expanded to include all of 2100 South within Salt Lake City boundaries. 2100 South is a major road in the heart of Sugar House, connecting it to residential neighborhoods to the east, and residential, commercial, and industrial districts to the west. The roadway is



owned by Salt Lake City. Several goals and statements within the Sugar House Master Plan relate to this topic in various ways, including:

- Provide for multiple modes of transportation that are safe, convenient, and comfortable;
- Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
- Evaluate the existing policy that prohibits cyclists from using the

sidewalk in the Sugar House Business District and leaves the cyclist without a bicycle lane or path as an alternative;

- Ensure new land uses located adjacent to bicycle routes require installation of street improvements, and provide bicycle lanes where appropriate and feasible;
- Provide safe bicycle routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
- Use American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) standards for bicycle lane width and signage for new construction; and use road construction projects as opportunities to upgrade existing bicycle lanes to meet these standards;
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation;
- Connect bicycle routes with regional trail systems in other jurisdictions and neighboring communities;
- Support the elimination of on-street parking on one side of roadways to allow the addition of bicycle lanes; and
- Provide bicycle racks and lockers at destination points and at transit terminals;
- Enhance pedestrian crossings along 2100 South;
- A pedestrian first zone, reducing travel distances encourages safer and increased levels of bicycling and walking;
- Pedestrians should have the right-of-way over all other modes of transportation;
- Use a landscaped area to provide a buffer zone

Existing Conditions

In the heart of Sugar House, 2100 South is a four-lane roadway with an occasional center turn median. The roadway has variable characteristics along its length between 300 West and Parley’s Way, which represents the majority of the urban roadway. Table 4.5-1 identifies major segments of the roadway and their characteristics.

Table 4.5-1. 2100 South Characteristics

Segment	No. of Lanes	Sidewalks	Parkstrip	On-Street Parking	ADT ¹
300 West to 200 East	4	Yes	No	No	18,000
200 East to 700 East	4	Yes	Yes	No	17,000
700 East to 900 East	4	Yes	Yes	No	26,000
900 East to 1300 East	4	Yes	Yes	Some	25,000
1300 East to 1700 East	5	Yes	Yes	North side only	22,000
1700 East to 2100 East	4	Yes	Yes	No	19,000 ²
2100 East to Parley’s Way	4	Yes	Yes	No	15,000 ²

Notes:

¹2010 Average Daily Traffic data from UDOT’s Traffic on Utah Highways.

²2010 Average Daily Traffic from Salt Lake City Transportation Division

Source: Fehr & Peers, July 2012

Accommodating Bicycle Lanes

Salt Lake City could pursue several options for accommodating bicycle lanes on 2100 South. These include removing a traffic lane (also known as a “road diet”), removing on-street parking, widening the roadway, or establishing a shared bicycle/vehicle/transit on outside lanes. These options are outlined in Table 4.5-2.

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

Alternatives	Technical/Safety Constraints	Project Cost (low/med/high)
Add bicycle lanes through a Road Diet on 2100 South	<ul style="list-style-type: none"> Road diets for a four-lane to three-lane cross section can generally be successful with volumes up to 20,000 ADT depending on the application; see Table 4.1-8 for 2100 South ADT. Intersection at 2100 South and 700 East is frequently congested with high right-turn volumes. Potential delay for bus routes if congestion increases. East of 1300 East, a road diet is feasible in the eastbound direction by replacing the outside travel lane between 1300 East and 1700 East with an uphill bicycle lane. A cycle track is also a possibility in this segment. This alternative is not likely west of 1300 East. 	Low

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

Alternatives	Technical/Safety Constraints	Project Cost (low/med/high)
Remove on-street parking to add bicycle lane	<ul style="list-style-type: none"> On-street parking is only present in limited sections of 2100 South (see Table 4.1-8). Removes buffer between pedestrians and travel lanes. Potential for bus conflicts across bicycle lanes. Street lights would need to be relocated as well as parkstrip trees. Current on-street parking levels would need to be analyzed further to determine utilization. 	Medium
Shared bicycle/vehicle outside lane	<ul style="list-style-type: none"> Frequent right turns and intersections create possible safety hazards. 	Low
Widen roadway to accommodate bicycle lanes	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening between 600 East and 1300 East. Right-of-way may be available between 200 East – 600 East and east of 1300 East via removal of on-street parking or road diets. 	High
Widen the sidewalk to better accommodate cyclists ¹	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening sidewalks between 600 East and 1300 East. Some street lights would need to be relocated. Some parkstrips would need to be removed. Conflicts between pedestrians and cyclists on the sidewalk. Safety issues with vehicles entering/exiting driveways, not expecting to see cyclists on the sidewalk. 	High

Notes:

¹While this is not a typical preferred solution, it should be noted that bicycle counts conducted at the intersection of 1100 East and 2100 South revealed that 53 – 80% of the cyclists traveling through that intersection were on the sidewalk.

Source: Fehr & Peers, July 2012

200 East to 600 East

Conclusion

It is feasible to add a bicycle lane through elimination of on-street parking between 200 East – 600 East on both sides of the street.

Considerations

- Further evaluate the necessity of on-street parking for businesses and residences throughout these areas.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.

600 East to 1300 East

Conclusion

An on-street bicycle facility is not recommended in this section, due to high traffic volumes and inadequate width for cyclists. Salt Lake City should support finding other east-west alternates for cyclists, such as Westminster Avenue or the proposed Parley's Trail. A road diet is not recommended based on the daily traffic volumes.

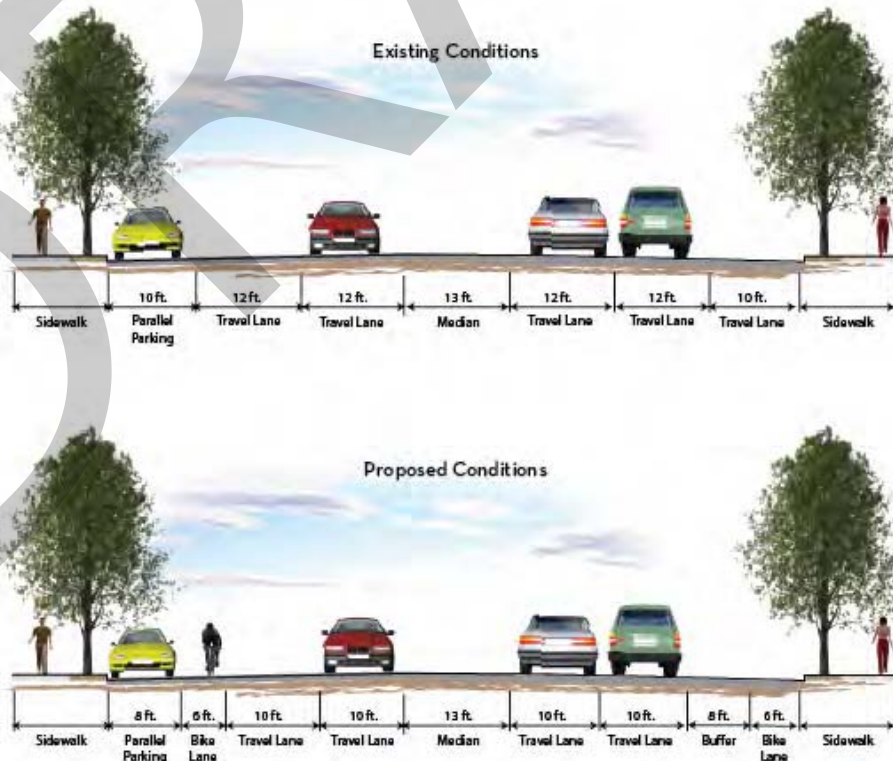
Considerations

Percentage of total bicycles on 1100 East and 2100 South using the sidewalk ranged from 53% - 80%. The option of allowing cyclists to ride on the sidewalk is unconventional, but reflects the trends that are already occurring on the corridor. Given that these behaviors are already taking place, Salt Lake City may wish to consider safety treatments that alert motorists to the potential presence of cyclists on the sidewalk.

1300 East to 1700 East

Conclusion

A road diet is feasible on eastbound 2100 South between 1300 East and 1700 East, which will allow space for a buffered bicycle lane. Narrowing westbound vehicle and parking lanes can provide adequate space for a westbound bicycle lane as well. These can be accomplished without major resurfacing of the roadway. Space reallocations are demonstrated in the following cross-sections.



Considerations

A two-way “cycle track” is also feasible on the south side of 2100 South if the existing outside eastbound lane is removed. Cycle track alignments would not continue west of 1300 East or east of 1700 East. Cycle track treatments would need to transition at these intersections to match bicycle treatments in adjacent roadway segments. Intersections between 1300 East and 1700 East will require special treatments as well in order to accommodate a cycle track.

1700 East to 2300 East

Conclusion

It is feasible to add a bicycle lane in both directions by instituting a road diet, through eliminating the outside travel lane and adding bicycle lanes plus a center turn lane. Another option would be to establish outside shared lanes eastbound and westbound, using shared lane markings and “Bikes May Use Full Lane” signage.

Considerations

- Any transition between bicycle treatments on the corridor (bicycle lanes vs shared lane markings) will need to be carefully designed to minimize confusion and enhance bicyclist safety.
- Salt Lake City should conduct a traffic analysis to verify that a road diet will not result in undue traffic congestion in this corridor; it is possible that the surrounding neighborhoods will voice concerns regarding cut-through traffic. It is recommended that the City perform public outreach prior to implementation of a road diet.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.
- Logical termini for bicycle lanes on 2100 South is 2300 East due to the presence of bicycle lanes on this roadway; adequate space may exist east of 2300 East to accommodate a bicycle lane on the shoulder, but the roadway eventually transitions into a freeway on-ramp without space for cyclists. Other logical connections east of 2300 East may be considered if bicycle lanes were to continue further.

4.6

Parley’s Trail Connection

This section summarizes options for a Parley’s Trail alignment between the Fairmont Aquatic Center (located on Sugarmont Avenue and McClelland Avenue) and Hidden Hollow Park (located west of 1300 East and north of Wilmington Avenue). Establishing a Parley’s Trail connection meets several goals from the Sugar House Master Plan, such as:

- Provide for multiple modes of transportation that are safe, convenient, and comfortable;

- Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
- Provide safe bike routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation; and
- Connect bike routes with regional trail systems in other jurisdictions and neighboring communities.

Planning Context

Several factors must be considered when evaluating options for the Parley's Trail in this section. These include adjacent Parley's Trail sections and their design treatments, potential transportation investments in the area, and development plans for private property parcels in the section under study.

Adjacent Trail Sections

West of McClelland Avenue, the Parley's Trail is planned for co-location with the Sugar House Streetcar, generally within the UTA right-of-way. East of Hidden Hollow, a tunnel (The Draw) will soon be under construction at 1300 East which will connect trail users from Hidden Hollow to Sugar House Park, and to trail links eastward from there. The trail from Hidden Hollow to 1700 East will be paved for use by both bicyclists and pedestrians, but separated from vehicles.



Potential Transportation Investments

Two potential transportation investments between McClelland Avenue and Hidden Hollow are noteworthy for the Parley's Trail. First, Salt Lake City has, for some time, considered realigning Wilmington Avenue with Sugarmont Drive. Both roads terminate at Highland Drive, and currently do not align. A realignment of these two roads could potentially join the two roadways together and create better accessibility of traffic in the Sugar

House area (see Section 4.1.2 and the figure above). It could establish an on-street Parley's Trail alignment, placing trail users on bike lanes and pedestrians on sidewalks to connect between McClelland Avenue and Hidden Hollow. However, realignment is not feasible in the short-term, but could be more viable in the mid- to long-term as redevelopment continues along Sugarmont Drive and land is acquired on the Granite Block. Since the realignment is not considered feasible in the short-term future, it is also not currently available as an option for the Parley's Trail.



Another potential transportation investment in the area is Phase Two of the Sugar House Streetcar. Phase One of the Sugar House Streetcar extends from the 2100 South (Central Pointe) TRAX Station to McClelland Avenue, and began construction in spring 2012. An extension (Phase Two) is currently under consideration, and would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward. The following figure illustrates the locally preferred

alternative (LPA) alignment for the streetcar in this area. An eventual streetcar extension along 1100 East to 1700 South may be considered in the future. Sugarmont Drive, currently a one-way road westbound with on-street space for bicyclists and pedestrians, would be closed to vehicles other than the streetcar.

Development Plans

As previously discussed in Section 2.1.2, several major redevelopment projects are progressing in the Sugar House area. This includes Wilmington Gardens between Highland Drive and 1300 East north of Wilmington Avenue, and Sugar House Center between Highland Drive and 1300 East, south of Wilmington Avenue. Both projects involve developers who are supportive of the Parley's Trail concept and bicycle and pedestrian facilities in general. The Wilmington Gardens project will establish a bicycle-specific trail on the east edge of their project to accommodate cyclists exiting Hidden Hollow using the Parley's Trail, while pedestrians may connect from the trail in Hidden Hollow to Wilmington Gardens from a pedestrian plaza and corridor in the center of the project. Development plans at the Sugar House Center are in a preliminary stage, and will become more detailed after this Plan is complete.

Recommendations and Considerations

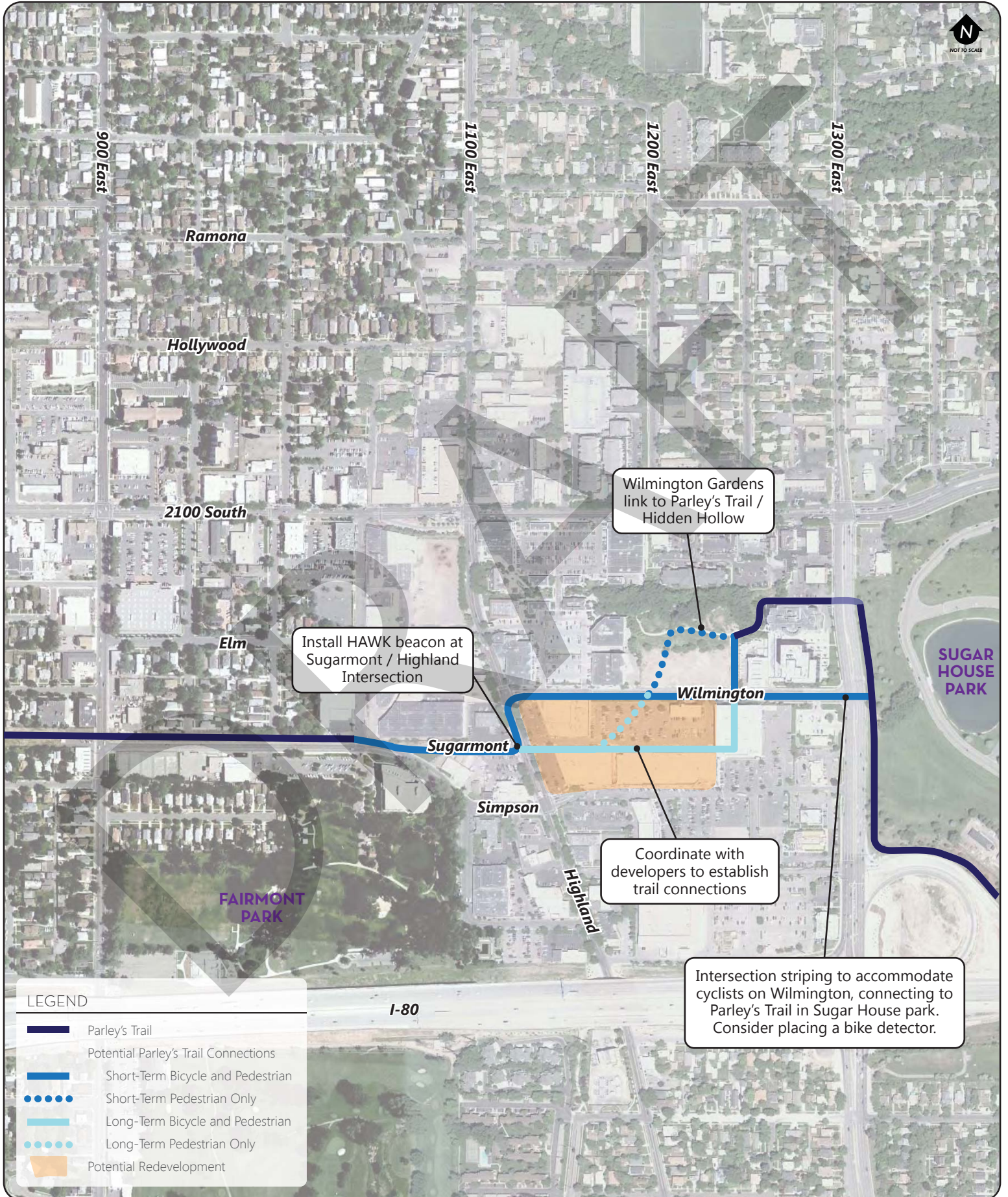
The recommendations for the Parley's Trail are shown in Figure 4.6-1. Specific improvements associated with the recommendations include:

- Parley's Trail users can use planned separate connections in the Wilmington Gardens project to travel between Wilmington Avenue and Hidden Hollow: bicyclists using the trail on the eastern edge of the property, pedestrians through the corridor and plaza in the center of the project.
- Existing bicycle lanes on Wilmington Avenue should be restriped, including accommodations for cyclists to make left turns at both ends of the corridor. Bicycle detector loops should be considered.
- For the near future, trail users should use Wilmington Avenue and Highland Drive to connect to the Sugar House Streetcar greenway on Sugarmont Drive.
- Salt Lake City should continue discussions with the developers of the Sugar House Center to establish pedestrian corridors linking from Wilmington Gardens to Sugarmont Drive.

DRAFT

PARLEY'S TRAIL CONNECTION

Figure 4.6-1 | Sugar House Business District Circulation Plan



- A HAWK beacon at the intersection of Sugarmont Drive and Highland Drive is recommended; this would ideally connect interior pathways at the Sugar House Center to the Sugar House Streetcar and greenway. This will become more critical as pedestrian connections are established through the Sugar House Center and if the proposed streetcar line extends to Highland Drive.
- Adequate space exists on Sugarmont Drive, with roughly 35 feet of right-of-way, to accommodate both the streetcar and the Parley's Trail along the streetcar's south side. The turning radius for the streetcar may necessitate more space from the trail area; if this is the case, the trail could be shifted slightly southward into property owned by Salt Lake City that is planned for redevelopment.

4.7 *Raised Street Level on Highland Drive*

This section summarizes the feasibility of raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue. The evaluation of this project was recommended by RDA staff.

Existing Conditions

Highland Drive has a four-lane cross section between Sugarmont Drive and Simpson Avenue and has a posted speed limit of 30 mph. The ADT on Highland Drive is approximately 21,200.

Raised Street Level

A raised street would consist of raising the street level to the same elevation as the sidewalks and future proposed plazas in the area. With the redevelopment of the Sugar House Center and the Deseret Industries block, as well as the proposed plaza at Sugarmont – the raised street level could tie all the developments and plazas together creating a synergy between them, the plazas, and Farimont Park. As previously discussed, this is also the proposed location for the Parley's Trail connection. The streetscape and amenities plan should provide further evaluation of this project.

The following Table 4.7-1 summarizes the feasibility criteria for evaluation.

Table 4.7-1. Raised Street Level on Highland Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Raised Street Level on Highland	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> Streetcar design (going up and down the elevation change) Bollards (or something similar) may need to be placed on either end to visually segregate pedestrian plazas from the raised street area 	Med to High

Notes:

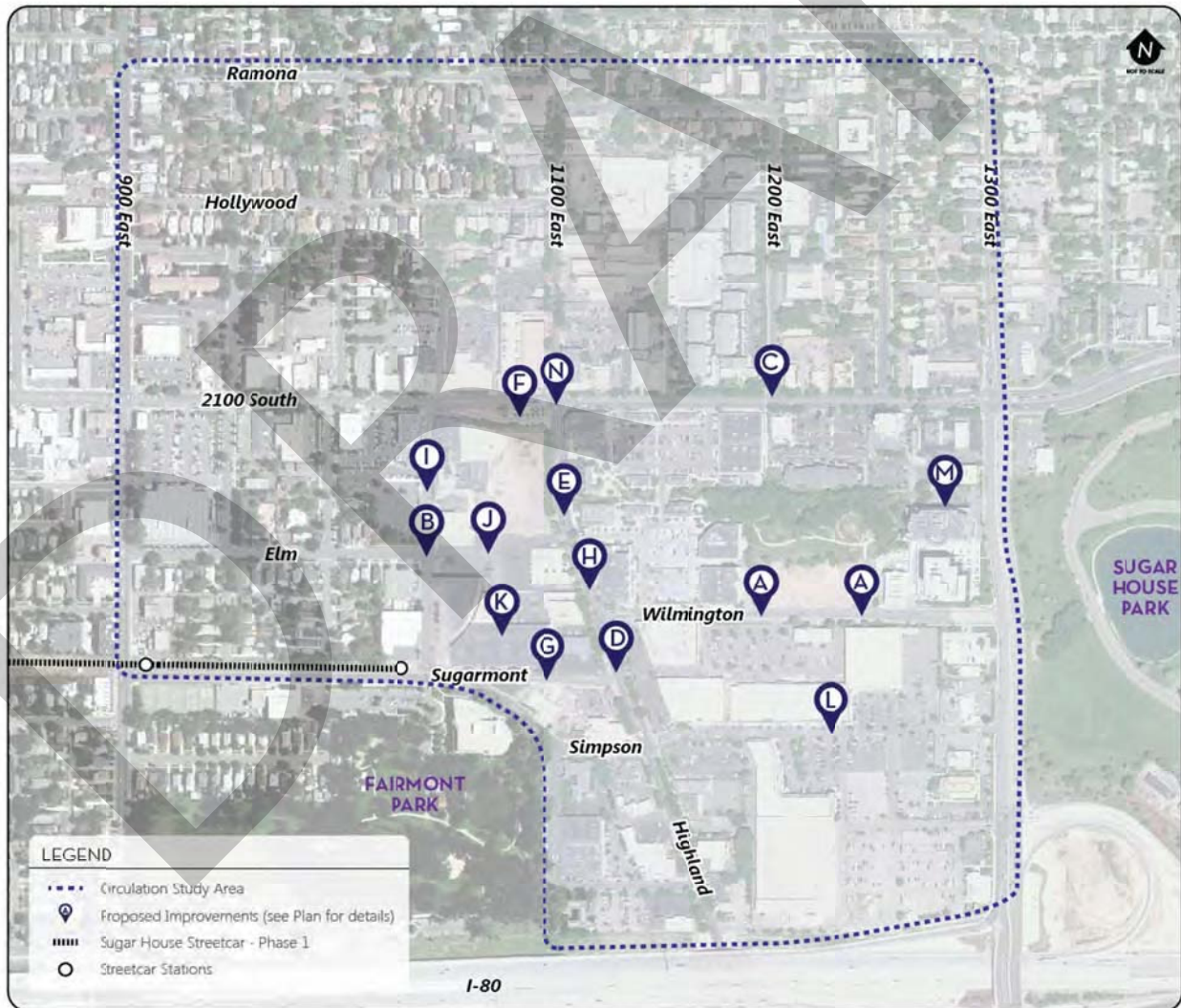
¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

CHAPTER 5: IMPLEMENTATION PLAN

5.1 Proposed Improvements - Specific Locations

The figure below illustrates locations where opportunities for specific improvements were identified. A series of Project Sheets follow that correspond with map locations. It should be noted that the improvements shown on some of the Project Sheets can serve as prototypical improvements that could be applied at other locations. Also note that currently no safety studies have been conducted in these locations. These studies, along with greater examination of drainage and parking impacts, are necessary before making any determination on how to proceed. This *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.



5.2 Mid-Block Crossings

A. Wilmington Avenue



Short Term

Existing Site Characteristics

- Currently, there is one mid-block crossing on Wilmington near Highland and a crosswalk at the intersection of Wilmington and 1300 East.
- The nearest crossing point to the proposed crossing area is 250 feet away.
- Wilmington Avenue is a low-volume road.

Design Recommendations

- Improve visibility through signage and striping
- Possibly raise crosswalk and texture
- Cost may be associated with development projects

Possible Concerns

- As development occurs along Wilmington, roadway volumes may increase.



B. McClelland at Elm



Short Term

Existing Site Characteristics

- Currently, there is one mid-block crossing on McClelland Street, 230 feet north.
- McClelland Street is a low-volume road, with a number of development plans along both sides.
- A Sugar House Streetcar station will be located 375 feet south of this intersection.

Design Recommendations

- Improve visibility through signage and striping
- Possibly raise crosswalk and texture

Possible Concerns

- Conflict with proposed cycle track and trail users.



5.3 HAWK Beacons

C. 2100 South at 1200 East (already funded by the City)



Short Term

Existing Site Characteristics

- The crossing features flags for pedestrians to use to increase visibility on both approaches.
- UTA bus stop is close to crosswalk.
- Westminster sees 1200 East as a pedestrian connection to the college.

Design Recommendations

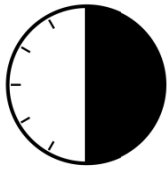
- Improve visibility of crossing through electronic signals.

Possible Concerns

- Ability to retain street trees.



D. Highland at Sugarmont



Mid Term

Existing Site Characteristics

- Signalized crossings are located 170 and 220 feet away.
- Will become a crossing for the Parley's Trail, currently being constructed alongside the Sugar House Streetcar.
- Connects Sugar House Park and Fairmont Park.

Design Recommendations

- Construct a HAWK beacon to facilitate trail users and streetcar riders.

Possible Concerns

- Spacing to the Wilmington and Simpson traffic signals.



5.4 Road Diet

E. Highland



Short Term

Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- Delay occurs as drivers wait in-lane to turn left.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bike lanes in both directions. Maintain on-street parking where it exists.

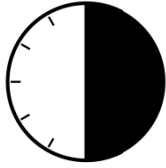
Possible Concerns

- An increase in ADT with less capacity as future developments come on line in the Study Area.



5.5 Plazas

F. Monument Plaza



Mid Term

Existing Site Characteristics

- Stop-controlled, eastbound right-turn bay.
- Plaza area with monument, bus stop, and trees.
- Angled parking along south side of right-turn bay.

Design Recommendations

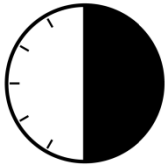
- Close Plaza to automobile traffic and remove parking.
- Provide space for streetcar to enter plaza in short-term and for streetcar station in long-term.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

Possible Concerns

- Removal of trees.
- Removal of 18 on-street parking stalls.
- Loss of exclusive eastbound right-turn lane. Could increase vehicular delay and eastbound queue length.



G. Sugarmont between McClelland and Highland



Mid Term

Existing Site Characteristics

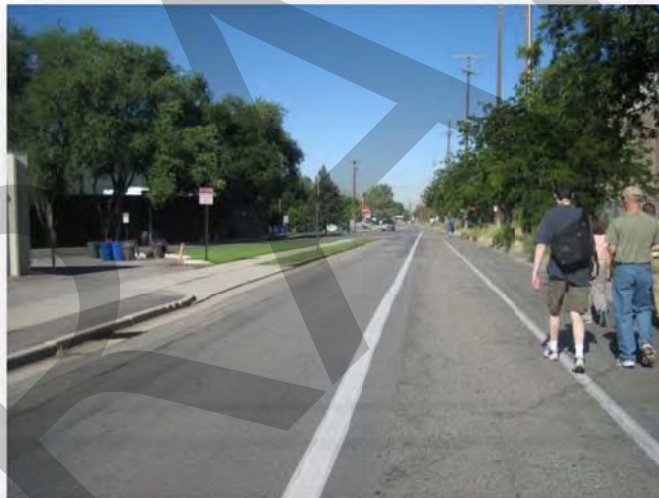
- One-way, westbound traffic with bike lane.
- Provides access for returning fire department vehicles.

Design Recommendations

- Close Sugarmont to automobile traffic, with exception for fire department vehicles.
- Provide space for streetcar and Parley's Trail users.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

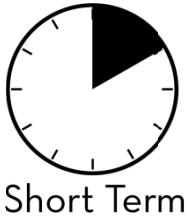
Possible Concerns

- None



5.6 Bicycle Lanes

H. Highland



Short Term

Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- There are no bicycle lanes.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bicycle lanes in both directions. Maintain on-street parking where it exists.

Possible Concerns

- None.



I. McClelland from 2100 South to Sugarmont



Existing Site Characteristics

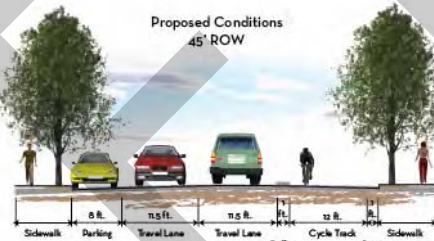
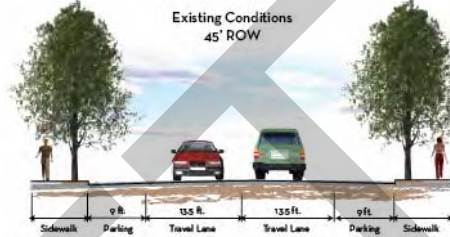
- One travel lane in each direction with unsigned on-street parking.
- No striping on roadway.
- Low traffic volumes set to increase with redevelopment on both sides of roadway.
- Future alignment for Jordan and Salt Lake Canal Trail.

Design Recommendations

- Two-way cycle track on east side of roadway.
- Cycle track minimum width of 12 feet.
- Parking in one direction should be maintained.
- Physical buffer separation from vehicular traffic.

Possible Concerns

- Driveway/minor street crossings.
- Entering/exiting cycle track.

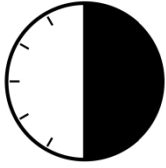


5.7

Pedestrian Connections

J.

Various Locations



Mid Term

Existing Site Characteristics

- A number of large developments with limited inviting pedestrian spaces and large parking lots.

Design Recommendations

- Create clearly delineated and signed pedestrian pathways through large blocks.
- As part of the development review process for new developments/reuse of existing developments, encourage the construction or conversion of larger blocks into smaller blocks separated by a network of narrow, short streets and/or pedestrian and bicycle corridors.

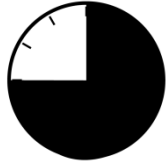
Possible Concerns

- None.



5.8 New Roadways

K. Wilmington Extension



Long Term

Existing Site Characteristics

- Wilmington Avenue exists from 1300 East to Highland Drive.
- Current configuration is one lane in each direction with bike lanes.

Design Recommendations

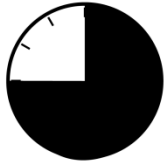
- Extend Wilmington through Granite Block to Sugarmont at intersection of McClelland.
- One travel lane in each direction with bike lanes and on-street parking.

Possible Concerns

- Intersection at McClelland/Sugarmont/Simpson.
- Development potential of parcels.



L. Simpson Extension



Long Term

Existing Site Characteristics

- Simpson currently exists from McClelland to Highland.
- Current configuration is one lane in each direction.

Design Recommendations

- Extend Simpson from Highland through Sugar House Center to 1300 East.
- One travel lane in each direction with on-street parking.

Possible Concerns

- Intersection at 1300 East will likely be restricted to right-in right-out movements only.



5.9 Parley's Trail

M. Sugar House Connection



Short Term

Existing Site Characteristics

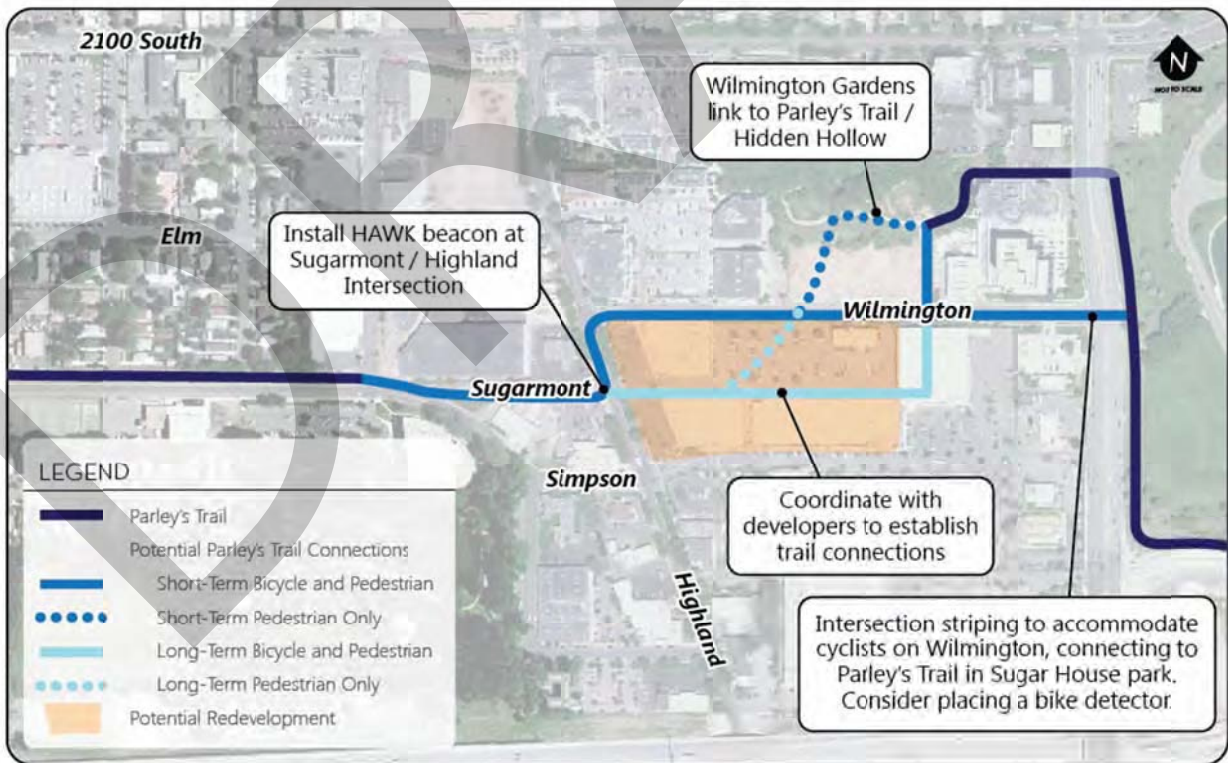
- There is no planned connection between McClelland Street (end of Greenway corridor) and the Draw (at 1300 East between 2100 South and Wilmington).

Design Recommendations

- In short term, connect the Trail on-street via Wilmington, which has on-street bicycle lanes and sidewalks on both sides.
- The Wilmington Gardens development has planned connections, both pedestrian and bicycle, for the Parley's Trail.
- In long term, work with Sugar House Center developers to accommodate trail with possible redevelopment opportunities.

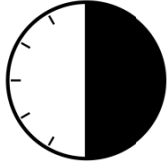
Possible Concerns

- Wayfinding.
- Ability to integrate trail into development plans.



5.10 Intersection Improvements

N. 2100 South/Highland Eastbound Right-Turn Closure



Mid Term

Existing Site Characteristics

- The current eastbound configuration at the intersection of 2100 South and Highland is one left turn lane, two through lanes, and one right-turn lane.
- Right-turn lane is stop controlled and separated from the main intersection.
- The existing right-turn lane is on the south side of Monument Plaza.

Design Recommendations

- Close right turn lane to vehicular traffic and parking.
- Eastbound movement would become one left turn lane, one through lane, and one shared through-right turn lane.

Possible Concerns

- Small increase in overall delay at intersection. More substantial increase in eastbound delay.
- Loss of 18 on-street parking stalls.
- Extended queue lengths eastbound on 2100 South.



O. Northbound Approach Improvements at 2100 South/Highland



Short Term

Existing Site Characteristics

- The current northbound configuration at the intersection of 2100 South and Highland is one left turn lane, one through lane, and one right-turn lane.
- Right lane is a trap lane, meaning all traffic in the right lane must turn right.
- Left turn lanes consistently exceeds storage lane, blocking northbound traffic.

Design Recommendations

- Reconfigure northbound approach so that the left lane turns into a left-turn trap lane.
- Northbound right would become a turn pocket.

Possible Concerns

- This configuration is only applicable prior to the implementation of the proposed Highland Drive road diet.



CHAPTER 6: Next Steps

- The City should undertake a prioritization and costing exercise beyond the scope of this *Plan*.
- In setting its priorities, the City should consider how these recommended projects help to achieve its circulation goals.
- The City should continue its engagement of property owners to help implementation the projects which are located on private property.
- Additional analysis may be needed for projects that could have a significant and unequal impact to certain modes.
- Salt Lake City should identify a variety of funding sources to construct the recommended projects described in the implementation section of this *Plan*.

CHAPTER 7: COMPLETE STREETS/STREETSCAPE AMENITIES

An opportunity for incorporating the Complete Streets concept is arriving in Sugar House. The streets within the Sugar House redevelopment area are transforming from an automobile intensive use and design to a multi-modal intensive use. This document introduces the Complete Streets concept, evaluates the current streetscape amenities within the Sugar House Business District, and then establishes a set of streetscape design standards to better accommodate this multi-modal use and guide the renovation to a Complete Streets environment. The objective is to document existing resources, discuss how to build off and incorporate existing amenities into an overarching Complete Streets design, evaluate opportunities to enhance and unify the design theme and to replace amenities that have served their lifecycle or are outdated and underperforming.

Background

The Sugar House Master Plan states, “The Business District can be improved in terms of making it a more pedestrian-oriented experience. The City needs to think “pedestrian first” when approving new developments or when implementing its own public works projects. This includes pedestrian circulation between blocks and within individual developments. It is essential that pedestrian crossings on 2100 South are added and the existing crossings are enhanced. Furthermore, implementing a pedestrian first policy for the Business District to ensure the pedestrian is given priority consideration when developing new projects or programs is recommended.” The nationally recognized Complete Streets approach will assist with fulfilling the desired Master Plan goals.



Sugar House Monument
photo by: Clint Gardner, creative commons license

Complete Streets Concept

Complete Streets are roadways designed to promote and implement safe, attractive, and comfortable access and travel for all user types, ages and abilities. Implemented through planning and urban design policy, Complete Streets are ideal tools for redevelopment areas.

A Complete Street is a roadway with accommodations provided for pedestrians, cyclists, automobiles, and, where applicable,



mass transit. Connectivity, inclusive user accommodations, neighborhood character and quality of life are the defining attributes of a Complete Street. In contrast to roadways that function solely as an automobile thoroughfare, a Complete Street functions as more of a place and experience.

The Complete Street User

The user of a Complete Street can take the form of different types of mobility: pedestrians, cyclists, streetcars, buses and automobiles. Complete Streets utilize design and amenities to make streets and the surrounding streetscape safe and accessible to the needs of these different mobility types. Connectivity and the aesthetics of the streetscape environment are key factors for creating a Complete Street experience, especially for pedestrians and bicyclists. Well-designed streets allow motorists and public transportation modes to efficiently use the street without impeding or endangering other user groups.

Complete Streets Features

It is not just the design of the space from curb to curb that define the context of Complete Streets. The surrounding environment, from the architecture to the streetscape amenities, plays a large role in establishing a Complete Streets context. The design of Complete Streets incorporates multiple components of the streetscape, including:

- Street Dimensions & Configuration
- Sidewalk Dimensions & Configuration
- Amenities & Aesthetics
- Spatial Definition



photograph by: CRSA

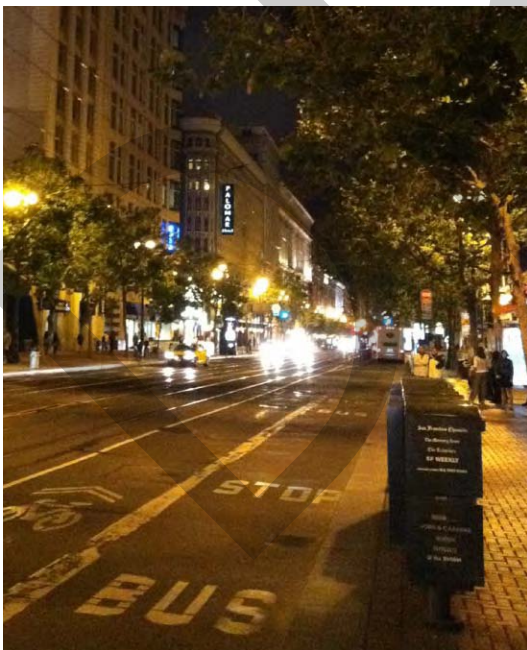
“We shouldn’t just use some antiquated language that says we have to post the speeds according to what 85 percent of motorists are doing. Instead we should take control of our streets. If 85 percent of our motorists are driving faster than we want them to, then we need to redesign the street, rather than letting the tail wag the dog. There’s something wrong with our street design if you’re getting 85 percent of our motorists to drive 10 miles an hour faster than is safe for the conditions.”

-Dan Burden, Executive Director of Walkable Communities, Inc.

Street Dimensions & Configuration

The curb to curb travel areas of Complete Streets include designated or shared-use lanes for bicyclists and transit modes. In contrast to regular streets, Complete Streets incorporate components in the street space that may include narrower travel lanes, landscaped medians, and on-street parking. A key indicator of a Complete Street is the designation of bicycle lanes or shared-use lanes. Shared lanes allow for both auto and bicycles to use the travel lane while dedicated bicycle lanes separate the users. Dedicated bike lanes also provide protection for cyclists and encourage bike use. The travel way is enhanced and defined through the use of raised crosswalks, intersection designs, colored multi-use travel lanes and decorative paving. Street width is defined as the physical curb-to-curb space. Effective width can be defined by amenities that promote a Complete Streets environment, such as on-street parking, bike lanes, painted edge lines, or bulb-outs. The edges of travel ways are spatially defined through the use of amenities such as street trees, planted park strips, and bollards. These elements all work to create a safe and inviting environment designed for multiple users.

Improvements can be made in the existing street infrastructure to create a Complete Streets context. Bike and pedestrian corridors are an effective strategy for creating more walkable, dense development environments. The addition of these corridors can create smaller blocks without adding additional automobile streets. This facilitates a higher degree of connectivity by creating more permeability among the development environment. Provision of pedestrian and bike only corridors allows them to flow through the network without needing to use busier streets.



photograph by: CRSA



photographs by: CRSA

Sidewalk Dimensions & Configuration

Complete Streets sidewalks function as more than just pedestrian walkways. When strategically designed, sidewalks become outdoor living rooms, where people eat, work, play and experience the public realm. Components of the sidewalk space can include outdoor dining, decorative planter boxes, street trees, outdoor retail space to extend store fronts, vendor kiosks, food carts, and lighting. At the corners of sidewalk space, bulb-outs extend the pedestrian space and act as buffers from faster moving traffic.

Amenities & Aesthetics

While in many city features form does follow function, good design can also be both aesthetic and functional. Textured streets, landscaping, building form and material, sidewalks and crosswalks enhance the aesthetic to a Complete Street system. Complete Street design helps to create a place and is inviting to all users.

Besides the environmental and sustainable features, trees also bring design aesthetics to the streetscape. Visually speaking trees add vertical and spatial dimension to street spaces. Street trees help make up the urban forest ecology



photograph by: CRSA



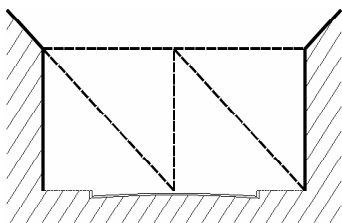
photograph by: CRSA

within cities. Tree diversity is a critical practice to maintain healthy urban forests. While consistent themes and design are important to the street aesthetic, this doesn't mean that all the trees and shrubs need to be mono-culture in species selection.

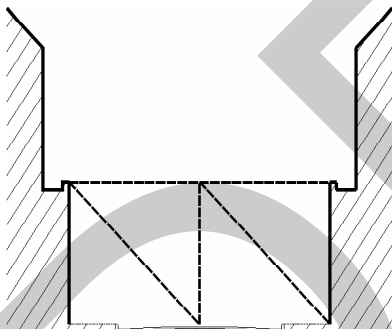
Spatial Definition

The spatial definition of the street helps to frame the perspectives of the users. In addition to buildings that are designed to shape the street with their massing, form, and orientation, other elements can define these spatial ratios. These include amenities that are part of the Complete Streets context, such as street trees, landscaping, and public art or monuments. (See Figure 1)

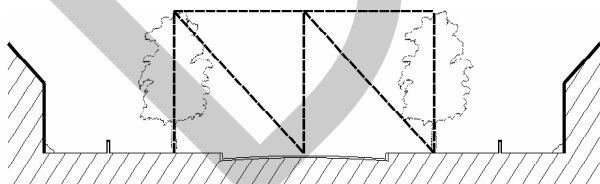
The best current example of this in the SHBD is the Sugar House Monument, which contributes to defining the spatial form of the street and enhances the area around the intersection of 2100 South and Highland Drive.



By Facade



By Recess Line/Setback



By Landscaping

Figure 1: While spatial form is often best defined by primary building facades, landscaping and stepbacks/recessed facades also are elements that define the street.



photograph by: CRSA

Existing Amenities

The collection of existing streetscape amenities in the SHBD are representative of past and current efforts to improve the experience of people who come to Sugar House to shop, eat, work, and play.

In this section, documentation of the existing amenities that define the Sugar House Business District streetscape are catalogued. Following are recommendations for which of these amenities can play a role in defining the Complete Streets context of the SHBD, and how they can be supplemented/improved upon.

The following categories define the different types of streetscape amenities found in the SHBD:

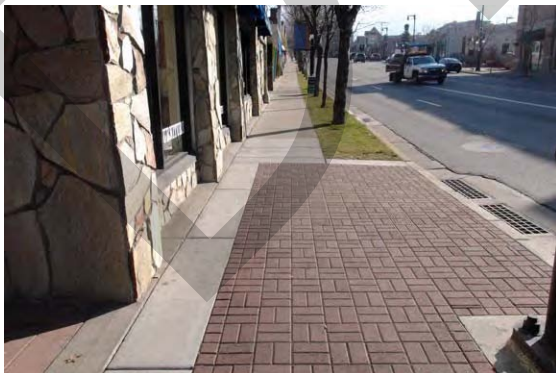
- Hardscape
- Softscape
- Lighting & Signage
- Furniture & Fixtures
- Art & Culture

Hardscape

Decorative Paving

Two types of decorative paving are currently used in the streetscape of the SHBD. The predominant type is a red, textured pavement. This textured paving material has been used in the most recent updates to areas of the SHBD, including the monument plaza, corner treatments, and bulb outs.

The other type is a smooth surface, red brick. This treatment was installed along the north side of the Granite Block as sidewalk material. However, the smooth surface becomes slick when wet and snowy, leading to unsafe pedestrian conditions.



Red Textured Paving



Smooth, red brick pavers and Street trees

Textured pavement locations include the Monument Plaza, areas along 2100 South, 1100 East, and Highland Drive.

Bulb-outs

Bulb outs are used to narrow the crossing distance and/or to act as traffic calming devices. They also define areas of on-street parking. Locations include 1100 East, Highland Drive, and 2100 South.

Crosswalks

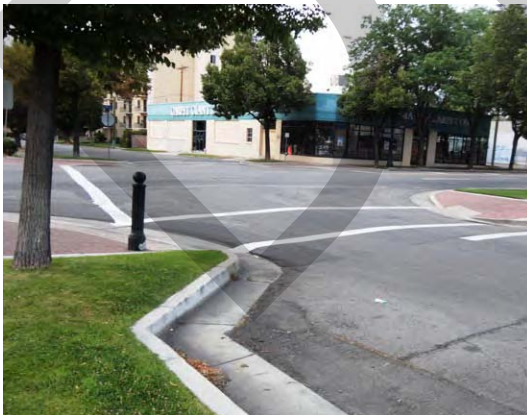
The majority of cross walks in the SHBD are the standard striped crosswalk, defined by two parallel white painted lines. In a few locations, the more visible 'zebra' striping pattern is used. Overhead, pedestrian-activated crossing lights are located at the McClelland crosswalk on 2100 South. Additionally, orange pedestrian flags are located there and at the mid-block crosswalk just north of 2100 South on 1100 East.

Recommendations:

- *Although the textured paving is fairly recent, the city should consider updating the paving scheme as the monument plaza and Granite Block are reconfigured. The smooth pavers should be replaced with a more durable, safe surface.*
- *Bulb-outs should be retained, although the paving material may be updated to be consistent with the monument plaza.*
- *Crosswalks should be updated with textured pavement or zebra striped lines to enhance visibility. Additional crosswalk enhancement may include HAWK lights at key locations.*



Striped Crosswalk and Street Trees



Bulb-out for on-street parking



Crosswalk with pedestrian-activated lights

Softscape

A variety of landscaping and other softscape treatments work to enhance the SHBD.

Street Trees

Street trees have been in place in the SHBD since improvements done in the 1980s. In more residential areas surrounding the SHBD, mature trees also line the street. The primary tree used in the central SHBD is the honey locust.

Tree Grates

Tree grates are used around street trees where the surrounding surface is hardscape.

Park Strips

A planted park strip separates the sidewalk from the street and contains street trees. Most areas that are not hardscaped incorporate a planted park strip.

Plantings

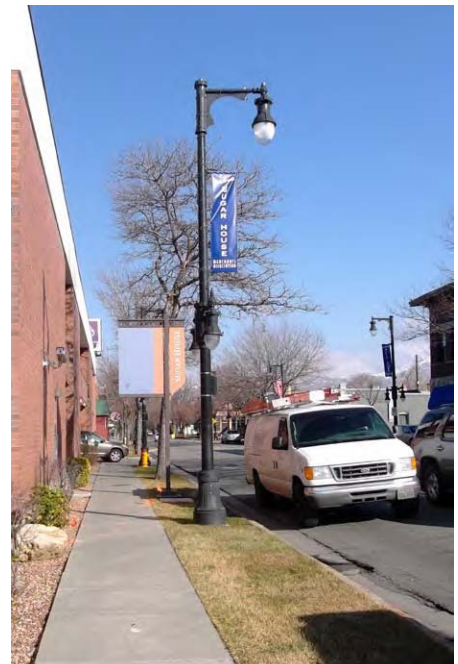
Plants are located in the base of the monument as well as in low concrete planters in a few locations on the plaza and in front of the Granite Furniture building.

Recommendations:

- Select replacement of some street trees may be in order. The lifespan of the honey locust species is near its typical end. The varieties should be selected so that their canopies are of a height that maintains unobstructed passage of different user types, including vehicles and pedestrians and bicyclists. Spacing between trees and from buildings and*



Concrete planter



Planted park strip and street trees

other structures should be designed to allow for full canopy growth. Careful consideration should be given regarding the location of street trees in front of businesses so as not to obstruct signage or building identification.

- Tree grates may need to be replaced as street trees are reconfigured or replaced. Those that remain should be evaluated and repaired when necessary.*
- Retention and enhancement of the planted park strip is recommended to maintain the softscape elements that convey a pleasant environment and balance the predominant hardscape of the street and plaza areas.*
- Plantings should remain in the base of the monument. Previous evaluation of the re-installation of the water feature was not recommended due to damage the water caused the monument structure. Additional planters should be located throughout the SHBD.*

Lighting & Signage

Street lights in the SHBD are primarily a black metal pole with teardrop light fixtures. The lights include a pair of lower pedestrian-scaled fixtures and a pole for hanging banners. The base includes lettering for “Sugar House” and a sugar beet emblem. These have been installed throughout the SHBD over the past decade. This lighting fixture was chosen in response to SHBD Design Guidelines, which called for the following specifications:

- “Choose light poles, arms, and fixture designs to preserve the historic character of the streetscape.”
- “Select lighting to be in scale with the pedestrian experience.”

Signage in the SHBD is primarily of two different types. Concrete gateway signs with metal lettering that say “Sugar House” are located at entrance points to the SHBD. These are of two different eras and the newer versions have slightly different lettering than the originals.

Wayfinding signage is located throughout the SHBD. This signage has a blue and orange flat surface with arrows indicating the direction of local attractions. The signs are mounted on a brown metal frame.



Black street lights with banner poles



Wayfinding Signage and concrete planters

Recommendations:

- The street lights currently in place are recommended to remain. Some are in need of repair, and regular maintenance is necessary to maintain a safe environment and clean appearance. The addition of accent lighting is recommended to enhance seating areas and softscape elements.*
- The signage theme for the SHBD should be unified. The concrete gateway signs have some historical significance and should likely remain. However, updates to match the style and font of the lettering on the signages is recommended. The wayfinding signs are not necessarily representative of a Sugar House color scheme. If one is identified, these signs should be updated/replaced to be consistent.*

Furniture & Fixtures

A variety of furniture and fixtures serve as amenities in the SHBD. These include transit canopies/shelters, benches, bike racks, bollards, and trash cans.

The transit canopies date back to the 1980s. These are located on the monument plaza and in front of Sprague Library.

Benches are primarily located on the monument plaza and consist of a treated wood product with metal arms/legs. Additionally, there are several concrete 'couches' that were installed as a public art commission that serve as bench seating.

Bike racks are located throughout the SHBD. The type and design vary.

Bollards are used in the main area of the SHBD to serve as barriers between pedestrians and the traffic lanes. The majority are a black metal bollard that is similar in style to the street lights. A few older concrete bollards remain on the north side of the Granite Block.



Black metal bollard and tree grate



Transit Canopy on monument plaza

Trash cans are located throughout the SHBD. These are pebbled concrete and brown metal, and square in configuration.

Recommendations:

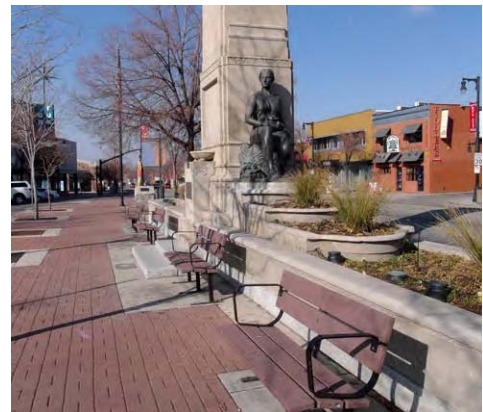
- *The transit canopies are in need of replacement. While functional, they don't indicate the importance of transit users to the area. When amenities are provided at transit stop areas, the area is more immediately defined as a Complete Street environment to users of all types. Well-designed canopies with benches signal that the transit user is an integral and expected component of the Complete Street environment. Amenities that make the transit stops a comfortable place to sit and wait are a necessity. The location of the canopies and benches at transit stops need to be located far enough from the travel lanes to create a safe and comfortable space.*
- *The fixed-in-place benches are not frequently used, except during special events located around the monument plaza. Movable seating is recommended to replace or complement fixed benches. Seating opportunities should incorporate a range of options beyond benches and chairs. Low walls, planters, steps, and fountain edges. These additional elements function not only as seating, but also amenities that improve the aesthetics of an area and establish its niche as a public space.*
- *The current black metal bollards may continue to work, but replacement should be considered if they would be more consistent with other amenities that are part of the Complete Streets context in the SHBD.*
- *Trash cans should be replaced. Metal cans with more decorative features should be considered.*



Trash can



Concrete bollard



Benches and plantings on the monument plaza

Art & Culture

There is a great deal of public art and cultural amenities located in the SHBD. The most recognizable piece of art is the Sugar House Monument. Other pieces of art have been installed through the RDA's funding for the Sugar House project area. These include bronze sugar beet sculptures, located in front of Sprague Library and at the entrance to Hidden Hollow, and metal fish sculptures, located along 2100 South. Anagram lettering is installed in the textured paving at several locations throughout the SHBD and reference aspects of the area's history.

A cultural marker located on the monument plaza indicates the location of the Jordan and Salt Lake Canal, which runs north through the Granite Block and across the west end of the plaza.

Recommendations:

- Existing art should be retained and highlighted as amenities. Additional art pieces are recommended and should be interactive, fun, and unique to the SHBD. The art pieces that people tend to gravitate to are those that invite closer inspection and interaction, such as the bronze sugar beets.*
- The monument plaza should continue to be defined and highlighted as the 'center' of the SHBD. Other amenity types should work toward this objective.*
- Additional cultural markers that spotlight historical or current facts about the area are encouraged to uniquely define the SHBD.*



Sugar House Monument



Canal marker



Bronze Sugar Beet sculpture

DRAFT

NEW AMENITY GUIDELINES

While the business district currently contains many amenities, a consistent, coordinated theme has not been completed. The implementation of the Complete Streets concept presents the opportunity to establish a design that strengthens the identity of the area. These guidelines represent the next step. They build off the efforts of the existing amenities while embracing the Complete Streets concept to truly make the streets of the SHBD accessible and defined by users of different mobility types.

This section extends the recommendations discussed in the existing amenities section. To begin, amenities that are recommended to remain are established as a base upon which to link new amenities. Then guidelines are provided for updating existing amenities or incorporating new amenities to enhance the Complete Streets context in Sugar House. To conclude, information on classification of streets in the central SHBD by street type is provided. For three of the street types, streetscape plan sections indicate how these amenities can be incorporated to advance the Complete Streets concept in the SHBD.

UNIFYING AND DEFINING AMENITIES

The overall theme for amenities in the SHBD is to establish a classic base and provide opportunities for splashes of color and verve. Rather than lock into one particular 'period' look, the amenities should represent a cross-section of styles in much the way the buildings in the business district represent the evolving history of the SHBD over the past century. These guidelines include amenities that are recommended to be unifying in their design and those that are intended to be defining. Unifying amenity types are intended to be applied district-wide, while amenities classified as defining are intended to create identities for sub-areas within the SHBD. In addition, certain aspects of each amenity will work to link it with the others.

Unifying elements:

Street lights, Bollards, HAWK poles, Base sidewalk and plaza paving, Tree grates, Trash/Recycling cans, Signage, Crosswalk treatments

Defining elements:

Benches/seating, Landscaping/planters, Bike racks, Accent paving, intersection paving

AMENITY ANCHOR: Existing Street Lights

The current black, metal street lights are recommended to serve as the primary anchor for new amenities in the SHBD. The streetlight represent the implementation of previous guidelines for the SHBD and have been installed on most of the major streets. Their overall look is classic, yet specific to Sugar House with vernacular details on the base of the pole.

Unifying details: black, metal, classic design

Location: Tall street light with lower pedestrian lights on all street types except 'Residential Village'; Lower single globe lights on 'Residential Village' street type



Hardscape: Base Paving for Sidewalks

Materials: Concrete; colored and/or textured

Color: light to medium gray/slate

Location: Primary paving material for sidewalks; recommended to cover 85 to 95% of sidewalk paving, with the remainder for accent paving materials.

Implementation Projects: I & J



Hardscape: Accent Paving for Sidewalks/ Parkstrips

Materials: Concrete; colored and/or textured

Color: medium to dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for sidewalks; recommended to cover 5 to 15% of paving on sidewalks and be located on streets with hardscaped park strips (2100 South between McClelland and Elizabeth Street; Highland Drive between Hollywood and Sugar mont/ Wilmington; East side of McClelland between 2100 South and Sugarmont)

Implementation Projects: I & J





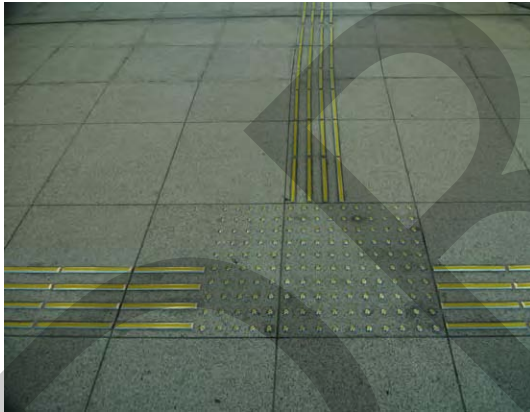
Hardscape: Base Paving for Plazas

Materials: Concrete; colored and/or textured

Color: medium gray/slate

Location: Primary paving material for plazas; recommended to cover 60 to 75% of plaza paving, with the remainder for accent paving materials. Base paving materials should be the same for all plazas.

Implementation Projects: F & G



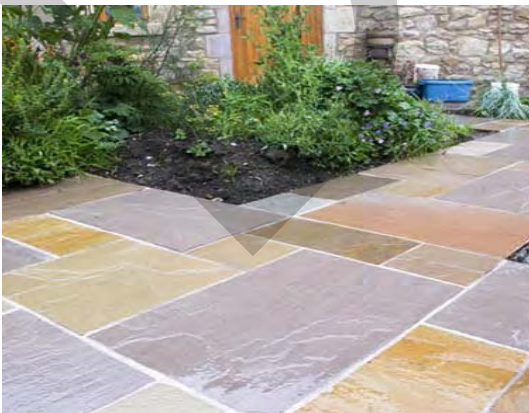
Hardscape: Accent Paving for Plazas

Materials: Concrete; colored and/or textured

Color: dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for plazas; recommended to cover 25 to 40% of plaza paving, with color specific to each individual plaza (e.g. bluish-gray for the SH Monument Plaza and greenish-slate for the new Sugarmont/Highland Drive Plaza)

Implementation Projects: F & G



Intersection Designs

Materials: Concrete; colored and/or textured

Base Color: medium gray/slate

Accent Colors: dark gray/slate; bluish-gray; greenish-slate

Location: Primary intersections - 2100 S & Highland Drive

Implementation Project: O



Crosswalk Treatments

Materials: Zebra striped or raised with accent paving

Base Paving Color: medium gray/slate

Accent Paving Colors: dark gray/slate; bluish-gray; greenish-slate

Location: All major crosswalks

Implementation Projects: A, B, C, & D





Furniture: Benches

Materials: Metal

Colors: Stainless, blue, green, yellow

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: F & G



Furniture: Trash/Recycle Cans

Materials: Metal

Color: black, stainless

Location: District-wide



Furniture: Bike Racks

Materials: Metal

Colors: Stainless, black, blue, green

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: F & G



Fixtures: Tree Grates

Materials: Metal

Color: black, stainless

Location: District-wide

Implementation Projects: I & J



Fixtures: Bollards

Materials: Metal

Color: black

Details: Solar powered lights; ram-tested for plazas

Location: District-wide

Implementation Projects: F & G



Transit Canopies

Materials: Metal

Colors: Stainless, bronze, varied

Location: Major transit stops (color and style can be unique to location)



Softscape: Street Trees

Species: Ash, Linden, Maple

Location: All sidewalks and plazas (retain older, residential street trees)

North/South Streets: Ash (to replace honey locust)

East/West Streets: Linden (retain existing on plaza, 2100 South)

Corners: Maple

Implementation Projects: I & J



Softscape: Landscape Parkstrips

Plantings: lawn or low groundcover

Location: All sidewalks not included in hardscape parkstrip description

(lawn to be prioritized for areas with minimum 6' width)



Softscape: Landscape Planters

Plantings: native and/or drought-tolerant species

Planter materials: concrete and/or recycled wood

Planter colors: neutral

Location: Hardscaped parkstrips and plazas

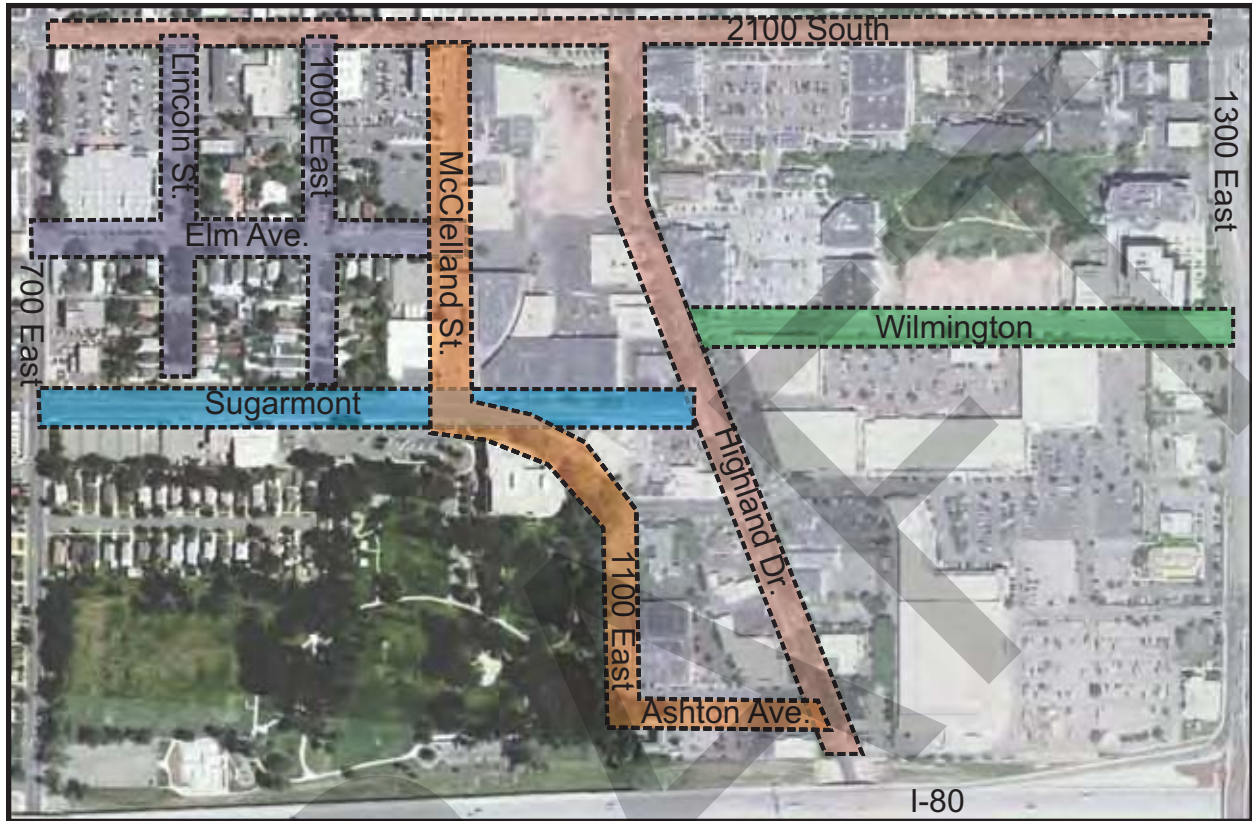
Implementation Projects: F & G



Sugar House Streetscape Guide

Complete Streets Classification

Classification Boundaries: North: 2100 South - South: I-80; East: 1300 East
East - West: 900 East



The Sugar House Classification document had been created to act as a guideline that reflect current streetscapes and plans for future streetscape treatments in the Sugar House area. These guidelines reference the suggestions as illustrated in the Complete Streets Program. Specific category names were created for this sector of Salt Lake City. The boundary area is:

North: 2100 South to South: I-80, and East: 1300 East to West: 900 East.

There are five types of street designs:

- Urban Village
- Urban Collector
- Residential Village
- Transit Village
- Transitional Mix

Each classification type reflects the current and future development that abut the streets. Each design type contains a matrix to guide the street classification standards.

Sugar House Streetscape Guide Complete Streets Classification

Urban Collector: 2100 South (EW 1300 East to 700 East)

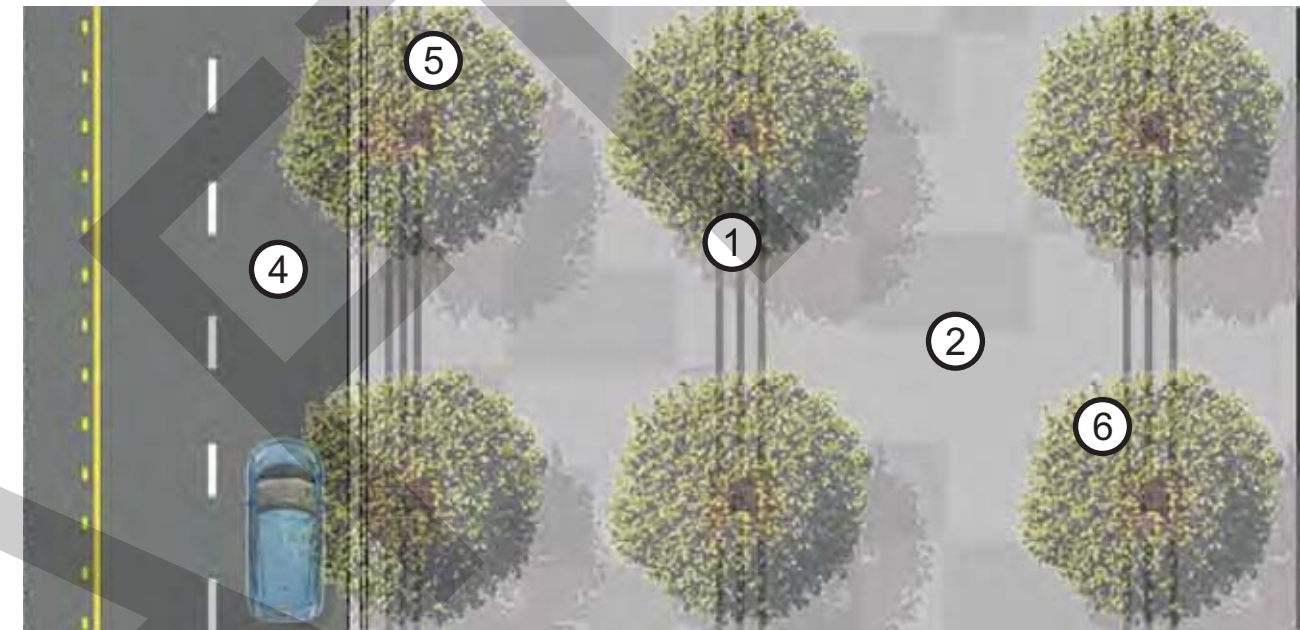


* Core Sugar House Business District Plazas

	Classification	Range/ Size/ Scale	Specification
Type	Urban Village	Pedestrian	
Street width	Collector	ROW 65'-100'	10.5' lanes
Parking strip width	Urban	0'-5'	Grates & Planters
Sidewalk width	Urban	8'-12'	Textured Plaza
On street parking	Partial	Parallel 9'x20'	Asphalt
Landscaping	Urban	0"-36"	Drought resistant
Street trees	Medium*	H: 40' x W: 20'	Little Leaf Lindon
Street wall	Office & Retail	Pedestrian	Complete

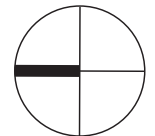
2100 South - Street Section & Treatment

2100 South - South Side



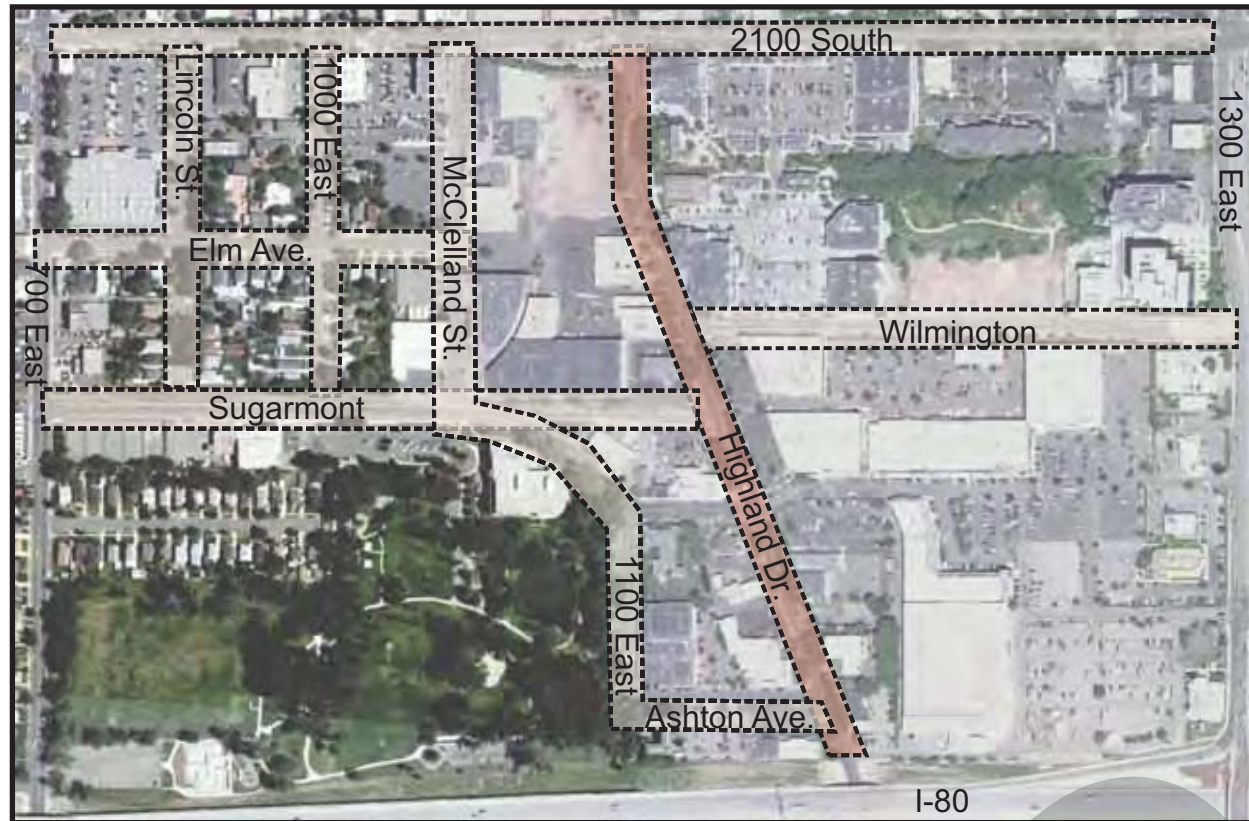
LEGEND

- 1- Accent Pavers
- 2- Plaza/ Sidewalk
- 3- Not Used
- 4- Traffic Lane
- 5- Tree Grate
- 6- Linden Tree(s)



Sugar House Streetscape Guide Complete Streets Classification

Urban Collector: Highland Drive (NS 2100 South to Ashton Ave.)

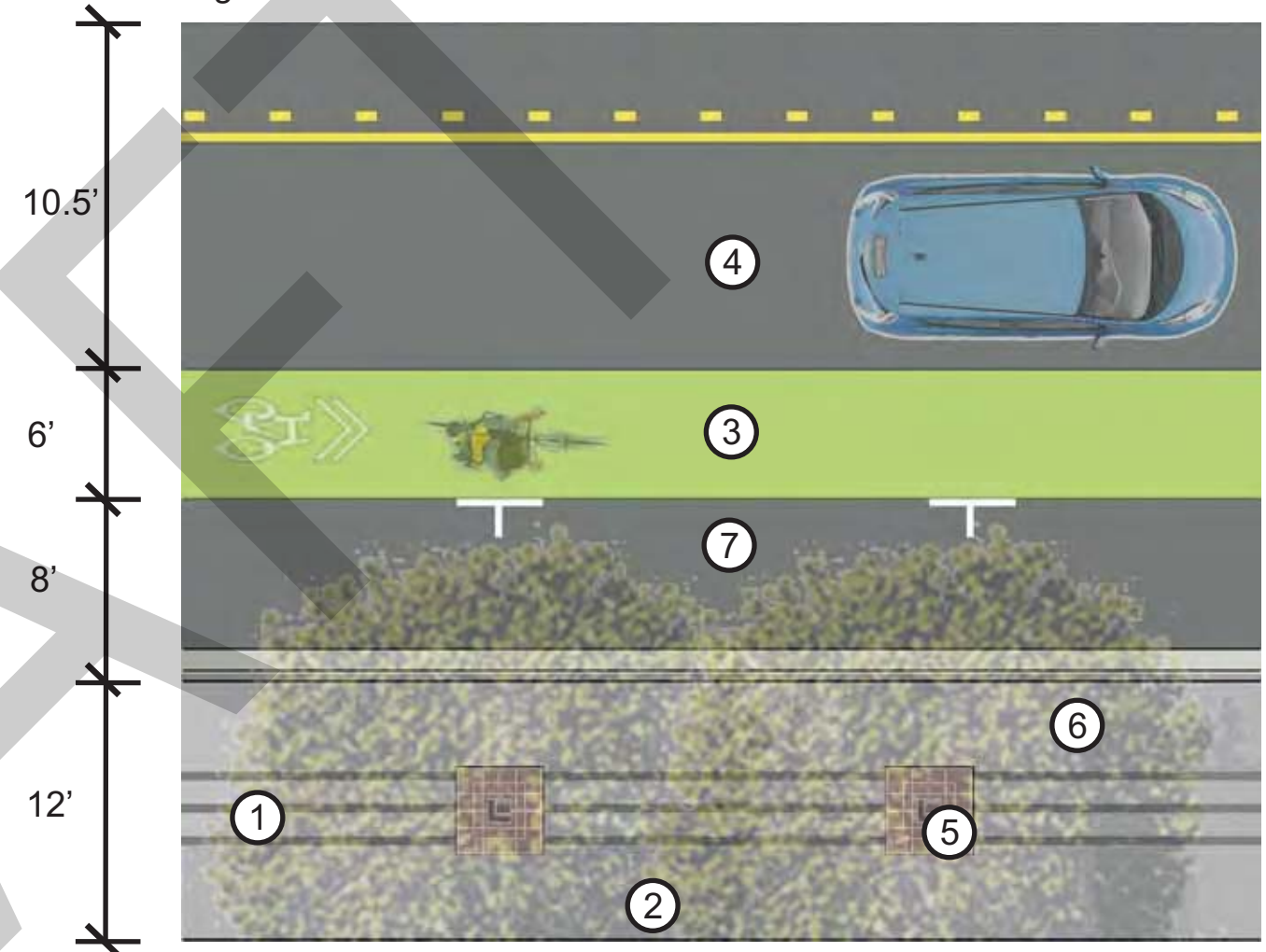


	Classification	Range/ Size/ Scale	Specification
Type	Urban Village	Pedestrian	
Parking strip width	Urban	0'-5'	Grates & Planters
Sidewalk width	Urban	8'-12'	Textured Plaza
Landscaping	Urban	0"-36"	Drought resistant
Street trees	Medium*	H: 40' x W: 20'	Lacebark Elm
Street wall	Office & Retail	Pedestrian	Complete
Lighting	Existing	Pedestrian	SLC Standard

* Salt Lake City Urban Forestry Guidelines

Highland Dr. - Street Section & Treatment

Highland Drive - West Side

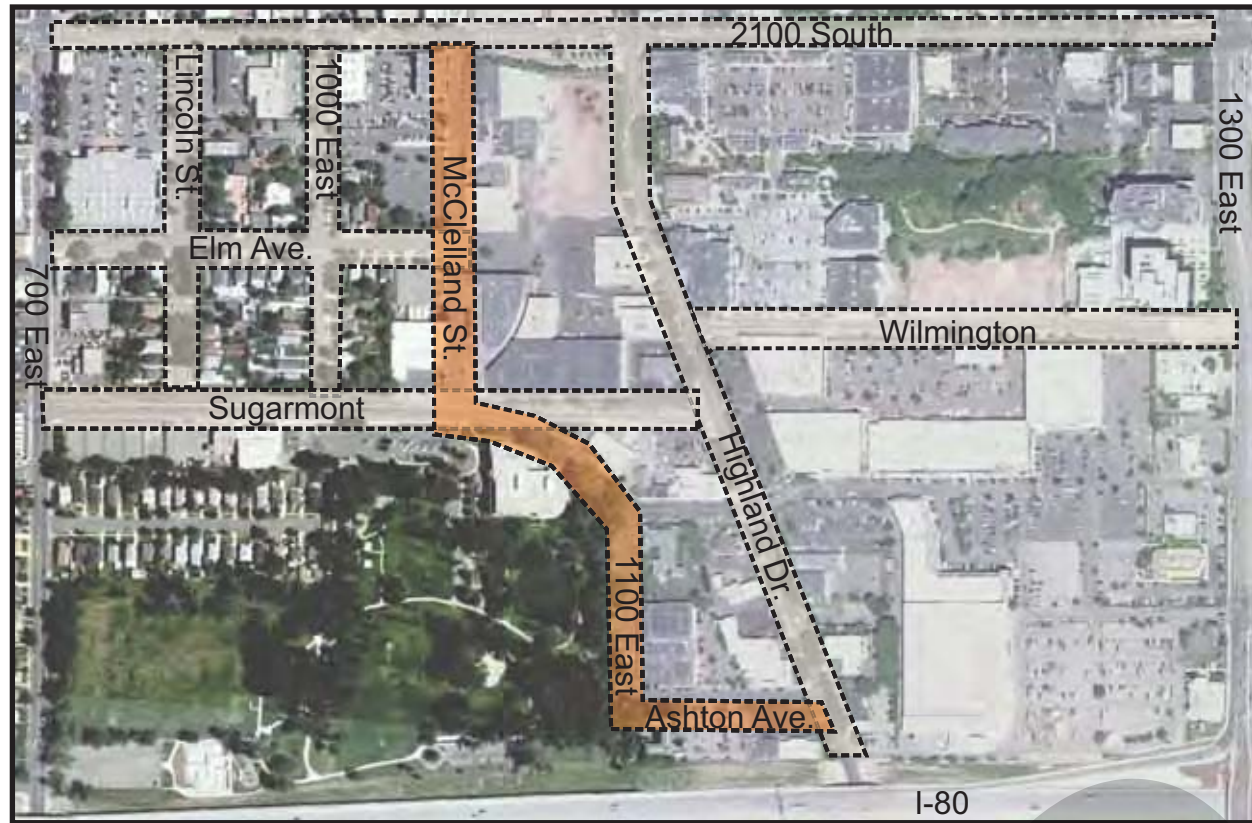


LEGEND

- 1- Accent Pavers
- 2- Sidewalk
- 3- Bicycle Lane
- 4- Traffic Lane
- 5- Tree Grate
- 6- Ash Tree(s)
- 7- Parallel Parking

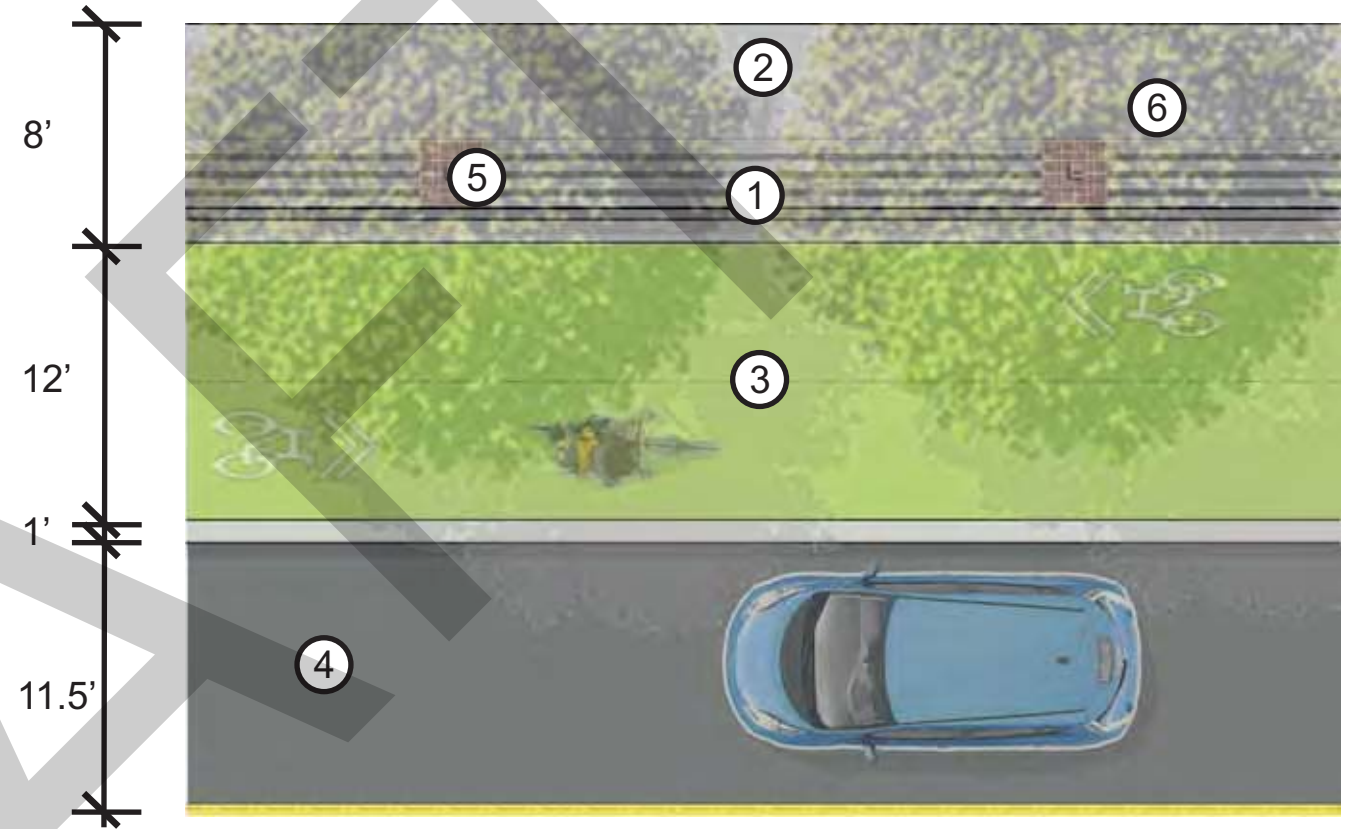
Sugar House Streetscape Guide Complete Streets Classification

Transitional: McClelland & 1100 East (2100 South to I-80)



McClelland & 1100 East - Street Section & Treatment

McClelland Street - East Side



LEGEND

- 1- Accent Pavers
- 2- Sidewalk
- 3- Cycle Track
- 4- Traffic Lane
- 5- Tree Grate
- 6- Ash Tree(s)

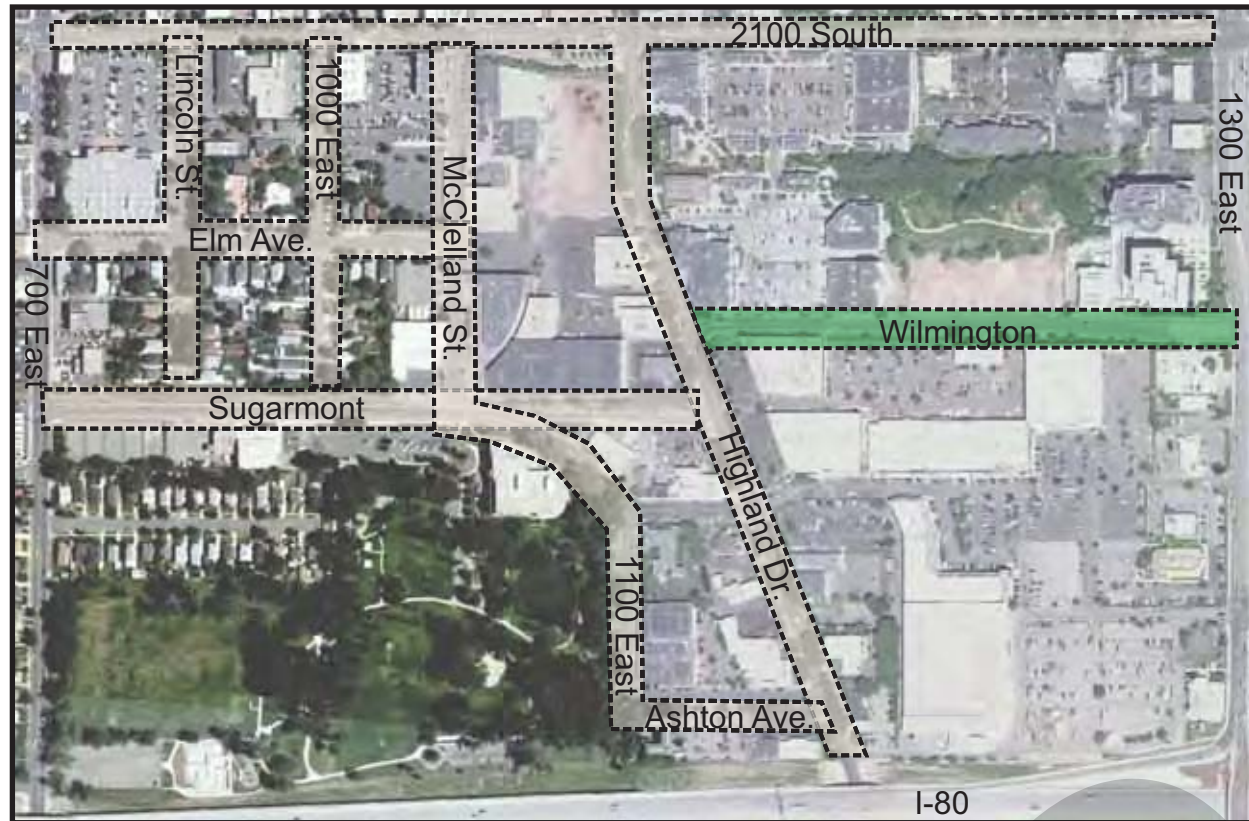
	Classification	Range/ Size/ Scale	Specification
Type	Mixed Village	Pedestrian	
Parking strip width	Urban/ Res	0'- 8'	Grate & Staked
Sidewalk width	Urban	5'-8'	Reinforced concrete
Landscaping	Urban/ Res/ Park	Varies	Drought resistant
Street trees	North/South	Medium	Lacebark Elm
Street wall	Mix	Pedestrian	Segmented
Lighting	Existing Historic	Pedestrian	SLC standard

* Salt Lake City Urban Forestry Guidelines

Sugar House Streetscape Guide Complete Streets Classification

Urban Village Boundaries: Wilmington (Highland to 1300 East)

Wilmington - Street Section & Treatment

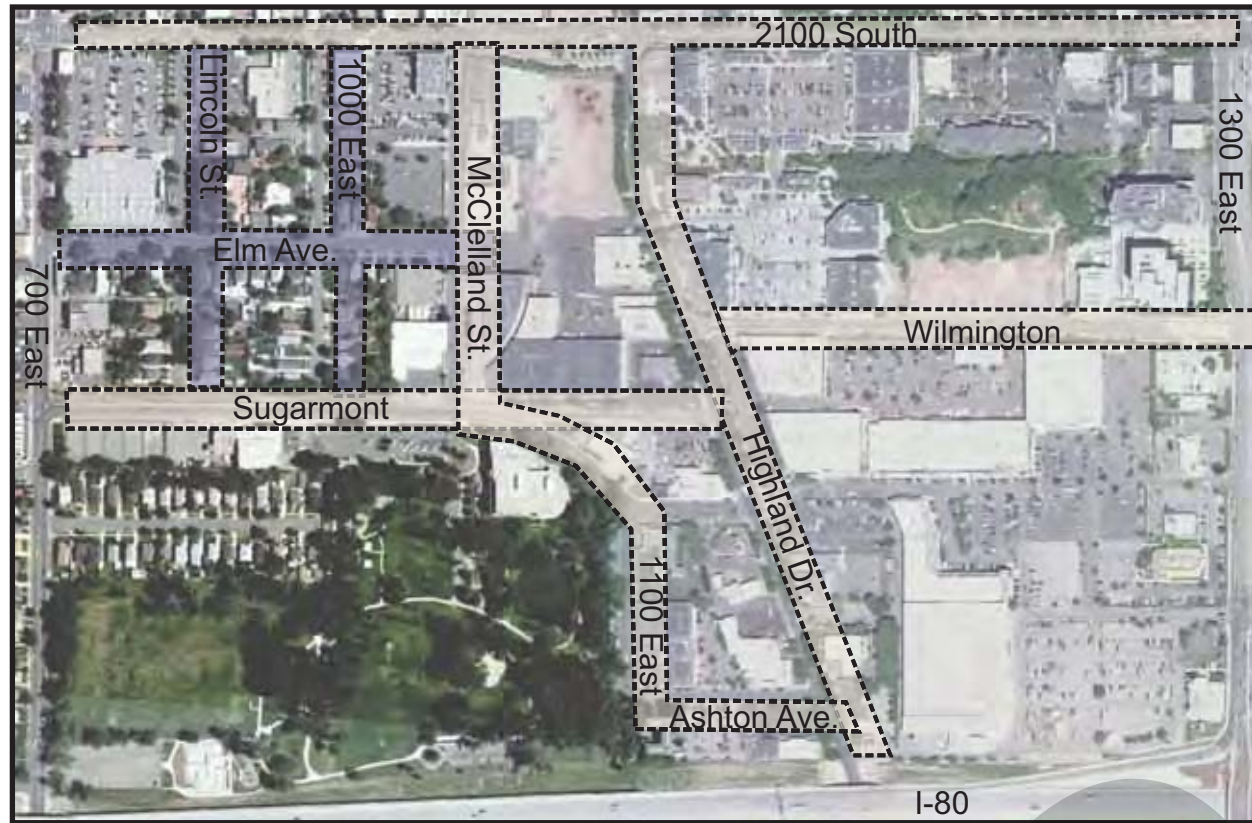


	Classification	Range/ Size/ Scale	Specification
Type	Urban Village	Pedestrian	
Street width	Connector	ROW 55'-65'	10' lanes
Parking strip width	Urban	0'-5'	Grates & Planters
Sidewalk width	Urban	8'-12'	Textured plaza
Landscaping	Urban	0"-36"	Drought Resistant
Street trees	Medium*	H: 40' x W: 20'	Little Leaf Lindon
Street wall	Office & Retail	Pedestrian	Complete
Lighting	Exiting Historic	Pedestrian	SLC Standard

* Salt Lake City Urban Forestry Guidelines

Sugar House Streetscape Guide Complete Streets Classification

Residential Village: Elm, Lincoln, and 1000 East (2100 South to Sugarmont, and 900 East to McClelland)



Elm (Typical Residential) - Street Section & Treatment

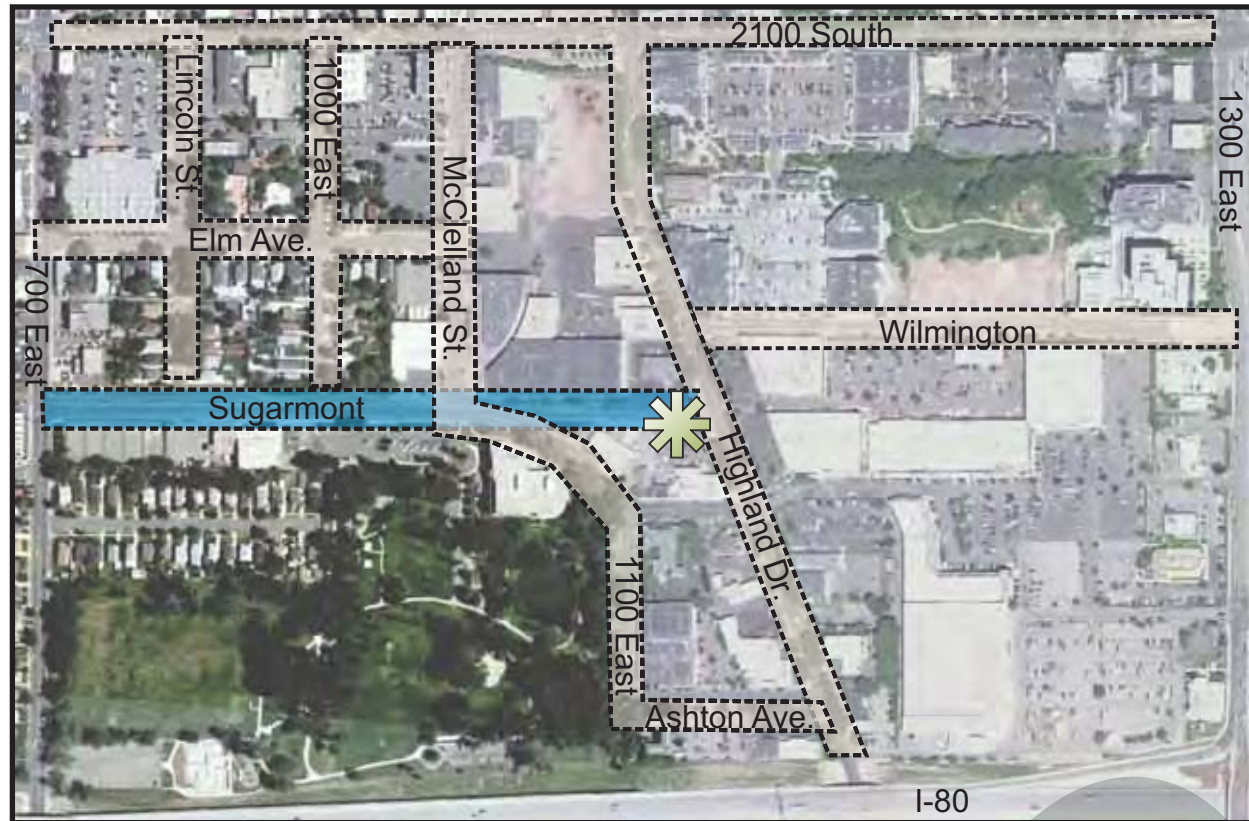
	Classification	Range/ Size/ Scale	Specification
Type	Residential Village	Pedestrian	single family
Street width	Local	ROW 40'-65'	10.5' lanes
Parking strip width	Residential	5'- 10'	Staked & wired
Sidewalk width	Residential	5'-8'	Reinforced concrete
On street parking	Both sides	Parallel 9'x20'	Asphalt
Landscaping	Residential	Varies	Drought resistant
Street trees	Large*	H: 60' x W: 40'	London Plain
Street wall	Mix	Pedestrian	Segmented

* Salt Lake City Urban Forestry Guidelines

Sugar House Streetscape Guide Complete Streets Classification

Transit Village: Sugarmont (900 East to McClelland)

Sugarmont - Street Section & Treatment



* Core Sugar House Business District Plazas

	Classification	Range/ Size/ Scale	Specification
Type	Transit Village	Pedestrian	
Street width	Local	ROW 40'-65'	10.5' lanes
Parking strip width	Urban/ Res	5'- 10'	Stake & wired
Sidewalk width	Urban	6'-10'	Reinforced concrete
Landscaping	Residential/ Park	Varies	Drought resistant
Street trees	Medium-Large*	Varies	October Glory Maple
Street wall	Mix	Pedestrian	Segmented
Lighting	Existing Historic	Pedestrian	SLC Standard

* Salt Lake City Urban Forestry Guidelines

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft “Circulation and Streetscape Amenities Plan for the Sugar House Business District”?

Public comments as of December 6, 2012, 8:36 AM

All Participants around Salt Lake City

Comments sorted chronologically



As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft “Circulation and Streetscape Amenities Plan for the Sugar House Business District”?

Introduction

A Circulation Plan for the Sugar House Business District (the Plan) was developed to address the area’s growth relative to the motor vehicle capacity of its existing streets. Since the Sugar House CBD has limited opportunities to add capacity to accommodate more cars, it must make more efficient use of its transportation infrastructure by making better use of transit, managing parking supply more carefully, and increasing the walkability and bikability of CBD streets.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

As of December 6, 2012, 8:36 AM, this forum had:

Attendees:	432
Participants around Salt Lake City:	45
Hours of Public Comment:	2.3

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

Name not shown in District 7

November 29, 2012, 4:50 PM

I would like to give my opinion about the expansion of monument plaza.

I live in the Sugarhouse area and I have never stopped to look at the Sugarhouse monument. If the right turn street became part of monument plaza, I may actually want to go and see what the monument stands for. The expansion will also help pedestrians because they don't have to worry about cars flying through that street at 40 m.p.h. And a turn lane on 21st south would actually be more practical because drivers won't have to split off onto another street. Lastly, the expansion would help bikers because they wouldn't have to worry about looking for cars turning onto that separate street. Overall, it's a great idea and I hope the city goes through with it.

1 Supporter

Samuel Pulsipher in District 5

November 28, 2012, 3:25 PM

This is all very exciting. Sugarhouse is one of my favorite places and I'm sure developments like the ones proposed will make it better. I am especially interested in the diet planned for highland drive. I'm an avid biker and would love bike lanes. I'm also looking forward to the change in monument plaza. Other than that my main problem with sugarhouse now is the huge hole left over from the recession and if this will help I'm all for it!

Darrell Hendriksen in District 7

November 22, 2012, 9:22 AM

I am excited for all the attention and focus on balancing shopping/business with residential needs. One of my concerns: connecting Wilmington to Sugarmont will only increase the traffic 'cutting through' the area. This already occurs on Simpson Avenue between 700 E & 900 E, and the Sugarmont/Wilmington union will further erode the sense of a residential neighborhood.

I am not decidedly against the union of Sugarmont/Wilmington- but it needs to be done very carefully, otherwise any benefits will be totally overshadowed.

What makes Sugar House great is its walkability- and in my opinion anything that moves toward planning our neighborhoods around automobiles is the wrong move. Automobiles have a place in our neighborhoods, but they must not be the CENTER of our neighborhoods.

Name not shown in District 2

November 20, 2012, 7:56 AM

What I think about this project is that it seems to be a really good idea for many people that have a business but it can also be not such a good idea for the traffic because they will have to get adjusted to another pathway, and I also read that this project will take a lot of money and I don't really think this is a really good choice for our Economy right now.

1 Supporter

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

I think that the section 4.4 of division of large blocks might be a good idea. The reasons i think this is because this way the traffic will be distributed . Also when they divide the large blocks it will help if they added a number of signs, because if they didn't then it would become a large mess. Also this might be a good idea because this part of the project is also more for the pedestrians and the cyclist to make more room for them, you could say, and i think that is needed. Overall i think it might be a good idea to consider, but that if it were to be put into action, that it would cause way too much trouble, and that it will be very hard because Sugar house is very busy.

Name not shown in District 4

November 8, 2012, 1:16 AM

SPECIFIC COMMENTS

p12) Why is the 'Draw' into Sugarhouse Park not included on the Walk-Time Comparison?

p13) The Sugarhouse streetcar should appear on the 'Transit Network' map as 'under construction', and in a much brighter color. (Practically invisible now). The map should also include the current planned 'Phase 2' alignment of the streetcar, which will significantly impact area circulation. Please color-code bus routes by frequency on the map. 15 minute service is something special and should be called out. Serious thought should be given to eliminating one or more of the bus stops between 1200 and 1300 East along 2100. The current multiplicity confuses riders and potential riders.

p16) 1300 East/2100 South represents the only intersection of importance. Why does the map on existing traffic volumes not includes volumes on the rightmost leg of this intersection? The Wilmington signal is FAR too close to the 1300 East/2100 South and is the source of some of the delay. Has the possibility of transforming it into an innovative intersection ('Super-T' or roundabout) been investigated?

p18) Please be specific about WHICH plan is being referred to. Does 'The Plan' refer to another document, or to the current document.

p19) Aligning Wilmington with Sugarmont would reduce left-turn volumes on the critical intersection, but at substantial cost, and would funnel arterial levels of traffic along a street that currently serves only local traffic, and as a bike route.

p19) UTA includes a BRT on Highland drive as part of it's long-range plans. Such a BRT would be critical to connecting Sugarhouse to the rest of the East Bench, and is (by far) the best corridor for doing so. Please plan accordingly.

p21) Please be explicit about WHICH blocks are under consideration for subdivision, and map them accordingly with the necessary new roads.

p22) I'm actually very fond of the dedicated right-turn that monument plaza provides, both as a driver and as a pedestrian. As a driver, it significantly reduces delay. As a pedestrian, it provides a

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'pedestrian island' that reduces the distances that must be crossed (and thus the necessary break in traffic) to cross 2100 South. The loss of the current parking would probably bother current business owners, but I believe after the destruction of Blue Boutique etc., there is only a single business remaining on that block frontage.

p23) Please provide a map of the LPA--McClelland street is not labeled on the other maps, making it very confusing.

p23) Kind of a lousy table, especially the column for mobility benefits.

p24) Not your bag, but: Double-track into monument plaza with no possibility of continuing northward on 1100 East? Terrible idea. Station far too close to the 1040 East McClelland station.

p26) Re-alignment seems very attractive, but would require rather a lot of takings. Would it be possible to include the building footprint of properties under construction, or at least parcel lines? How does the street-car (or at least the LPA) tie into this map?

p28) Walking times appear to be pretty much a push. Please pay attention to the quality of the pedestrian environment (sidewalk completeness, number of road crossings, width of road crossings) instead.

p29) This statement is complete bunk: "The benefit of the realignment is more centralized to the core of Sugar House and is less of a regional mobility benefit due to the "t"- intersections on both ends of the route at 1300 East and 900 East". A through-intersection will substantially benefit regional automotive traffic over local pedestrian traffic. It will serve only to funnel automobile traffic between 1200 East and 900 East. Doing so will substantially reduce the left-turn volumes at the 2100 South and 1300 intersection.

p31) Please note that the speed limit is regularly exceeded on Highland drive, so that the posted limit is almost irrelevant.

p31) Where is Stringham Avenue? Again, not marked on maps.

Sarah Woolsey in District 7

November 7, 2012, 10:40 PM

I live 1 block north of 2100 south. We are between 900E and 1100 E. We already have "cut through"

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traffic that is meant for 2100S that comes to our street at rush hour or when there are traffic issues. This means people speed down our street to get from 1100 to 900 or the reverse. Also beer, gas, milk, food delivery trucks for the businesses along 1100 and 2100 come down our street. This is unnecessary, yet they prefer the easy access to our quiet street to the stop lights and traffic of the large streets. This is likely to worsen as the traffic diets occur, and there is more roadblock (by design) on the large streets. I request that side street impact be included in these assessments. Also there are not enough traffic deterrents on the side streets. We have median circles that do little to deter this.

Next, there are parking issues. We have close houses, small garages, and many use street parking. Club Karamba patrons already clog McClelland ave on weekends and Urbana patrons/residents are parking along Hollywood. If we eliminate parking on the streets and make parking paid or limited to garages in the new developments, and we restrict the # of parking spaces required for apartments, people do not have less cars, they just park elsewhere. We need to consider this and expedite zone parking or other solutions for the residential side streets that will take the overflow. Also if a bike lane comes along Hollywood, this might take away more spots for residential parking. We have too many cars, I agree, but road closures and diets will not remove them, they push them elsewhere.

3 Supporters

Name not shown in District 2

November 5, 2012, 11:24 PM

I think that this plan is a good idea on paper, but would present many problems once it's executed. The Sugar House area is notorious for its traffic and wanting to reduce the number of lanes on Highland Drive, as well as making the place more biker friendly, could cause traffic to worsen and increase the likelihood for accidents. I suggest that the plan be rewritten so that the nature of traffic is taken into more consideration along with the safety of the public.

1 Supporter

Name not shown in District 6

November 5, 2012, 10:40 PM

I believe that many of these plans will help the environment and traffic clear up. However some of the plans might not work so well, such as the "diet" on Highland Drive. There would be just too much traffic. Also I don't think that we have enough money to pull this off. It would cost a lot of money that either we don't have, or that could be put to a better use.

Name not shown in District 5

November 5, 2012, 8:38 PM

I agree with this draft. Bike lanes, and larger sidewalks would benefit sugarhouse in more ways than one.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

1 Supporter

Name not shown in District 6

November 5, 2012, 7:46 PM

As a resident of this area I fully support the "diet" between 13th and 17th east along 21st south. We live just off 21s and 19th east. I would say 7 out of ten times we take the bicycle (and bike trailer) to grocery shop at the Smith's on 21s and 9theast and the Whole Foods in the commons. But the only safe way to get there and back is to ride on the sidewalk. I think this is legal but it is a hassle for pedestrians. 13th east is extremely sketchy to cross regardless of how fast or slow you travel. By the time I hit 11th east I zig zag behind the sugar house hole and through the back streets to arrive at smiths. Just no safe way to get from 13th east and 9th east on the street. The sidewalk gets congested with pedestrians. When you add me, my bicycle and bicycle trailer then I become a nuisance. Making 21south more bike friendly would be a huge help and would make our bike travel much safer. Our neighborhood is made safer and more desirable when you can transit the area by different modes (not only by car).

1 Supporter

Name not shown in District 6

November 5, 2012, 12:57 PM

I live in the Sugarhouse area, and I'm excited about many of these ideas. I'm worried about the diet on Highland Drive, seeing as how it already is backed up with traffic. Shrinking it would cause more traffic, and add traffic in other areas as people try to avoid the traffic on Highland Drive. The trail is a wonderful idea and I feel that it will really add to the appeal of Sugarhouse, bringing more possible residents. I don't know where they are getting the money for this, or if it's a wise investment at this time, but if it works, Sugarhouse will become an even greater place to live.

Name not shown in District 6

November 4, 2012, 1:41 PM

I think that the idea of the plan is great, but it also seems somewhat unrealistic. Making Sugar House a more enviornmentally-friendly area is ideal but with the freeway system so near I don't see how the traffic will really be able to be reduced. Therefore, increasing areas for bikers only makes me nervous for their safety with the amount of traffic.

2 Supporters

Name not shown in District 6

November 1, 2012, 7:37 PM

I am concerned about plan 5.3 Hawk beacons. The current plan calls for the possible elimination of the trees on the street. Salt lake has a proud history of trees lining our streets and I think that it would be a real shame for their to be a decrease in the number of trees in this city. Trees help give neighborhoods character, provide shade, good for the air, and are pleasant to both look at and to just simply be around. I strongly hope that if the suggested implementation occurs, it only moves forward if it is certain that no tree will be lost in the process of the construction. If this implementation still

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All Participants around Salt Lake City

happens and trees are needed to be lost for it to happen, I call for more trees to be planted in other parts of Sugar House to balance it out. Not just a patch of trees but trees that are spread out and can make our city appear to be an "Urban Jungle." Thank you for considering my ideas, and I look forward to seeing what happens with the proposed changes that are coming to Sugar House.

Name not shown outside Salt Lake City

October 31, 2012, 4:57 PM

I am concerned about narrowing Highland down to 3 lanes. I often take Highland to avoid 13th and the insane congestion by the on ramp to I-80. It already gets backed up sometimes and I can't imagine it going from 4 lanes to 3 without a lot of traffic problems. I also often commute by bike in the area, and I would not feel any safer on a 3 lane Highland with lots of backed up traffic and very narrow lanes adjacent to the bike lane. That just doesn't make sense to me. I still wouldn't use that route.

1 Supporter

Name not shown in District 7

October 31, 2012, 1:18 PM

Eliminating the Right turn Lane and the on street parking by the Sugarhouse monument is a very bad idea. With the increased shops along the street with the Mecham and Granite projects the 2100 so street right turn lane is very necessary. The traffic back up would cause unacceptable delays on 2100 south as shown on the traffic study. As stated eastbound traffic would back up on 2100 south from the light on 1100 east back to the Subway building at 950 East! Eliminating on street parking makes no sense, shops and retail stores need this access and parking convenience. It is not a good idea to reduce parking when retail space is increasing. A beter solution for the monument is to raise the drive area to the sidewalk elevation, this will incorporate the drive area into the monument plaza design, slowing down traffic and keeping the parking and right turn lane.

1 Supporter

Lynne Olson in District 7

October 31, 2012, 1:10 PM

I am very pleased with the recommendations of the SH Circulation Plan. There have always been people walking and biking amid the auto traffic in downtown Sugar House, but when this plan is implemented, we will all feel safer. I expect thousands of newcomers to move into the district in the next few years to live and work. With these improvements to mobility, they will be able to shop and recreate without using their cars for every trip.

I seldom have to leave Sugar House to shop, and once the empty storefronts and vacant lots are filled, I will have even more choices of ways to spend my time and money. What's more, I find that a leisurely walk to the stores and services in Sugar House is the best, and least costly, sort of therapy for my aching knees.

I'm especially excited for the summer and holiday activities that will be possible on the Plaza when it is expanded. Breaking up the Granite block with new walkways and a shortcut from the streetcar station to the bus stop will deliver many more customers to the businesses on that block, and that will be a benefit to the whole district.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

1 Supporter

Richard Middleton in District 3

October 30, 2012, 9:42 PM

I grew up in Europe, during WWII, in a culture where we all cycled - to school, to shop, everywhere. I would love to be able to cycle now, but my knees are shot, and my wife can hardly walk. So we need a car to get around. Sadly, it looks as though Sugarhouse, on the mayor's new road diet, will be somewhere else that we will have to avoid. Does the mayor really believe that an area can be vital and commercially successful if it is designed to cater primarily to cyclists? (And - this is a point which applies generally, not just to Sugarhouse - when, if ever, will the mayor stop pandering to cyclists and require them to comply with the rules of the road? At present, I dread being involved in a serious accident with a cyclist; it will be small consolation to know that the cyclist was riding very fast, on the wrong side of the road, ignoring traffic signals, and without lights.)

1 Supporter

Name not shown in District 6

October 30, 2012, 10:47 AM

I support a walkable, bikable sugarhouse and have made a conscious choice to raise my family here. Many comments suggest that the changes proposed will discourage shoppers, but as a former resident of Sandy (Fort Union) area, I am fine with encouraging the type of businesses and patrons that frequent and value walkable communities. If you choose to drive, which of course I do quite often, plan ahead and work with the traffic.

1 Supporter

Archie Phillips in District 5

October 29, 2012, 1:59 PM

This all looks very exciting, bringing Sugarhouse into contemporary planning concepts. One thing I noticed missing though is the 3rd East buffered bike lanes that Salt Lake is currently exploring. This should be the norm for all streets with parking and bike lanes.

3 Supporters

Name not shown in District 5

October 29, 2012, 2:03 AM

This proposal is idiotic. I live in Sugar House and this is the best plan I've yet seen for destroying it, bankrupting the few small businesses you haven't already chased out of the area, making traffic even more nightmarish than it already is, and destroying what's left of the quality of life here.

Bicycles do not belong on 21st S or Highland Drive. Traffic "diet" is just another word for "increased traffic jams". No one is going to come to Sugar House to shop, eat, or engage in recreation if they're stuck in interminable traffic jams, have to dodge irresponsible bike riders on major arteries, and have no place to park once they arrive. (I'm not against bike riding - but I do it on safer side streets, not on major arteries.)

Sugar House Circulation and Streetscape Plan

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All Participants around Salt Lake City

And then there's government's favorite activity - stealing property from private property owners, which is inexcusable.

Clearly no thought was given to the disabled, elderly, parents with small children, or those who otherwise need a car to go shopping, see doctors, go to work, and otherwise manage their daily lives. Apparently the only people who count in this city are people in their 20s who bike everywhere whether it's 10 degrees and snowing or 110 degrees, and dogs. The rest of us just don't make the grade.

Instead of looking for ways to make traffic worse, maybe you could get a refund from these so-called "experts" and hire consultants to look at improving traffic flow, increasing parking, and making Sugar House more business and people friendly.

3 Supporters

Name not shown in District 7

October 27, 2012, 9:22 PM

30 years ago, I rode my bike everywhere. But I, along with the rest of the population, am now 30 years older; and I am very thankful I have my Prius to drive anywhere I want to go. I cringe when I see people riding bikes on 21st South and other major streets, and I wonder why they don't do as I did--take back streets to avoid the high traffic areas? Then let the cars have the main roads--all the lovely lanes. So, go ahead and close the left turn street off of 21st South onto 11th East, but I don't know how many pedestrians are going to walk out into the middle of the island to visit or whatever you think they are going to do there. And as far as crazy traffic, the worst area in Sugarhouse is on 13th East between 21st South and the freeway entrance, as the traffic turning onto 13th East from 21st South tries to cross three lanes of traffic and merge all the way to the right in a very short distance in order to turn onto the freeway. I'm still trying to figure out why they didn't leave the entrance ramp alongside the exit ramp on the east side of 13th East, where they temporarily moved it during the bridge reconstruction. Traffic was amazingly smooth there, as the two left turn lanes stayed in the left lanes and turned onto the freeway. I say, move the freeway entrance back across the street.

2 Supporters

Thomas Tischner in District 5

October 26, 2012, 11:13 PM

I think you so called planners have finally lost your minds! SPEND, SPEND, SPEND. I knew as soon as you got your cute little trolley you would destroy everything around it at ever more taxpayer expense. The entire plan is a disaster and should be scrapped! You seem to think everyone is falling over backwards to hop on a bike or spend hours on your pitiful excuse for mass transit instead a few minutes in a car to run errands and do a little shopping. I am already avoiding downtown and now you want to turn Sugar House into another cutesy eco-yuppie giant park. If you're trying to drive shoppers

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All Participants around Salt Lake City

out of SLC you are right on track. Becker and his council clones are in dire need of replacement next time around, preferably with people who have some idea of how to manage a city.

5 Supporters

Phil Mattingly in District 6

October 26, 2012, 9:26 PM

If there is anything we have learned from these publications to the public seeking the public's opinion is that the mayor and council have already decided what is 'best' for the taxpayers who suffer their liberal progressive agenda.

Remember the rezoning of the Parley's Kmart that they voted against and the public overwhelming voted for it 2 1/2 : 1?

Putting streets on a diet is a favorite menu of Comrade Becker. You drive along a wide, well designed 4 lane road now and all of a sudden all of the traffic has to merge into two lanes and the traffic flow stalls....imagine that! What a surprise! Who would have thought that it leads to less efficient traffic flow by eliminating traffic lanes?

And did anyone ever tell Becker and his merry council members that it snows for almost 6 months of a year and no one can ride a bike in his cute bike lanes without chains on? Or with the normal aging of the population, this group will never get on a bike and will only drive to the store? But of course, progressive liberals always know what is best for us...or think they do anyway.

I vote to toss the whole idea and get a refund from the firm that did the study and plant some nice trees with the money.

6 Supporters

Robert Barth in District 4

October 26, 2012, 7:04 PM

I live in the 9th and 9th neighborhood and go to or through Sugarhouse many times a week. I agree with almost all the proposals for Sugarhouse described in the Plan. I am wondering, though, if the City has considered the longer-term consequences of its proposed improvements? It seems to me that most all of the ideas in the Plan will increase the values of real estate, improve the "livability" of the district, enhance the physical attractiveness of the area in general, and the improve quality of life for those who live and work there. However, these improvements will likely make Sugarhouse a very attractive target for more big-box developments including asphalt-hungry shopping centers, out-of-area or out-of-state business owners (such as franchises and chain stores/restaurants) and other "profit at any cost" enterprises. Is the City willing to take an aggressive stance, such as other cities have done with their most attractive neighborhoods, to prevent the exploitation and damage that these types of businesses and activities can inflict on a neighborhood or small business district? The 9th and 9th neighborhood has been successful in this but it hasn't been without a fight. After the Plan is complete, is the City willing to help protect Sugarhouse from its own success, or will the residents and

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All Participants around Salt Lake City

local business owners be left on their own to fight off the predators?

2 Supporters

John Hewes in District 2

October 26, 2012, 6:47 PM

It's exciting to see Salt Lake City taking the lead in establishing new transit corridors and new communities within our city. I support the plan for Sugar House.

3 Supporters

Name not shown in District 6

October 26, 2012, 5:04 PM

I really like the road diet to Highland to provide a bicycle lane. I also am really intrigued by the idea of a raised roadway. I think that both of these used in combination could create a really interesting and vibrant plaza feel, rather than a speed way for cars getting from point A to point B. I also love the idea of the Monument Plaza and taking away the right turn lane at Highland and 21st South.

I also like the idea of giving 21st South a road diet and adding a bike lane between 13th and 17th East. I ride this section often and have felt for a long time that it would be a perfect location for a bike lane. There is no need for a third lane in the East bound direction and the road could easily be reconfigured to provide a safe mode of transit for bicyclists.

I can understand people being angry about sacrificing vehicle lanes for bicycle lanes and the argument that once again bikes are taking over another area of Salt Lake. I would agree with these arguments if only there were any safe way to travel on a bicycle through Sugarhouse, which I feel that there are not. I often avoid the Sugarhouse area simply because I feel that it is by far the most unsafe area to travel on a bicycle in Salt Lake City. Any improvement to bicycle infrastructure in this area is extremely needed, especially considering the area is very dangerous for bicyclists and there is no safe transit options for individuals on bicycles.

2 Supporters

Name not shown in District 6

October 26, 2012, 12:33 PM

So the plan is for continuing higher-density development paired with increased bottle-necking and constriction of roadways. Sugarhouse is already a noisy congested mess and this plan will certainly make it more so. I find the idea of bottle-necking 21st south especially bizarre. If we want it to become a parking lot like 13th east has become then this plan is definitely the way to go.

I happen to love bike-riding, but please face the reality that most people will not choose or be capable of riding a bike everywhere. Consider how many bike riders you see out there are like me and do it for recreation only; we cannot commute or go shopping with our bicycles. I avoid heavily congested areas even with bike lanes because congestion is undesirable. It is more polluting, causes more

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What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

frustration, and is less safe. Bottle-necking the streets makes zero sense.

9 Supporters

James Braginton outside Salt Lake City

October 26, 2012, 12:23 PM

Sounds excellent. I might move to Salt Lake City. Specifically, maybe to the Sugar House area if this is implemented. :-)

1 Supporter

Name not shown in District 4

October 26, 2012, 12:15 PM

The proposed Sugarhouse redevelopment has Ralph Becker written all over it - Give Everything You Can to Bicycle Riders and ignor everyone else.

The proposals favor and promote pedestrian walkways and bicycle lanes. The proposals ignore the elderly and the disabled - are they not welcome in the new Sugarhouse?

The existing streets, 2100 South and Highland Drive are already too small for the volume of traffic and taking traffic lanes for bicycles is ridiculous.

It is glaring obvious that the stakeholders did not include representatives to present the needs of the elderly and the disabled. A walking-biking area leaves many of us out in the cold.

The plans are flawed and I suggest that they be scrapped and you start over and consider everyone and not just a select few. The best idea is to keep Ralph Becker out of the project all together, this guy is one sided and could care less about anything else.

4 Supporters

Name not shown in District 6

October 26, 2012, 11:54 AM

As usual, the overall importance of Sugar House has been blown way beyond proportion, and any sense of closure - end plan - is still far away.

When my family initially moved into the area in the early 1950's, Sugar House was a delightful area as it remained for quite some time. Looking back the beginning of the end occurred with the closure of Keith O'Brien's (anchor) department store, and other stores along Simpson Avenue, exacerbated by the closure of another street to make way for Shopko (which I like), and the reconfiguration of the area, which, in turn, caused the other familiar stores along Simpson to close--Ocso, Penney's, etc., some as part of a national closure--Woolworth's.

While the new developments including the Commons cleaned up the east side of Highland Drive,

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All Participants around Salt Lake City

most stores, with the exception of Barnes and Noble are not ones where I shop, and the parking is a nightmare. I try to avoid Sugar House proper altogether, especially after the delay caused by the new 'Sugar Housians' as I refer to them that celebrate 'local' at all costs as manifested by the squealing and protesting of Craig Mecham's plan to clean up and improve the west side of Highland Drive.

That attitude, reflective of the new 'Sugar Housians'--all of them planner/architect wanna be's heavily involved in this process disgust me as does the preference given Westminster College development at the expense of other developers.

As other malls and shopping areas closed, including the Cottonwood Mall, particularly the closures of both ZCMI and Penney's, my shopping habits changed. The outlet stores at the Brickyard and Steinmart at Foothill Village (despite its own parking nightmares) have become my new shopping go to's--both about 10 minutes away, the former available by circumventing Sugar House, especially the 1300 East area, entirely.

So have at it folks--eliminate cars in lieu of streetcars, buses, shuttles, walking etc. and showcase local, yada, yada, yada--Sugar House died for me a long time ago.

3 Supporters

Matthew Kirkegaard in District 6

October 26, 2012, 11:12 AM

This is great. Finally, the city is realizing what amazing potential Sugar House has. I fully support this plan for Sugar House and can't wait to see it implemented. Salt Lake is well on its way to becoming a great American city and one on the cutting edge of urbanism. It is not an exaggeration to call this plan visionary, especially considering the sad state of Sugar House today.

3 Supporters

Name not shown in District 4

October 26, 2012, 11:12 AM

I support the recommendations listed completely. In particular, complete streets and the plaza. However, I am surprised at the lack of future streetcar vision. How will any extension of the new line figure into this plan?

2 Supporters

Patrick Burns in District 7

October 26, 2012, 11:03 AM

If you create a public plaza at the Sugar House Monument (which i am in favor) then put a trolley stop right through the center of it, you will lose the opportunity to use the plaza for the special events that are outlined in this draft. I like the idea of the trolley going to the plaza, I like the idea of a larger 'gathering place' for community events etc., but having the trolley run right through the center makes any event difficult at best, and you just took a large amount of the pedestrian biking access away.

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All Participants around Salt Lake City

Plus, it seems that people in this state have a very difficult time understanding that they need to stay out of the way of a train coming in their direction...trolley onto the Plaza becomes a larger safety issue.

3 Supporters

Hugh Johnson in District 7

October 26, 2012, 10:24 AM

If destroying Sugarhouse is your goal, you are on the right path. Will the city council ever stop lining Mecham's pockets? No other developer would have received so many free passes, and have his development take precedence in this design fiasco.

Why don't you just build a big fence around the whole area and put up a sign that says: Only pedestrians, bicyclists and dog owners allowed, if you own a car, you are not welcome.

7 Supporters

Amy Barry in District 7

October 25, 2012, 8:02 AM

I fully support closing the right hand turn road found at monument plaza. The community/neighborhood would benefit by having a true pedestrian plaza and it cannot exist with the road configured there. It was a left over design and the radius is not such that requires drivers to slow down to make the turn and, believe me they don't. People race through there without regard to pedestrians. Closing that road will change the dynamic to such that pedestrians could actually enjoy an outside area. Based on the calculations in the circulation plan the additional wait to turn right would not be excessive at all. The lose of those 18 parking stalls is also inconsequential as the majority of them do not cycle throughout the day as parking for patrons. Employees of nearby buildings end up parking there for the entire day and I believe we have more to gain with a pedestrian plaza vs. 18 parking stalls.

Additionally, I would like to advocate for a closer study of a road diet along 2100 S, specifically between 1100 E - 700 E (some of that is outside the circulation plan area). The draft plan seems to dismiss the idea based on the ADT numbers, however similar conditions existed for the road diet along 1300 E just north of 2100 S and continue to operate at levels above 20,000. With all the current and new developments along this section of 2100 S we create traffic hazards and unsafe pedestrian conditions when vehicles want to turn left and everyone queues up behind them. Having a dedicated turning lane would help move traffic and allow more visibility of pedestrian in crosswalks.

4 Supporters

5.C STAFF REPORT
April 5, 2013

PLANNING COMMISSION STAFF REPORT



Planning Division
Department of Community &
Economic Development

Circulation and Streetscape Amenities Plan for the Sugar House Business District April 10, 2013 Petition No. PLNPCM2012-00799

Applicant:

Mayor Ralph Becker

Staff:

Michael Maloy, AICP
801-535-6107
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Council District:

Council District 7, represented
by Søren Simonson

Community Council:

Sugar House Community
Council, represented by
Christopher Thomas

Attachments:

- A. Circulation and Streetscape Amenities Plan
- B. Petition Initiation Letter
- C. TAB Meeting Minutes
- D. RDA Meeting Minutes
- E. Community Council Comments
- F. Public Comments
- G. Department Comments

Request

Mayor Ralph Becker is requesting the City adopt the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* as an addendum to the *Sugar House Community Master Plan*. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities.

Recommendations

Based on the findings contained within and to this report, staff recommends the following:

- The Planning Commission forwards a positive recommendation to the City Council to adopt the draft *Circulation and Streetscape Amenities Plan for the Sugar House Business District* as an addendum to the *Sugar House Community Master Plan*.

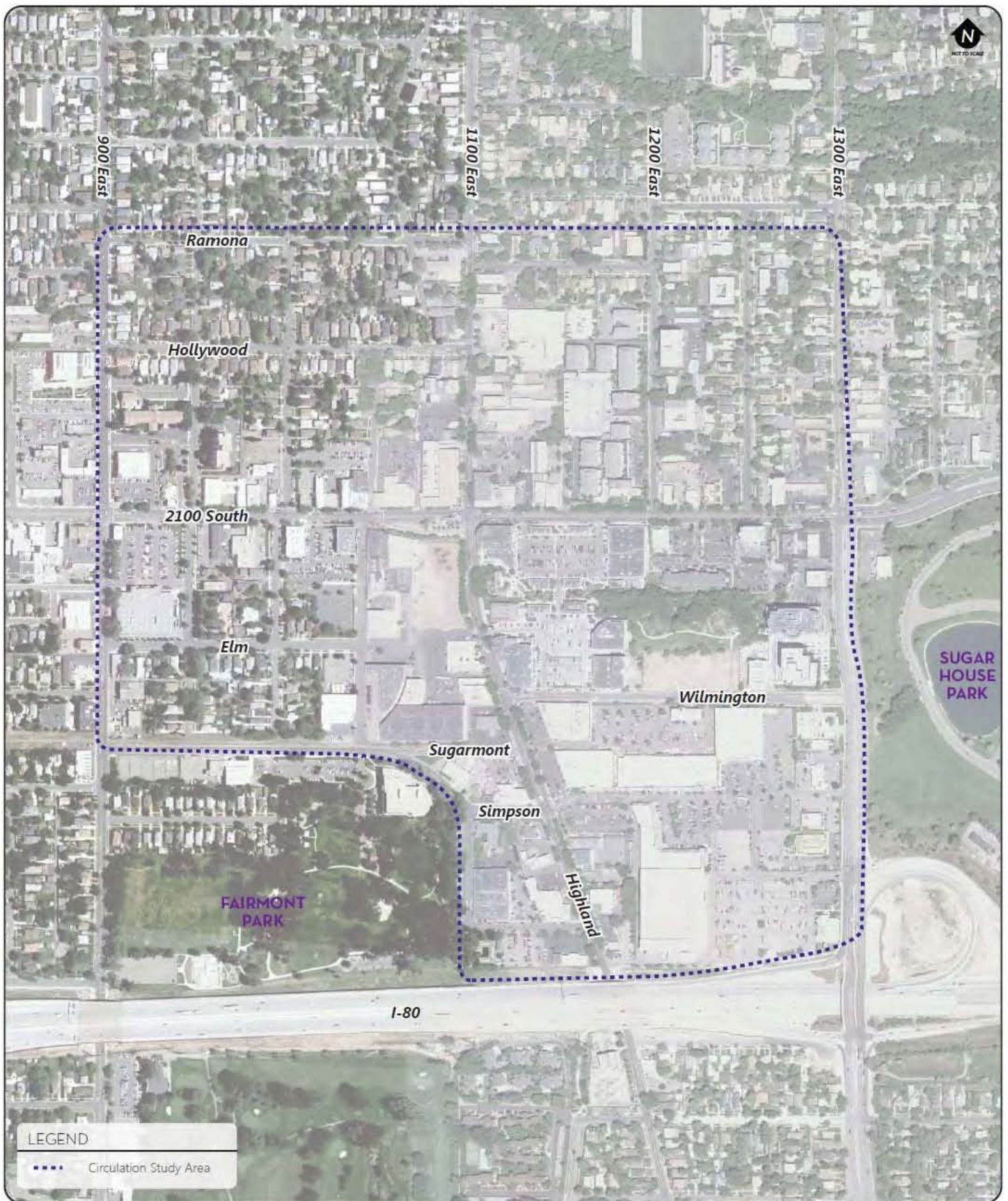
This recommendation is based on the following findings:

1. The proposed *Circulation and Streetscape Amenities Plan for the Sugar House Business District* is consistent with citywide policies as described within this report, beginning on page 6.
2. The proposed master plan is generally consistent with comments received during the public process from residents, business owners and other stakeholders of the Sugar House community;
3. The proposed master plan includes best practices to guide development and policy decisions with regard to land use, urban design and transportation; and
4. The proposed master plan furthers the purposes of Title 21A of City Code.

Recommended Motion

Based on the findings listed in the staff report, and as summarized in items 1 through 4 above, testimony received, and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to Petition PLNPCM2012-00799, a request by Mayor Ralph Becker to adopt the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* as an addendum to the *Sugar House Community Master Plan*.

Vicinity Map



Project Description

Background Information

The draft *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was completed in December 2012 by Fehr & Peers under the direction of Salt Lake City's Redevelopment Agency (RDA) and the Transportation Division of the Community and Economic Development Department (see Attachment A - Circulation and Streetscape Amenities Plan). A stakeholder committee comprised of staff from a range of departments, as well as property owners, business owners, and representatives from local institutions, provided guidance throughout the process.

Sugar House is a unique community that attracts a broad range of local and national retailers. Its festivals and markets (i.e. farmer's market, arts festival, Fourth of July fireworks, etc.) draw crowds from many areas of the Salt Lake region. The residential neighborhoods in and around the Sugar House Central Business District (CBD) provide for those seeking a rich urban lifestyle as well as those seeking a house and a yard on a quiet, leafy street.

As a result of this success, several of Sugar House's CBD streets are approaching their effective motor vehicle capacity during the peak hours of the day, and there are few opportunities or desire to expand capacity to accommodate more cars. For the Sugar House CBD to continue to thrive, it must make more efficient use of its existing transportation infrastructure. This means making better use of transit, managing parking supply more carefully, and increasing the walkability and bikeability of CBD streets so that intra-CBD trips will primarily be served by walking, biking, and transit rather than driving.

Planning Process

In response to a request from the Salt Lake City Transportation Division, Mayor Ralph Becker authorized Petition PLNPCM2012-00799 to approve The *Circulation and Streetscape Amenities Plan for the Sugar House Business District* as an addendum to the *Sugar House Community Master Plan* (see Attachment B – Petition Initiation Letter).

On December 12, 2012, Robin Hutcheson, Salt Lake City Transportation Division Director, briefed the Salt Lake City Planning Commission on the purpose and contents of the March 2012 draft of the plan. Following this meeting, the applicant published the December 2012 draft, which has been submitted to the Planning Commission for review and recommendation to the City Council.

Master Plan Summary

The draft *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was developed to address multi-modal transportation. Since the Sugar House Central Business District (CBD) has limited opportunities to add capacity to accommodate more cars, it must make more efficient use of its transportation infrastructure by making better use of transit, managing parking supply more carefully, increasing walkability and on-street cycling opportunities throughout the CBD, and enhancement of the transportation network.

Fehr & Peers, under the direction of Salt Lake City's Redevelopment Agency (RDA) and Community and Economic Development Department (Transportation Division), conducted a robust public engagement and visioning process in conjunction with a technical analysis of the feasibility of specific projects to address the community's goals.

The study addressed six specific circulation elements:

1. Expansion of Monument Plaza
2. Sugarmont Drive/Wilmington Avenue Realignment
3. Highland Drive Road Diet
4. Division of Large Blocks
5. Bicycle Lanes on 2100 South
6. Parley's Trail Connection

The study refers to the Sugar House Streetcar extension recommendations, and integrated this element as part of the Circulation Plan. The study cites the recommended Locally Preferred Alternative as a three stage approach; 2A) extending to Highland Drive, 2B) extending to the Sugar House Monument in a couplet along Simpson Avenue and Sugarmont Drive, and 2C) extending north to approximately 1700 South. Several of the recommendations herein support the Phase 2 alignment by improving connectivity and bicycle/pedestrian access to the recommended Sugar House Streetcar Phase 2 alignment, running from McClelland Street to Highland Drive (Phase 2A), then north along Highland Drive to Monument Plaza (Phase 2B), and continuing north along 1100 East to 1700 South and Westminster College.

The purpose of the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* is to increase multi-modal circulation through the formal adoption of specific transportation projects to implement recommendations from the *Sugar House Community Master Plan*. Key elements and recommendations of the plan are:

Expansion of Monument Plaza. This project will create a large public gathering space, eliminate the existing exclusive eastbound right-turn lane and 18 on-street parking spaces, provide improved conditions for cyclists and pedestrians, and create space for a potential future streetcar station. Such a station would serve as “end-of-line” for various phases of the Sugar House Streetcar Extension. It also reinforces Monument Plaza’s role as the heart of the CBD by improving its sense of place, making it the point of arrival for multiple modes rather than a pass-through for vehicles, and functioning as a home base for visitors who may want to engage in a variety of activities throughout Sugar House.

Sugarmont Drive / Wilmington Avenue Realignment. This project will eliminate the existing west-bound one-way segment of Sugarmont Drive between Highland Drive and the intersection with Simpson Avenue, replacing it with a new alignment of Sugarmont Drive that gradually curves from McClelland Street eastward to align directly, as a two-way street, with Wilmington Avenue. This will provide increased connectivity for bicycles, pedestrians, vehicular traffic, and potential extension of the Sugar House Streetcar alignment, but requires property acquisition, the loss of some commercial properties, and creates a potentially challenging intersection of McClelland Street, Wilmington Avenue, Simpson Avenue, Sugarmont Drive, Parley’s Trail, and the proposed streetcar.

Highland Drive Road Diet. This project converts Highland Drive from a four-lane cross section of traffic to three lanes between 2100 South and the Interstate-80 overpass consisting of on-street parking, bike lanes, two general purpose and potential shared streetcar lanes, and one center turn lane variously as space permits. This improves mobility, access and safety for all modes, but in the narrowest segments may require bike and travel lane widths that are lower than the City standard.

Division of Large Blocks. This project divides larger blocks, particularly the Granite Block and the Sugar House Center Block, into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections, improving multi-modal transportation options, but requiring collaboration with property owners for implementation.

Addition of Bicycle Lanes on 2100 South. This project looks beyond the study area to the full length of 2100 South within Salt Lake City’s boundaries because of the roadway’s greater regional significance and consists of eliminating on-street parking from 200 East - 600 East, no change in the segment between 600 East and 1300 East due to roadway width constraints and traffic volumes, a road diet between 1300 East and 1700 East, and either a road diet or shared lane option between 1700 East and 2300 East. An improved walking and cycling environment supports the regional travel markets currently utilizing the bus routes along 2100 South that connect with TRAX, and thus preserves the local circulation function to be served by streetcar.

Parley's Trail Connection. This project connects Parley's Trail between the Fairmont Aquatic Center and Hidden Hollow Park, creating a continuous inter- and intra-city route for recreation and transportation that connects cyclists and pedestrians to existing and potential future transit.

Public Meetings, Comments, and Notices

The following is a list of meetings that have been held related to the proposed project.

Steering Committee Meetings

Steering Committee Meetings were held at Westminster College with community stakeholders including representatives from Sugar House Community Council, Sugar House Merchants, private developers, property owners, Parley's Rail and Trail committee members, among other groups. Over a 10 month period, the Steering Committee conducted a series of 8 meetings, which were held on the following dates:

- April 27, 2011
- September 14, 2011
- September 28, 2011
- October 12, 2011
- November 2, 2011
- January 18, 2012
- February 8, 2012
- February 15, 2012

Meetings included group exercises that generated feedback on the various concepts. Comments were collected and reflected in the Circulation & Streetscape Plan.

Open House Meetings

City staff participated in two "open house" meetings where the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was presented and discussed in connection with the streetcar and greenway projects. The events were held at Sprague Library on July 28, 2011, and the former Deseret Industries building on Highland Drive on October 27, 2011.

Transportation Advisory Board

Staff presented the plan to the Transportation Advisory Board (TAB) on August 8, 2012. Prior to publication, no formal comments or recommendation from TAB were received by the Planning Division (see Attachment C – TAB Meeting Minutes).

Redevelopment Agency Board Meeting

Staff presented the plan to the Redevelopment Agency (RDA) Board on August 6, 2012 (see Attachment D – RDA Meeting Minutes).

Sugar House Community Council

The plan was presented at the Sugar House Community Council (SHCC) on two separate occasions. The first meeting, which was held October 3, 2012, provided information to the broader SHCC. To address more specific concerns, a second meeting was held on October 15, 2012 with various sub-committees of the SHCC. Following the second meeting, comments and responses were collected and have been attached for review (see Attachment E – Community Council Comments).

Public Notice

Notice of the public hearing for the proposal includes:

- Public hearing notice posted on City and State websites on March 27, 2013
- Public hearing notice emailed to the Planning Division listserv on March 27, 2013
- Public hearing notice posted in newspaper on March 29, 2013

Public Comments

The *Circulation and Streetscape Amenities Plan for the Sugar House Business District* is currently available for review and comment at www.slcgov.com/opencityhall. To date, there have been 62 participants and 50 comments posted on Open City Hall. Staff also received a letter in response to the proposal. Although a small majority of comments seem to favor the plan, many respondents express a variety of concerns and oppose the proposal (see Attachment F – Public Comments).

Department & Division Comments

On November 16, 2012, a draft of the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was sent to all applicable City Departments and Divisions. Comments received in response to the proposal have been attached. The Planning Division has not received any comments from applicable City Departments and Divisions that cannot be reasonably be fulfilled or that warrant a negative recommendation (see Attachment G – Department Comments).

Analysis

Salt Lake City does not have specific standards for master plan amendments. The proposed *Circulation and Streetscape Amenities Plan for the Sugar House Business District* was evaluated with respect to goals and policies found within the *Sugar House Community Master Plan*. The relationship between the *Sugar House Community Master Plan* and the projects proposed in the *Circulation and Streetscape Amenities Plan for the Sugar House Business District* has been identified and are shown below:

- **Monument Plaza Reconfiguration.**
 - Plaza expansion is a goal from the *Sugar House Community Master Plan*.
- **Sugarmont Drive / Wilmington Avenue Realignment.**
 - This realignment is included in the *Sugar House Community Master Plan*.
- **Highland Drive Road Diet.**
 - The evaluation of this conversion is included in the *Sugar House Community Master Plan*.
- **Division of Large Blocks.**
 - The evaluation of this division is a goal from the *Sugar House Community Master Plan*.
- **Addition of Bicycle Lanes on 2100 South.** Several goals and statements within the *Sugar House Community Master Plan* relate to this topic in various ways, including:
 - Provide for multiple modes of transportation that are safe, convenient, and comfortable;
 - Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Evaluate the existing policy that prohibits cyclists from using the sidewalk in the Sugar House Business District and leaves the cyclist without a bicycle lane or path as an alternative;
 - Ensure new land uses located adjacent to bicycle routes and require installation of street improvements, and provide bicycle lanes where appropriate and feasible;
 - Provide safe bicycle routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District and other major destination points with one another;
 - Use AASHTO and NACTO standards for bicycle lane width and signage for new construction; and use road construction projects as opportunities to upgrade existing bicycle lanes to meet these standards;
 - Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation;

- Connect bicycle routes with regional trail systems in other jurisdictions and neighboring communities;
 - Support the elimination of on-street parking on one side of roadways to allow the addition of bicycle lanes;
 - Provide bicycle racks and lockers at destination points and at transit terminals;
 - Enhance pedestrian crossings along 2100 South;
 - A pedestrian first zone, reducing travel distances encourages safer and increased levels of bicycling and walking;
 - Pedestrians should have the right-of-way over all other modes of transportation; and
 - Use a landscaped area to provide a buffer zone.
- **Parley's Trail Connection.** Establishing a Parley's Trail connection meets several goals from the *Sugar House Community Master Plan*, such as:
 - Provide for multiple modes of transportation that are safe, convenient, and comfortable;
 - Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Provide safe bike routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
 - Unite the parks and recreation area with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation; and
 - Connect bike routes with regional trail systems in other jurisdictions and neighboring communities.

Based on the analysis contained within and attached to this report, staff finds the plan is reasonably compatible with the goals and policies of the *Sugar House Community Master Plan*.

Attachment A – Circulation and Streetscape Amenities Plan

CIRCULATION AND STREETSCAPE AMENITIES

Plan for the Sugar House Business District

DECEMBER 2012



Prepared for:



SLCRDA

Prepared by:

FEHR & PEERS

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Salt Lake City, UT 84106
P (801) 463-7600

with **CRSA**

CHAPTER 1: INTRODUCTION

The Circulation Plan for the Sugar House Business District (the Plan) document was completed by Fehr & Peers under the direction of Salt Lake City's Redevelopment Agency (RDA) and the Community and Economic Development Department (Transportation Division). A stakeholder committee comprised of staff from a range of departments, as well as property owners, business owners, and representatives from local institutions, provided guidance throughout the process.

Sugar House is a unique community that attracts a broad range of local and national retailers. Its festivals and markets (i.e. farmer's market, arts festival, Fourth of July fireworks, etc.) draw crowds from many areas of the Salt Lake region. The residential neighborhoods in and around the Sugar House Central Business District (CBD) provide for those seeking a rich urban lifestyle as well as those seeking a house and a yard on a quiet, leafy street.

As a result of this success, several of Sugar House's CBD streets are approaching their effective motor vehicle capacity during the peak hours of the day, and there are few opportunities or desire to expand capacity to accommodate more cars. For the Sugar House CBD to continue to thrive, it must make more efficient use of its existing transportation infrastructure. This means making better use of transit, managing parking supply more carefully, and increasing the walkability and bikability of CBD streets so that intra-CBD trips will primarily be served by walking, biking, and transit rather than driving.

This report is structured around these principles, and its chapters are arranged accordingly:



- **Chapter 2: Study Area Description**, provides multi-modal existing conditions information and data within the study boundaries of the plan.
- **Chapter 3: Vision and Goals**, identifies the community and stakeholders desires and goals.
- **Chapter 4: Project Evaluation**, examines the feasibility of specific transportation related projects in the study area.
- **Chapter 5: Implementation Plan**, includes a summary of the key projects, actions, and strategies.
- **Chapter 6: Next Steps**, identifies the next steps to achieve the circulation goals.
- **Chapter 7: Streetscape Amenities Plan**, identifies street amenities to enhance the visual characteristics of the corridors.

CHAPTER 2: STUDY AREA DESCRIPTION

The *Plan* Study Area is within the area bounded by 1300 East to the east, 900 East to the west, Interstate-80 (I-80) to the south, and Ramona Avenue to the north (see Figure 2-1).

2.1

Land Use

The Sugar House neighborhood is located in east-central Salt Lake City, Utah, along the Wasatch Front (the western slope of the Wasatch Mountain Range) (see Figure 2.1-1). Sugar House, one of the original streetcar communities of Salt Lake City and one of the oldest neighborhoods, includes a broad mix of land uses, including commercial, office, and residential. The portion of the corridor between 900 East and 1300 East is one of the few areas along the Wasatch Front with the mix and density of land uses that could facilitate active transportation (pedestrian and bicycle) investment. The area has a higher-than-average residential density and is within a convenient walk distance of many businesses. In addition, there are a number of potential redevelopment sites in the Study Area that could result in mixed-use development in areas surrounded by existing residential uses.



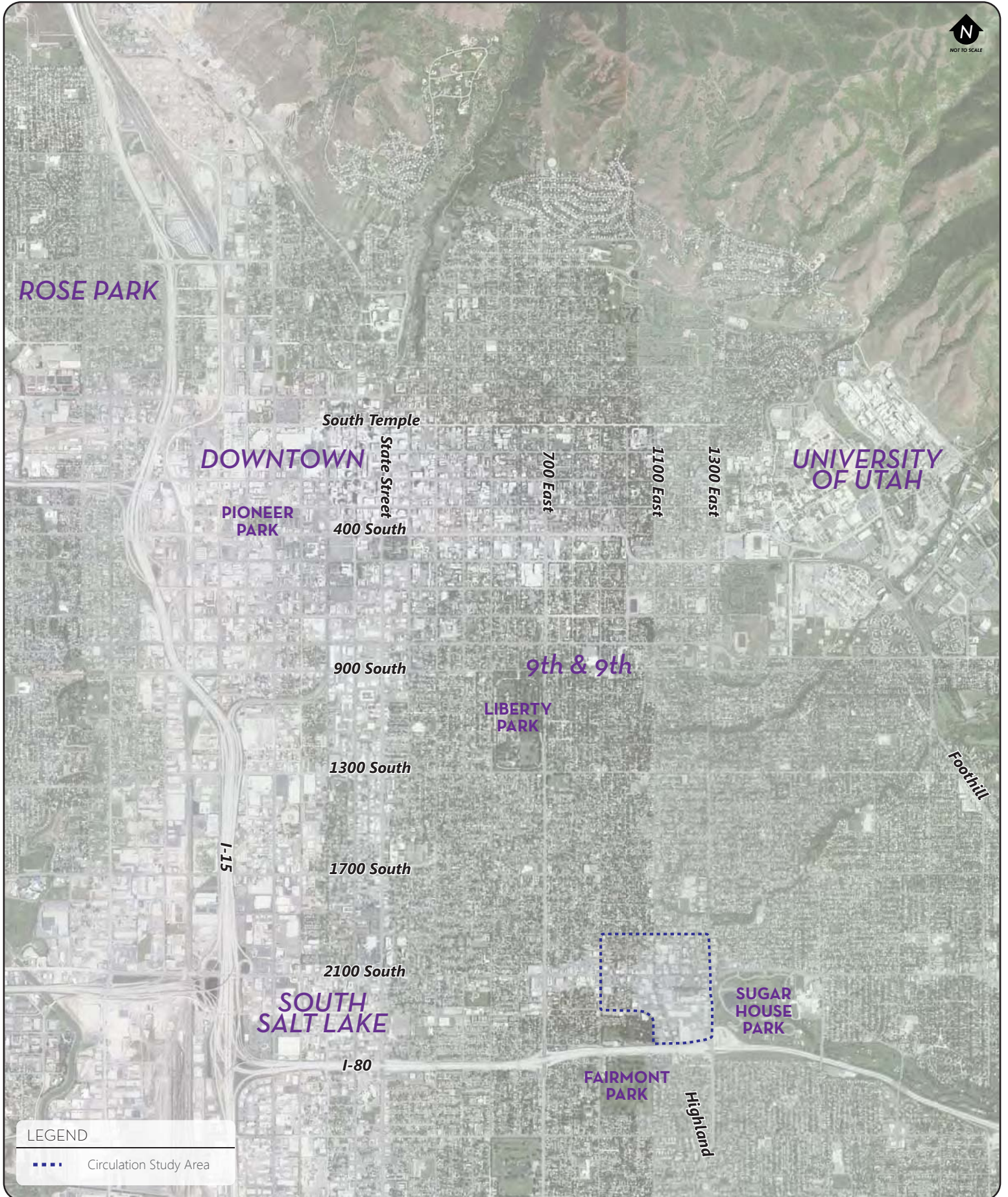
The north part of the Study Area is predominately single-family residential with clusters of neighborhood commercial and a few mixed residential/business corridors, such as 1100 East and 2100 South. Several parks and institutional uses are dispersed throughout the outer boundaries of the Study Area. The close proximity of many mixed uses promotes walking as a mode of transportation.

In addition to the general land uses described above, the following major activity centers are located within the Study Area:

- Sprague Library (Highland Drive)
- Sugar House Shopping Center (Highland Drive)
- Sugar House Shopping Commons (Highland Drive and 2100 South)

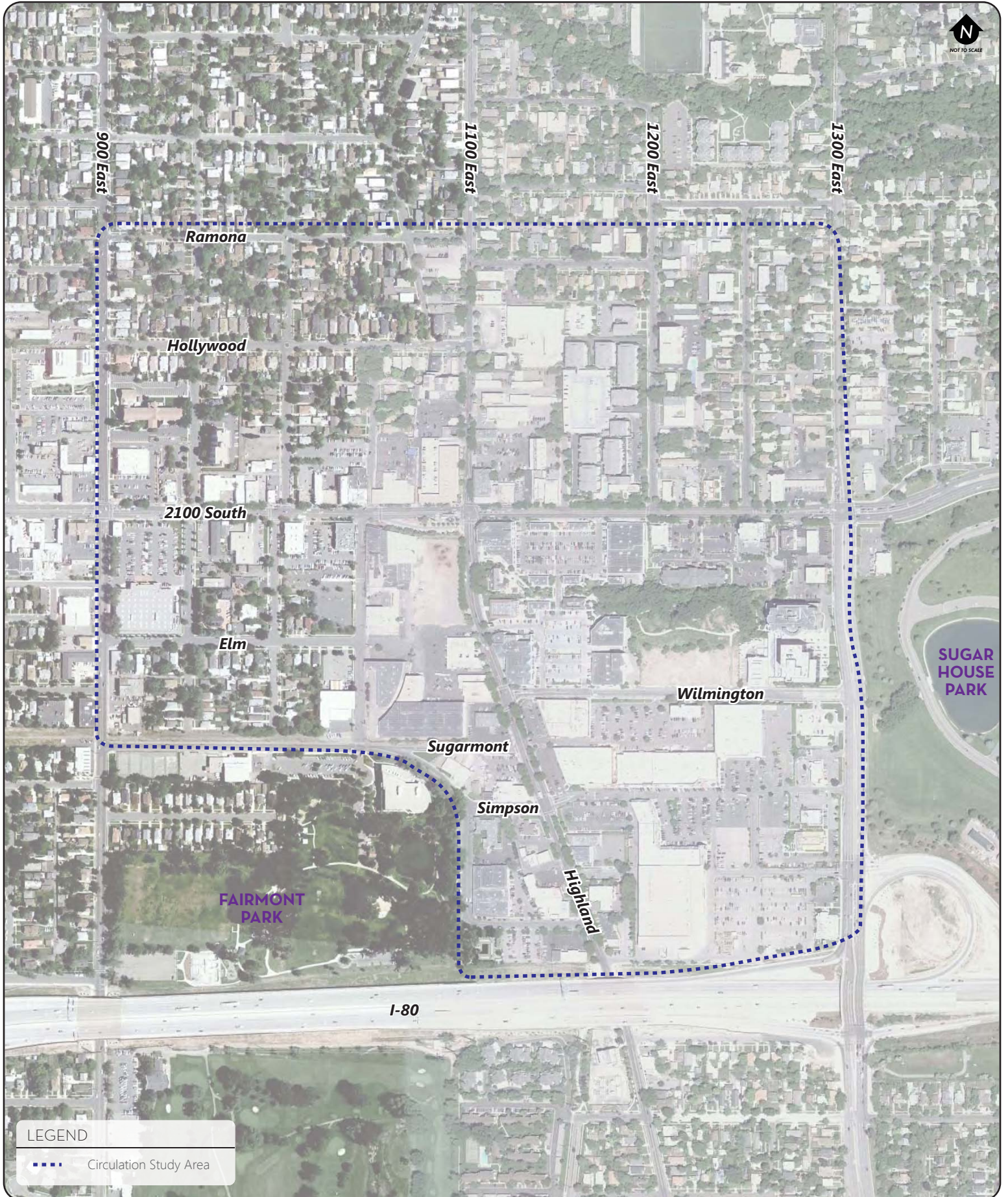
CIRCULATION STUDY AREA - REGIONAL

Figure 2-1.1 | Sugar House Business Plan Circulation Plan



CIRCULATION STUDY AREA - NEIGHBORHOOD

Figure 2-1 | Sugar House Business District Circulation Plan



Within one mile of the Study Area the following attractors also exist:

- Fairmont Park and Aquatic Center (Sugarmont Park)
- Sugar House Park (1300 East and 2100 South)
- Forest Dale Golf Course (900 East)
- Intermountain Health Center (900 East)
- Highland High School (2100 South)
- Westminster College (1300 East)

The Study Area and existing major activity centers are shown in Figure 2.1-2. In addition, four additional important activity centers are expected to soon be added to the Study Area:



- The Granite Block (on the south side of 2100 South at 1100 East). The Granite Block in downtown Sugar House is planned for redevelopment with a mix of residential, commercial, and office use. Development plans include 200 new residences and 200,000 square feet (SF) of commercial/office over the next several years.

- Westminster Student Housing (on the west side of 1300 East between Wilmington Avenue and 2100 South). The Westminster Student Housing project has begun construction on a mixed-use development with 16,000 SF of academic space; 14,000 SF of retail space; and 54,000 SF of housing.

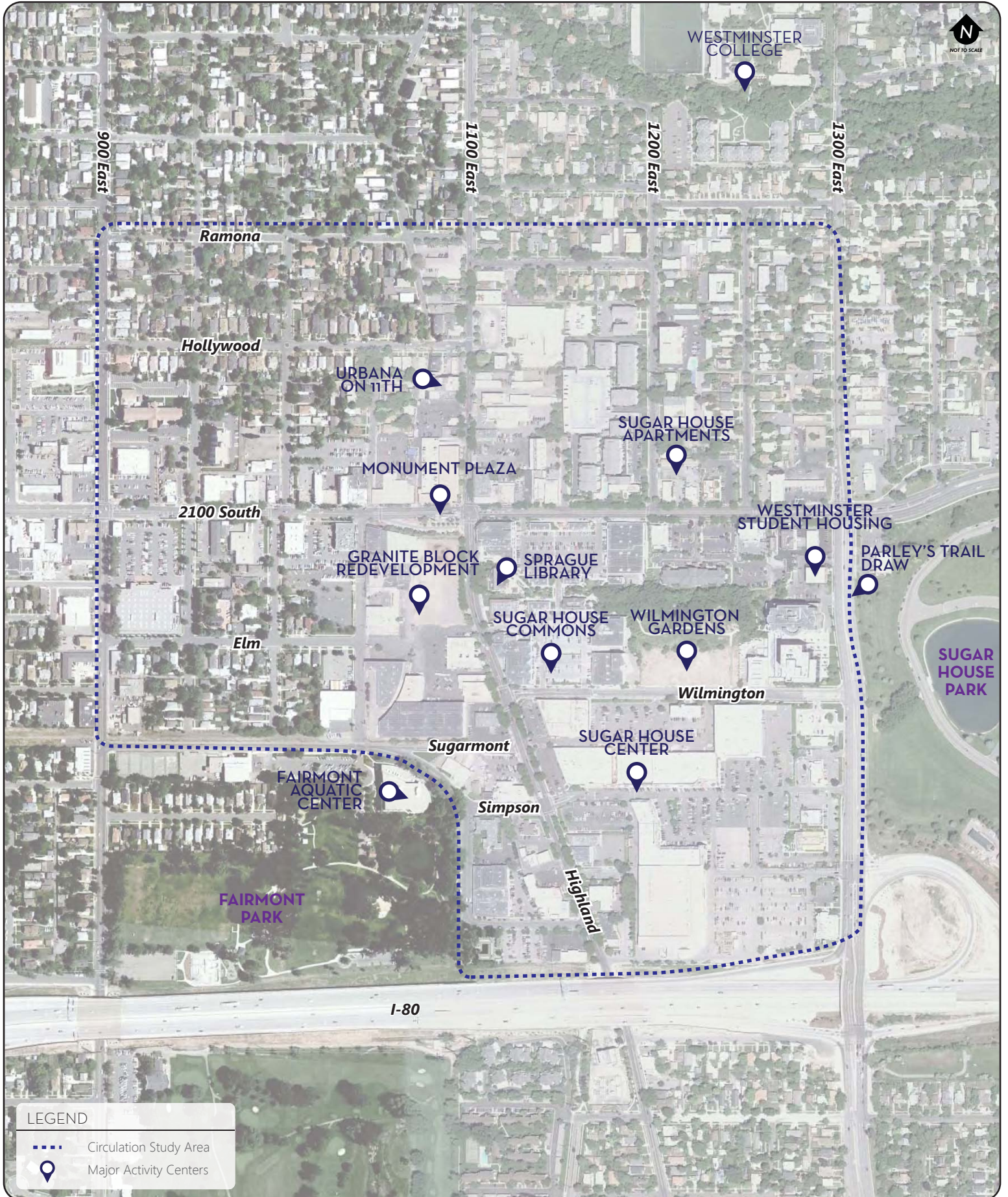
- Wilmington Gardens (Wilmington Avenue between Highland Drive and 1300 East). Wilmington Gardens in Sugar House is planned to be redeveloped with a mix of residential, community space, commercial, and office use.



- Development plans include 100,000 SF of residential with 20% affordable units; approximately 84,000 SF of commercial/office; and 45,000 SF of community space. Plans for Wilmington Gardens incorporate academic space for Westminster College.

MAJOR ACTIVITY CENTERS

Figure 2-1.2 | Sugar House Business District Circulation Plan



- Sugar House Center (south of Wilmington Avenue between Highland Drive and 1300 East). The Sugar House Center is planned to be a mixed-use redevelopment project separated into multiple phases. Full build-out plans include 800 residential units, 380,000 SF of commercial/office use. A structured parking garage is also planned for this development site.
- The Parley's Trail Draw (1300 East on the south side of Westminster Student House). The Parley's Trail Draw project is a tunnel under 1300 East connecting Sugar House Park to Hidden Hollow, an integral part of the Parley's Trail.

2.2 *Development Plans*

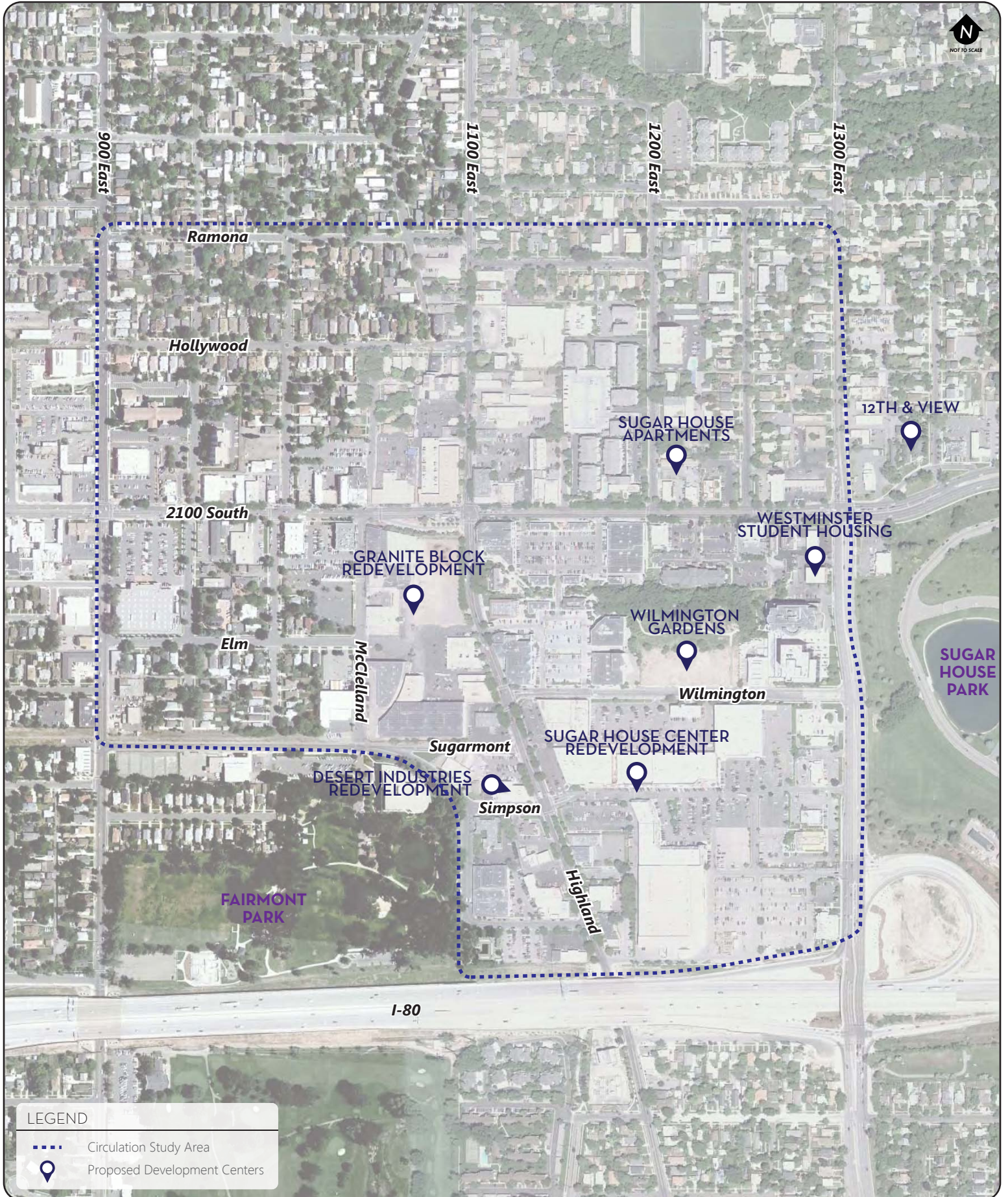
Planning for the Sugar House Streetcar Phase 1 Project has generated interest in the development community. The following developments within the Study Area have recently been constructed, are underway, or are approved, and are shown in Figure 2.2-1.

- Urbana on Eleventh—29 condominiums and 750 SF of ground floor retail. This project is 100 percent constructed.
- John Gardiner Apartment Complex—70 apartment units. This project is currently under construction and will be complete by 2014.
- Westminster Mixed-Use Project—44 three- and four-bedroom apartment units with a total of 164 beds, approximately 15,000 SF of office space, and 8,500 SF of retail space. Residential development associated with this project is part of the Westminster College expansion, and will serve as student housing. This project is currently under construction and will be complete by fall 2012.
- Wilmington Gardens Project—between 212 residential units, including 5 townhomes; approximately 30,000 SF of office; and 60,000 SF of retail development. This project will be complete by 2013.
- Olsen Development—residential and retail space is planned to front Wilmington Avenue on the Olsen property, which is located directly across the street from Wilmington Gardens. This project is in partnership with Wilmington Gardens, and the



PROPOSED DEVELOPMENT LOCATIONS

Figure 2.2-1 | Sugar House Business District Circulation Plan



developers are working together to implement a new vision for Sugar House over several acres. At the corner of Highland and Wilmington Avenues, the group is planning retail, office, and residential development. The group estimates that by 2015, an additional 100 residential units and 60,000 square feet of retail will be completed.

- Granite Block Development—210 residential units and 56,000 SF retail space by 2015, with the addition of 50,000 SF of office space by 2030.
- Boulder Venture Project – 20,000 SF of retail and 30,000 SF of office. This project is currently under construction and will be complete in the spring of 2013.
- Cowboy Partners Project – 170 residential units and 1,200 SF of retail. This project will be completed in 2014.

2.3 *Transportation*

The urban pattern in the Study Area is built on a network of arterial and collector roads, generally running in a north-south/east-west grid pattern, bus routes and stops, pedestrian connections (sidewalks), and only a few bicycle lanes.

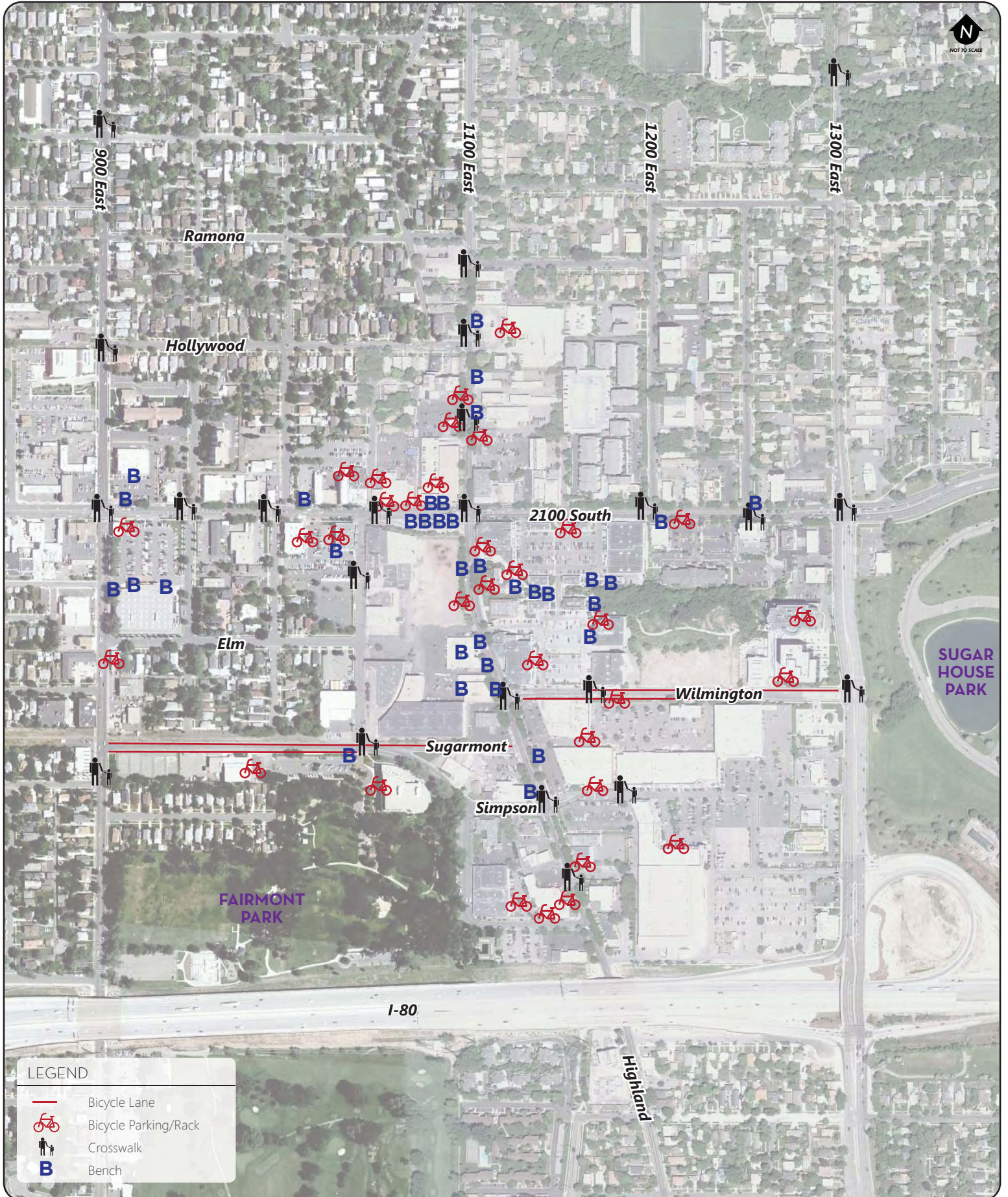
2.3.1 Pedestrian Network

All streets in the Study Area, except Sugarmont, include sidewalks, which are the foundation of the pedestrian network. This foundation is improved with a good trail network in areas such as the large parks near the Study Area (see Figure 2.3-1 for existing pedestrian facilities). Two regional trails are planned in the Study Area. The eight-mile Parley's Trail will transect the Study Area. Further detail on the route of the trail is explained in subsequent chapters. The trail will regionally connect Parley's Canyon on the east side of the County to the Jordan River on the west side of the County. The proposed Jordan and Salt Lake Canal Trail will enter the Study Area along McClelland Street before curving around the east side of Fairmont Park. This trail is proposed to run from 800 South to 3300 South in Salt Lake City along an historic canal. The walk travel times along key pedestrian routes in the Study Area are shown in Figure 2.3-2



EXISTING PEDESTRIAN AND BIKE AMENITIES

Figure 2.3-1 | Sugar House Business District Circulation Plan



WALK TIME COMPARISON

Figure 2.3-2| Sugar House Business District Circulation Plan



2.3.2 Bicycle Network

Sugarmont Drive and Wilmington Avenue are the only streets in the study area with designated bicycle lanes (see the previous Figure 2.3-1 for existing bicycle lanes). Salt Lake City performed bicycle counts on 2100 South at 1100 East in September 2011. The bicycle counts indicate the average number of bicycles on 2100 South on a weekday is approximately 102. Each direction (north, south, east, and west) is about equal in number of bicyclists. Approximately 46% of the weekday bicyclists were travelling on 2100 South and the remaining 54% were travelling on 1100 East. The average number of bicyclists who ride on the sidewalk ranged from 53% to 80% and the remaining percentage rides on the road.



2.3.3 Transit Network

Existing transit facilities (see Figure 2.3-2) in the Study Area include several bus routes, with TRAX lines located two miles west and north of the Study Area. Bus routes that operate in the Study Area are routes 17, 21, 209, 213, and 220. Table 2.3-1 shows nominal headways for each of the routes in the travel shed:

Table 2.3-1. Nominal Headways in Minutes

<i>Route</i>	<i>Mode</i>	<i>Peak</i>	<i>Off-Peak</i>	<i>Evenings</i>	<i>Saturday</i>	<i>Sunday</i>
17	Local Bus	30	30	0	0	0
21	Local Bus	15	15	30	30	80
209	Local Bus	15	15	30	30	60
213	Local Bus	30	30	30	60	0
220	Local Bus	20	20	30	30	60

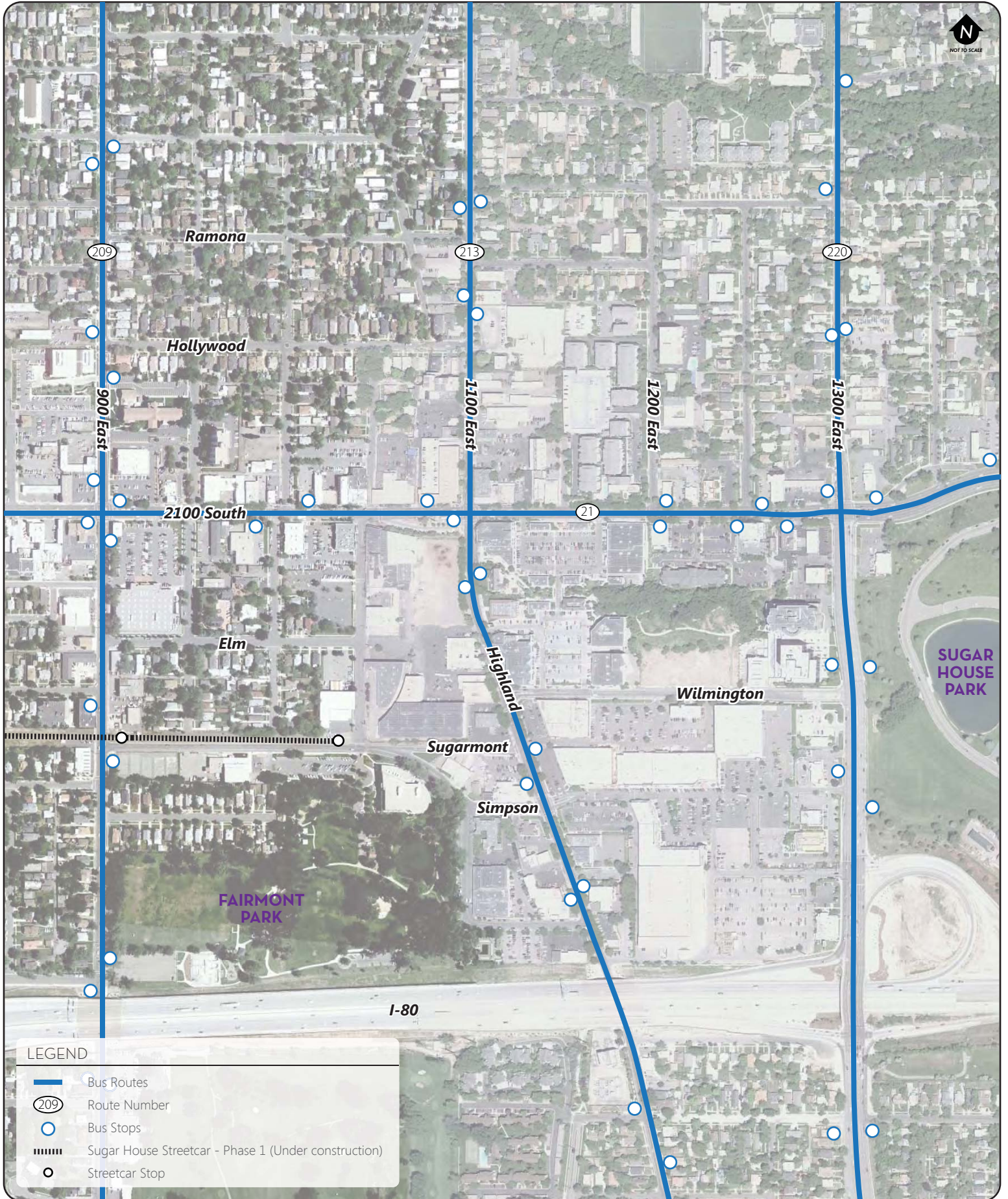
Source: UTA 2011

Route 21 travels along 2100 South within the Study Area. This route parallels the Sugar House Streetcar Phase 1 Project. The current bus runs one to three minutes late in the peak hour, but is still considered on-time for UTA performance (which is up to five minutes late for a local bus).

With the completion of the Sugar House Streetcar Phase 1 Project (currently under design and construction); the north-south portion of TRAX will be connected to the Sugar House area as far east as 1050 East/McClelland. This link will connect a thriving, regional commercial center (the Sugar House CBD) to the highly successful regional TRAX and commuter rail.

EXISTING TRANSIT NETWORK

Figure 2.3-3 | Sugar House Business District Circulation Plan



An Alternatives Analysis (AA) is currently in progress for an extension of the Phase 1 Sugar House Streetcar. The AA is evaluating possible mode and alignment alternatives. The Locally Preferred Alternative would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument plaza at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward.

2.3.4 Roadway Network

The important minor arterials are 1300 East, Highland Drive/1100 East, 900 East, and 2100 South. A network of local collector streets serves the communities between these major and minor roads. The primary roadways in the Study Area are described below:



- **900 East** is a north-south arterial road with one travel lane in each direction and a center two-way left-turn lane. 900 East has a posted speed limit of 30 miles per hour (mph).
- **Highland Drive/1100 East.** 1100 East becomes Highland Drive just south of 2100 South. 1100 East is a two-lane collector street with on-street parking. Intersections are full-movement, and major intersections have separated left-turn lanes. Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking. Highland Drive/1100 East has a posted speed limit of 30 mph.
- **1300 East** is a north-south arterial in the Salt Lake Valley. In the Study Area, north of 2100 South, 1300 East consists of a single travel lane in each direction with a continuous center two-way left-turn lane. South of 2100 South, it consists of three travel lanes in each direction, a raised center median, and single-lane protected left-

turns at the major intersections. It intersects with I-80 at about 2300 South. 1300 East has a posted speed limit of 35 mph.

- **2100 South** is an east-west arterial in the Salt Lake Valley. In the Study Area, it consists of two travel lanes in each direction. Some intersections have left- and right-turn lanes. 2100 South has signalized intersections at 1300 East, Highland Drive/1100 East, and 900 East. 2100 South has a posted speed limit of 30 mph.
- **Wilmington Avenue** is an east-west local road with a posted speed limit of 30 mph. Wilmington Avenue has one travel lane in each direction with on-street parking and bicycle lanes on both sides.
- **Sugarmont Drive** is an east-west local road with a posted speed limit of 25 mph. Sugarmont Drive has one travel lane in each direction and bicycle lanes on both sides. The Sugar House Streetcar Phase 1 and Parley's Trail will run parallel with Sugarmont Drive to the north of the road. The eastern 500 feet of Sugarmont Drive is a westbound one-way street.

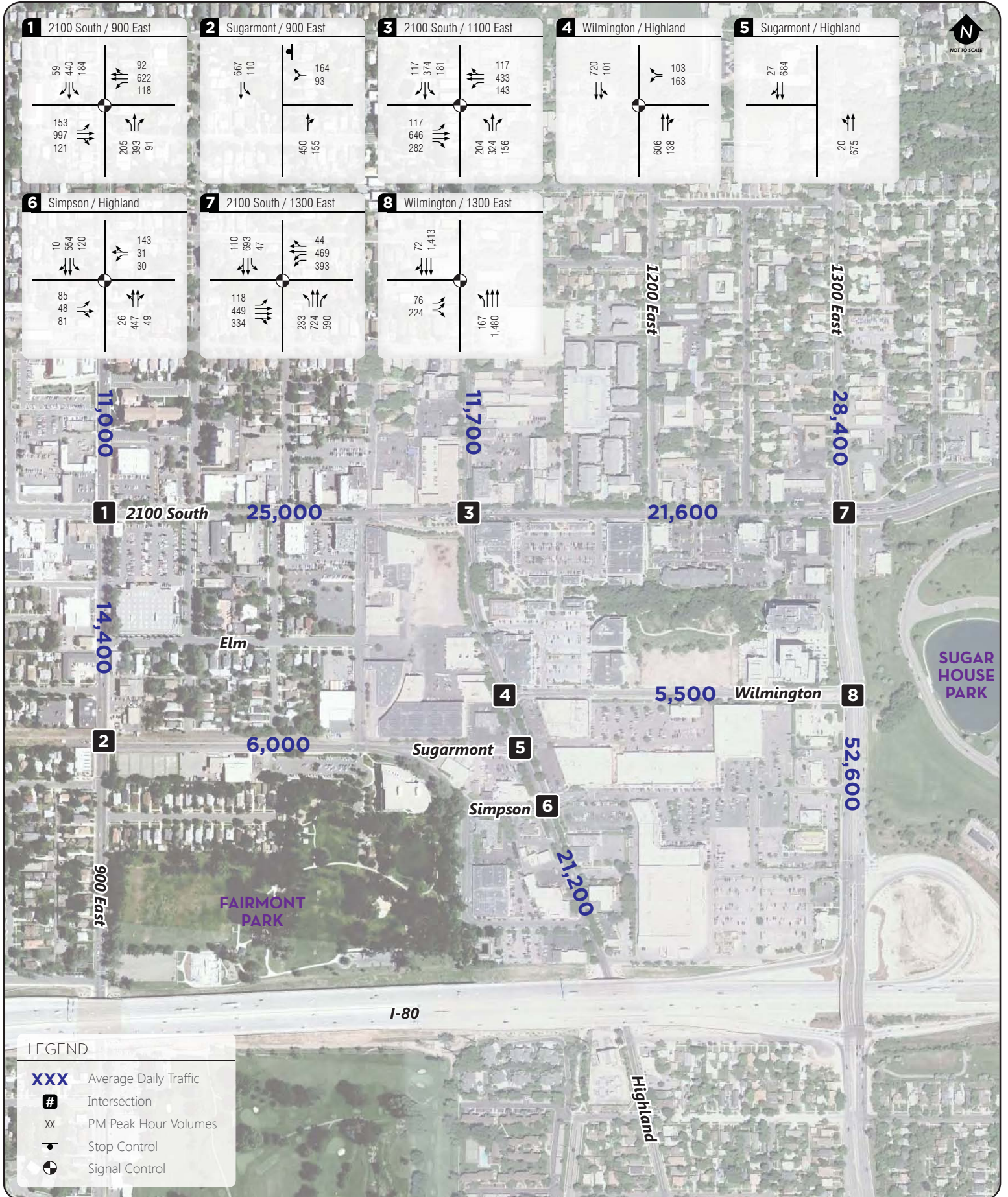
2.3.5 Traffic Conditions

Figure 2.3-3 shows the Average Daily Traffic (ADT) on the key roadways within the study area. The ADTs are based on 2010 counts from UDOT's Traffic on Utah Highways database, with the exception of Sugarmont Drive and Wilmington Avenue, of which the ADTs were calculated based on the rule of thumb that the PM peak hour volume equals approximately 10% of the ADT. The weekday PM peak hour experiences the highest traffic congestion than any other time the day in the Sugar House area. PM peak hour traffic volumes were gathered from previous traffic studies done in the Sugar House area and new traffic counts were collected at 2100 South / 1100 East and Simpson Avenue / Highland Drive in October 2011 and April 2012, respectively. Figure 2.3-3 also shows the PM peak hour turning movement volumes at the key intersections in the study area. Many of the major roadways in the Sugar House CBD area have less traffic than they did three to four years ago, contributing to slightly less congested conditions than five years ago. The decrease in traffic volumes could be due to a combination of several factors including: fuel prices, economy, other modes being used, etc.

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2.3-2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 2000 (HCM 2000) methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, LOS is

EXISTING TRAFFIC CONDITIONS

Figure 2.3-4 | Sugar House Business District Circulation Plan



reported based on the worst movement. The software package Synchro / SimTraffic was used for this study.

Table 2.3-2. Level of Service Descriptions

<i>LOS</i>	<i>Description</i>	<i>Signalized Intersections (Avg Delay: sec/veh)</i>	<i>Unsignalized Intersections (Avg Delay: sec/veh)</i>
A	Free Flow / Insignificant Delay	0 to 10	0 to 10
B	Stable Operations / Minimum Delays	>10 to 20	>10 to 15
C	Stable Operations / Acceptable Delays	>20 to 35	>15 to 25
D	Approaching Unstable Flows / Tolerable Delays	>35 to 55	>25 to 35
E	Unstable Operations / Significant Delays Can Occur	>55 to 80	>35 to 50
F	Forced, Unpredictable Flows / Excessive Delays	>80	>50

Source: Fehr & Peers Descriptions, based on Highway Capacity Manual 2000 Methodology (Transportation Research Board)

The existing PM peak hour LOS for the key intersections within the study area are shown in Table 2.3-3. As shown in Table 2.3-3, traffic conditions in the Sugar House CBD are generally stable with the exception of the intersection of 1300 East / 2100 South which experiences heavy delays during the peak hours of the day.

Table 2.3-3. Existing PM Peak Hour Level of Service

<i>ID</i>	<i>Intersection</i>	<i>Control</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
1	900 East / 2100 South	Signal	34.1	C
2	900 East / Sugarmont Dr	WB Stop	16.0	C
3	1100 East / 2100 South	Signal	32.1	C
4	Highland Dr / Wilmington Ave	Signal	10.1	B
5	Highland Dr / Sugarmont Dr	-	5.7 ¹	A
6	Highland Dr / Simpson Ave	Signal	10.0	B
7	1300 East / 2100 South	Signal	106.9	F
8	1300 East / Wilmington Ave	Signal	19.0	B

Notes:

¹Represents the worst movement (northbound left-turn)

Source: Fehr & Peers, July 2012

CHAPTER 3: VISION AND GOALS

The RDA initiated the *Plan* to create a coordinated plan for infrastructure improvements around the Sugar House CBD. The goals of the *Plan* are to provide recommendations that will improve local and regional mobility and access while retaining the special character of the Sugar House community.

3.1 *Community Goals*

Review of the Sugar House Master Plan and consultation with approximately 25 stakeholders during a set of interviews, group workshops, and study area walking tour resulted in the identification of community goals and values for the *Plan*. A total of 24 stakeholders were involved from the following organizations:

- Bicycle Community
- East Central Community Council
- Gardiner Properties
- Mecham Management
- Olsen Properties
- Parley's Rails, Trails, and Tunnels Coalition
- Salt Lake City Fire Department
- Sprague Library
- Sugar House Community Council
- Sugar House Merchants Association
- Sugar House Park Authority
- Utah Department of Transportation
- Utah Transit Authority
- Wasatch Front Regional Council
- Westminster College
- Woodbury Corporation
- Zions Bank

The community's multi-modal transportation visions, principles, and goals are as follows:

- Extend transit service to serve a greater number of households, employment, student trips, and transit connections.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House CBD and the surrounding area.
- Support regional goals for livability, connectivity, and the improvement of air quality, transit ridership, and transit-oriented development.



- Provide a safe, attractive, and functional pedestrian environment to promote a walkable community.
 - Improve quality of life for residents and visitors to Sugar House; access to transit, jobs, and recreation centers; reduced expenditures on personal transportation; and improve health and air quality.
 - Provide or enhance multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards.
-
- Divide larger blocks into smaller blocks.
 - Redesign the present circulation system to provide better internal access within the CBD.
 - Enhance pedestrian crossings along with traffic calming measures, and provide access through the district that connects Sugar House Park, Hidden Hollow, and Fairmont Park.
 - Provide or enhance a central public plaza with strong pedestrian connections to other blocks.
 - Evaluate the feasibility and impacts of realigning Sugarmont Drive with Wilmington Avenue at the Highland intersection; in addition to the extension of Elm Street to Highland Drive as a limited access or pedestrian way.
 - Plan for streetscape amenities, including transit shelters, a street lighting theme, benches, and street trees.
 - Utilize the Salt Lake Jordan Canal / McClelland corridor right-of-way as a pedestrian link, especially as it transects the "Granite Block".
 - Additional locations for pedestrians to cross 2100 South are needed and enhance existing crossings.
 - Evaluate the feasibility of making Highland Drive, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking.
 - Connection of the Parley's Trail alignment should be pursued.
 - Link Hidden Hollow with the Parley's Creek trail corridor and the Salt Lake Jordan Canal / McClelland corridor with safe, elegant, and cost effective trailways.

- Evaluate the feasibility of installing pedestrian crosswalks across collector and arterial streets (as stated in the Sugar House Master Plan).
- Evaluate the feasibility of installing a button activated pedestrian traffic signal on 2100 South at 1200 East.
- Provide bicycle lanes where appropriate and feasible.
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation.
- Provide an alternative to auto travel to accommodate the increase in trips resulting from future development in the Sugar House Business District and the surrounding area.

The *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.

CHAPTER 4: PROJECT EVALUATION

The following chapter evaluates the feasibility of six potential circulation related projects within the Study Area. The seven projects were selected by the RDA and the City Transportation Division based on the goals and visions stated in the Sugar House Master Plan. The following is the list of the projects:

- Reconfiguring and/or expanding the Monument Plaza on 2100 South and 1100 East into a town square.
- Realigning Sugarmont Drive and Wilmington Avenue.
- Reducing Highland Drive from four-lanes to three-lanes (Road Diet).
- Dividing large blocks into smaller blocks within the CBD.
- Adding bicycle lanes on 2100 South through the Study Area and beyond.
- Connecting the two ends of the Parley's Trail through the CBD.
- Raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue

4.1 *Monument Plaza on 2100 South*

This section summarizes the feasibility of expanding the Monument Plaza. The Plaza sits in the heart of the Sugar House CBD. Feedback from various stakeholders and community members from field trips and workshops have reiterated that the Plaza is “the heart of Sugar House – it’s where people want to be – it’s the focal point of Sugar House.” Expanding the Plaza is also a goal from the Sugar House Master Plan.

Existing Conditions



The Plaza is currently divided from the sidewalk to the south on 2100 South by an exclusive eastbound right-turn lane and 18 on-street parking stalls. The exclusive right-turn lane is occasionally blocked off for community events and activities such as the farmer’s market and festivals. Vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection.

Adjacent to the Plaza, 2100 South carries approximately 25,000 ADT and 1100 East (south of 2100 South) carries approximately 21,200 ADT. The PM peak hour turning movement volumes are shown in Figure 4.1-1. Assuming the exclusive eastbound right-turn is not blocked off in existing conditions, the existing overall intersection LOS for 1100 East / 2100 South is a LOS C with an average of 32.1 seconds of delay per vehicle (see Table 4.1-1 below). The existing eastbound approach LOS for 1100 East / 2100 South is a LOS D with an average of 33.8 seconds of delay per vehicle. The existing 95th percentile queue for the eastbound approach is approximately 400 feet (about to McClelland Street).

Expanding the Plaza

Expanding the Plaza would consist of eliminating the exclusive eastbound right-turn. The vehicular eastbound right-turns are then accommodated by sharing the outside eastbound through lane at the 1100 East / 2100 South intersection. The impacts to traffic with this change are shown in Table 4.1-1. The 95th percentile queue for the eastbound approach would increase to approximately 900 feet (about the Subway restaurant).

Table 4.1-1. Monument Plaza on 2100 South Level of Service Analysis

Scenario	Eastbound Approach		Overall Intersection	
	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	LOS
Existing	33.8	C	32.1	C
No Exclusive EB Right-turn	86.4	F	51.7	D

Source: Fehr & Peers, July 2012

With this increase in queue length with the exclusive right-turn removed, it is likely motorists will use alternative routes more often during the peak hours. The alternative routes could include 900 East, Lincoln Street, 1000 East, and McClelland Street. An alternative to reduce delay and queue lengths for the eastbound direction of travel is to move the monument to the south or west to accommodate a 10 foot exclusive right-turn lane adjacent to the through lane; however, this is not a popular alternative to the public and it may not be a viable alternative if the streetcar locally preferred alternative (LPA) terminates in the plaza. This would still allow the expansion of the plaza to the south, but alleviate some of the impacts of losing the existing exclusive right-turn lane that bisects the plaza today.

The public (including the adjacent property owners and the project stakeholders) have expressed positive interest in the expansion of plaza. One property owner voiced concern with the expansion due to the loss of on-street parking that is adjacent to his property.

An extension (Phase Two) of the Phase One streetcar is now under consideration, and the LPA would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the Monument Plaza at 2100 South, returning south on Highland Drive to Sugarmont

Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward. It should be noted that the traffic volumes used in this analysis do not account for the internal capture and streetcar ridership that will occur with the proposed redevelopment and/or the streetcar line. Figure 4.1-1 shows a conceptual illustration of the expanded plaza with the proposed streetcar line.

The following Table 4.1-2 summarizes the feasibility criteria for evaluation.

Table 4.1 -2. Monument Plaza on 2100 South Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Monument Plaza on 2100 South	<ul style="list-style-type: none"> Encourages pedestrian-first zone Provides pedestrian-scale activities in the Sugar House CBD by providing open space corridors Establishes the Sugar House Plaza Monument as the community focal point Provides a central public plaza with strong pedestrian connections Provides enhanced pedestrian crossings Encourages safer and increased levels of walking Provides potential end-of-line station location for streetcar 	+ / + / - / 0 ¹	<ul style="list-style-type: none"> Loss of on-street parking (18 spaces) Increase of 19.6 seconds of average delay for overall intersection Increase of 52.6 seconds of average delay for the eastbound approach 95th percentile queue increase of 500 feet for eastbound approach 	Medium

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

MONUMENT PLAZA RECONFIGURATION

Figure 4.1-1 | Sugar House Business District Circulation Plan



4.2 Sugarmont Drive / Wilmington Avenue Realignment

This section summarizes the feasibility of realigning Sugarmont Drive and Wilmington Avenue at Highland Drive. This realignment is included in the Sugar House Master Plan.

Existing Conditions

Wilmington Avenue is a two-lane street about a ¼ mile in length in the Study Area from 1300 East to Highland Drive. The terminus of Wilmington Avenue at these two streets is a signalized tee-intersection. Wilmington Avenue has sidewalks and bicycle lanes on both the north and south side of the street. The ADT on Wilmington Avenue is approximately 5,500. Wilmington Avenue provides vehicular access to various commercial and office spaces, as



well as to the future Wilmington Gardens and Sugar House Center developments. There is also a pedestrian and bicycle connection from Wilmington to the Hidden Hollow. The signalized intersection of Wilmington Avenue / Highland Drive operates at a LOS A with an overall average delay per vehicle of 8.9 seconds.

Sugarmont Drive is a two-lane street about a 1/3 mile in length in the Study Area from Highland Drive to 900 East. All intersections along Sugarmont Drive and at the terminus are unsignalized, stop-controlled intersections. The eastern 450-foot portion of Sugarmont Drive that intersects with Highland Drive is one-way travel in the westbound direction until it merges with Simpson Avenue, then it converts to two-way travel. Sugarmont Drive provides access to the Fire Station, Fairmont Aquatic Center, and Fairmont Park. There are no sidewalks on the north side of Sugarmont Drive or about 300 feet on the westerly end (near the tennis courts) of the south side. The intersection of Sugarmont Drive / Highland Drive operates at an LOS A with an average worst movement (northbound left-turn) delay per vehicle of 5.7 seconds. The intersection of Sugarmont Drive / 900 East operates at an LOS C with a worst approach (westbound) delay of 16.0 seconds per vehicle.

Realigning Sugarmont Drive and Wilmington Avenue

The realignment of Wilmington would likely occur with the east leg remaining in its current location and a new west leg extending from the Highland / Wilmington intersection to connect with Sugarmont near the McClelland intersection. Figure 4.2-1 shows a conceptual illustration

REALIGNMENT - WILMINGTON & SUGARMONT

Figure 4.2-1 | Sugar House Business District Circulation Plan



of the realignment. Simpson Avenue would also connect to the new Wilmington alignment as well as a potential new north/south street bisecting the Granite Block. Global Positioning System (GPS) travel time runs were performed on three routes in the study area, as shown in Figure 4.2-2. The purpose of the travel time runs was to compare the time it takes to go from 1300 East / Wilmington Avenue to 900 East / 2100 South utilizing three different routes. Table 4.2-1 shows the travel time comparison. The route (Route #1) using Wilmington, Highland, Sugarmont, and 900 East is most similar to the route that would exist if Wilmington and Sugarmont were realigned.

Table 4.2 -1. Travel Time Comparison

<i>Route</i>	<i>Description</i>	<i>Eastbound¹</i>	<i>Westbound¹</i>	<i>Total¹</i>
1	Wilmington, Highland, Sugarmont, 900 East	2:55	3:00	5:55
2	Wilmington, Highland, 2100 South	2:43	3:00	5:43
3	1300 East, 2100 South	3:25	2:40	6:05

Notes:

¹Represents the travel time in minutes:seconds

Source: Fehr & Peers, July 2012

As shown in Table 4.2-1, all routes are within 22 total seconds of each other, but Route #1 has the shortest total travel time. With that said, either of the routes could vary by up to a minute (higher or lower) depending on at what moment a vehicle arrives at an intersection during the cycle of the signal. One could assume that Route #1 would be similar in travel time to the route along the proposed realigned Wilmington and Sugarmont.

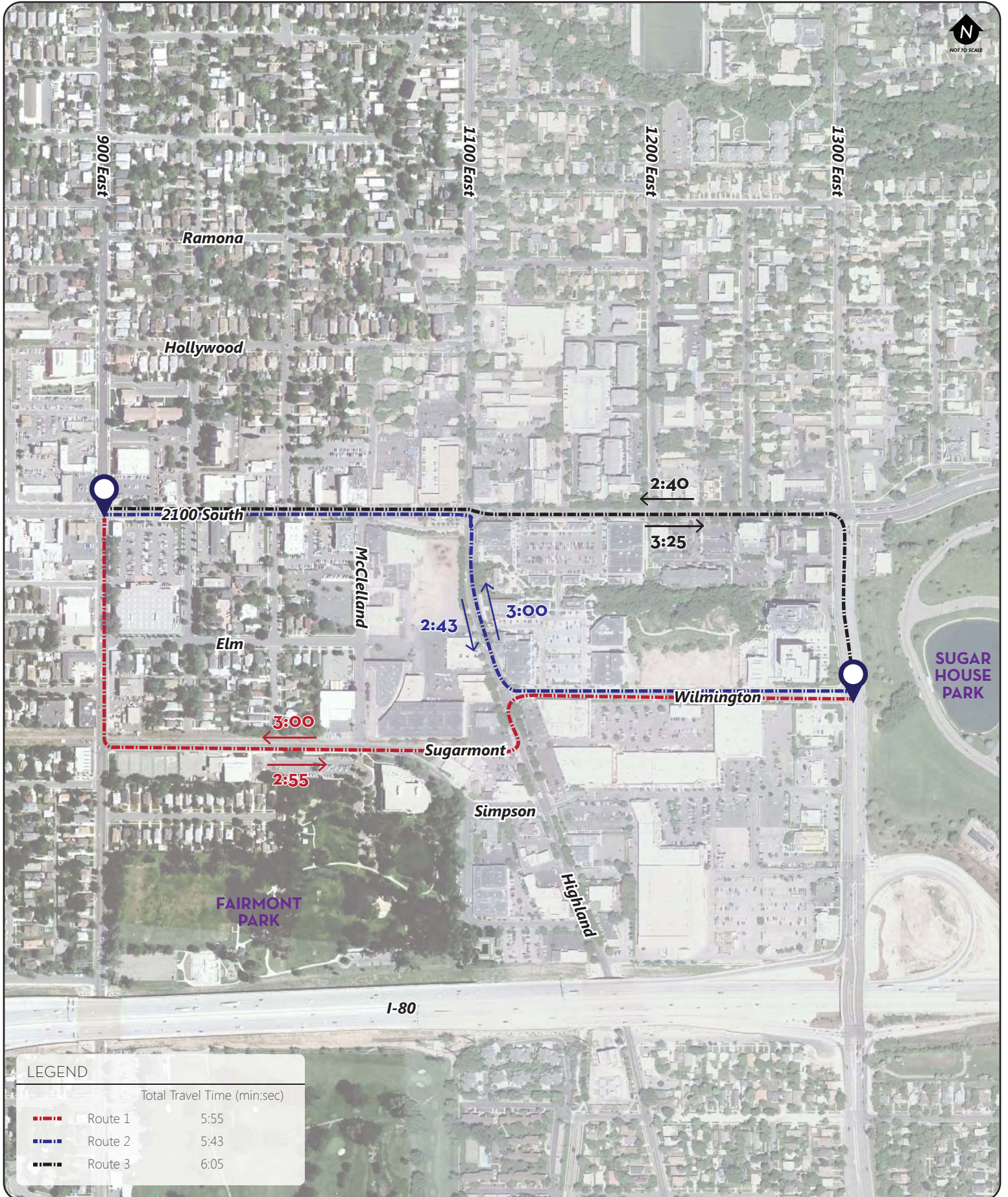
Route #2 could be reduced by implementing some minor modifications to roadway striping on the northbound approach of the 1100 East / 2100 South intersection (see Implementation Plan in Chapter 5). The eastbound travel time for Route #2 could increase with the elimination of the exclusive eastbound right-turn lane (see Section 4.1) at 1100 East / 2100 South.

Using the travel time data and traffic counts currently on the roadways, the change in PM peak hour traffic volumes was estimated. The traffic volumes at Wilmington / Highland increased (due to the addition of another intersection approach) by approximately 3% with the realignment which resulted in the LOS staying at a B and an increase of 2.7 seconds of delay per vehicle.

Pedestrian and bicycle amenities could be added to the new realignment to connect to existing pedestrian and bicycle facilities on Wilmington, Sugarmont and the Parley's Trail. The realignment could also be utilized as a route by the future streetcar extension.

TRAVEL TIME COMPARISON

Figure 4.2-2| Sugar House Business District Circulation Plan



In summary, the realignment of Wilmington and Sugarmont would create more accessibility and connections for the Sugar House CBD area. The benefit of the realignment is more centralized to the core of Sugar House and is less of a regional mobility benefit due to the “t”-intersections on both ends of the route at 1300 East and 900 East. As redevelopment continues along the Granite Block and potentially at the tennis courts/community gardens at 900 East / Sugarmont, the need for the realignment could be more beneficial and important than it currently appears in the short-term.

The following Table 4.2-2 summarizes the feasibility criteria for evaluation.

Table 4.2-2. Sugarmont Drive / Wilmington Realignment Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Sugarmont Drive and Wilmington Realignment	<ul style="list-style-type: none"> • Improves all modes of mobility including street and trail networks, transit, pedestrian and bicycle movement opportunities • Creates useable connections to existing and future pedestrian and bicycle path systems • Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards • Redesigns the present circulation system to provide better internal access within the business district • Evaluated the feasibility and impacts of realigning Sugarmont with Wilmington at the Highland Drive intersection • Provides bicycle lanes where appropriate and feasible 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> • Loss of commercial property (i.e. Zions Bank, and other Granite Block buildings) • Cost to acquire land from property owners • Access to property on one-way section of Sugarmont could potentially be lost • Potentially challenging intersection where McClelland, Wilmington, Simpson, Sugarmont, Streetcar, and Parley's Trail all intersect. 	High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.3 Highland Drive Road Diet

This section summarizes the feasibility of converting Highland Drive from a four-lane cross section of traffic to three-lanes from 2100 South to the I-80 overpass. The evaluation of this conversion is included in the Sugar House Master Plan.



Existing Conditions

Highland Drive between 2100 South and Stringham Avenue is a four-lane arterial. South of Stringham Avenue, Highland Drive becomes a two-lane road with on-street parking on both sides. Highland Drive has a posted speed limit of 30 mph in the Study Area. Highland Drive has the following street widths:

- 60 feet (includes gutters) – consists of two travel lanes in each direction and parallel on-street parking on both sides. Located throughout sections between Wilmington Avenue and 2100 South.
- 48 feet (includes gutters) – consists of two travel lanes in each direction. Located primarily between Simpson Avenue and Wilmington Avenue. There is no parking in this section.
- 40 feet (includes gutters) – consists of two travel lanes in each direction. Located in various sections between Wilmington Avenue and 2100 South (where there is no on-street parking) and south of Simpson Avenue.

The existing LOS for the key intersections along Highland in the Study Area is shown below in Table 4.3-1.

Highland Drive Road Diet

The road diet of Highland Drive would consist of a three-lane cross section with one travel lane in each direction, a center turn lane, parallel on-street parking (at existing locations only), and bicycle lanes between the I-80 overpass and 2100 South (approximately 1,900 feet in length). The center turn lane will need to terminate at the I-80 overpass in order for the three-lane section to join with the two-lane section that exists south of the overpass. The width of travel and bicycle lanes would vary based on the actual width of the roadway. The amount and location of on-street parking does not change with the implementation of the road diet. There is not enough right-of-way width to consider alternative parking configurations, such as angled parking. Figure 4.3-1 shows the extent and location of the road diet area and proposed cross sections. The following Table 4.3-1 shows the traffic operations results of reducing the number of travel lanes for the road diet. The existing lane configurations at 1100 East / 2100 South intersection would not change with the road diet.

Table 4.3-1. Highland Drive Road Diet Level of Service Analysis

<i>Intersection</i>	<i>Four Lanes (Existing)</i>		<i>Three Lanes (Road Diet)</i>	
	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>	<i>Avg. Delay (sec/veh)</i>	<i>LOS</i>
1100 East / 2100 South	32.1	C	30.6	C
Highland Dr / Wilmington Ave	10.1	B	13.0	B
Highland Dr / Simpson Ave	10.0	B	13.5	B

Source: Fehr & Peers, July 2012

As shown in Table 4.3-1, the impact to vehicle delay of implementing the road diet on Highland Drive is minimal.

The following Table 4.3-2 summarizes the feasibility criteria for evaluation.

HIGHLAND DRIVE ROAD DIET

Figure 4.3-1 | Sugar House Business District Circulation Plan

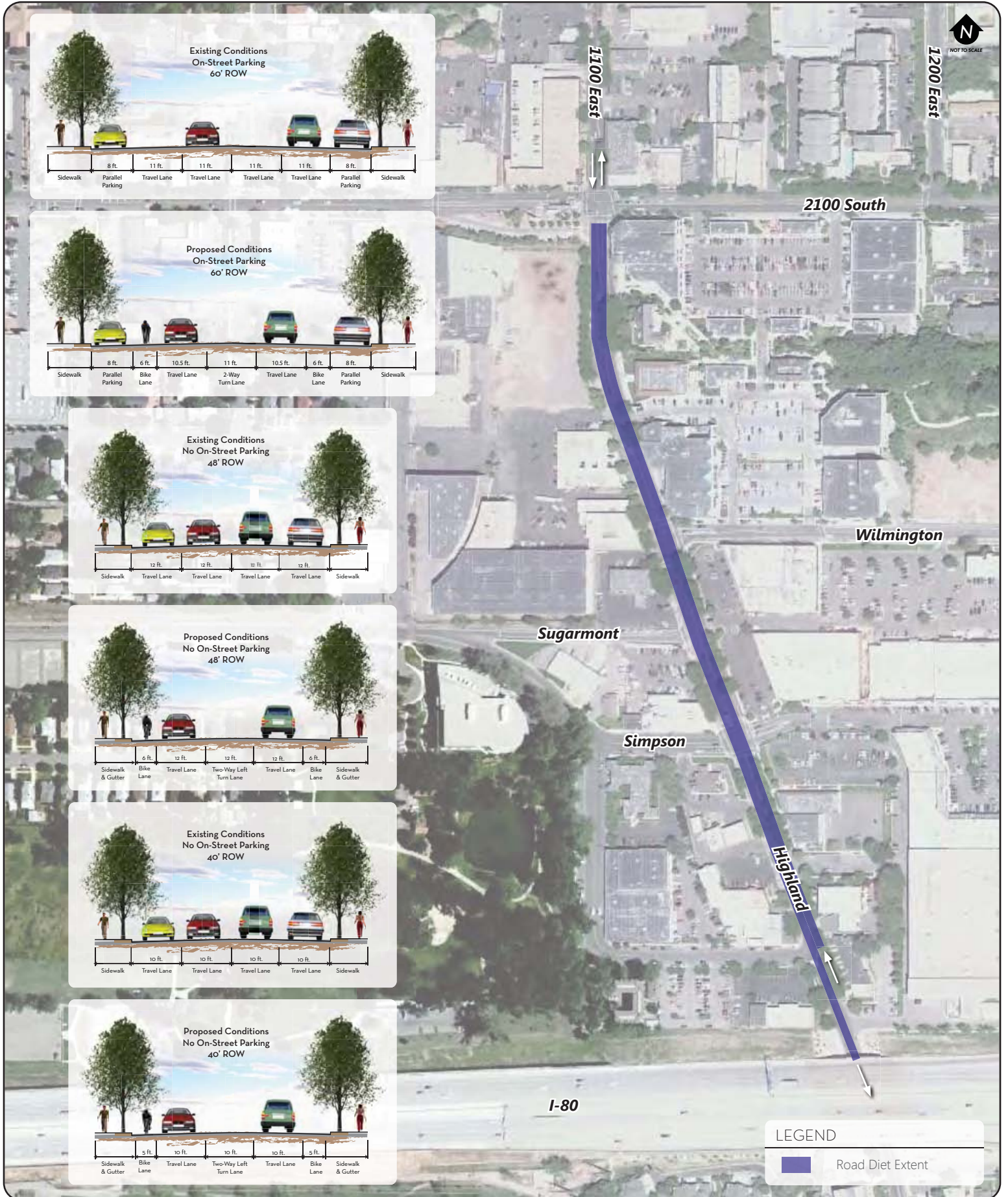


Table 4.3-2. Highland Drive Road Diet Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Highland Drive Road Diet	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides bicycle lanes where appropriate and feasible Evaluated the feasibility of making Highland Dr, south of 2100 South in the CBD a two-lane street, with a continuous center turn lane and angled or parallel on-street parking 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> In areas where the street width is 40 feet, bicycle lane widths (five feet) and travel lane widths (10.5 feet) will likely need to be less than standard for Salt Lake City. 	Low

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

In summary, the Highland Drive road diet would have minimal vehicular impact along the street and key intersections. Although the lane reduction would slightly increase average delay at two of the three key signalized intersections, roadway segment delay would likely decrease due to the center turn lane that would exist which removes stopped turning vehicles from the travel lane. In other words, turning vehicles will no longer be turning from a through travel lane – they will be in their own exclusive center turn lane. The road diet would also provide bicycle lanes which improve the multi-modal accessibility in the Study Area. Also, by reducing travel lanes and providing a buffer (bicycle lanes) between the sidewalk and the vehicle travel lanes

will create a better and more comfortable environment for pedestrians. The net supply of on-street parking remains the same in either condition.

4.4 *Division of Large Blocks*

This section summarizes the feasibility of dividing larger blocks into smaller blocks within the Study Area. The evaluation of this division is a goal from the Sugar House Master Plan.

Existing Conditions

The Sugar House CBD consists of large blocks with minimal and/or undefined multi-modal connections to the existing street grid. The large blocks in the Study Area that need to the most improvement include: the Granite Block and the Sugar House Center block.

Division of Large Blocks

Large blocks can be divided into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. Smaller blocks create better accessibility, walkability, and distribution of traffic, which results in an increase in mobility and a decrease in congestion. Figure 4.4-1 shows the proposed division of blocks with pedestrian pathways (including trail systems and general walkways) and streets.

The following Table 4.4-1 summarizes the feasibility criteria for evaluation.

DIVIDING LARGER BLOCKS

Figure 4.4-1 | Sugar House Business District Circulation Plan

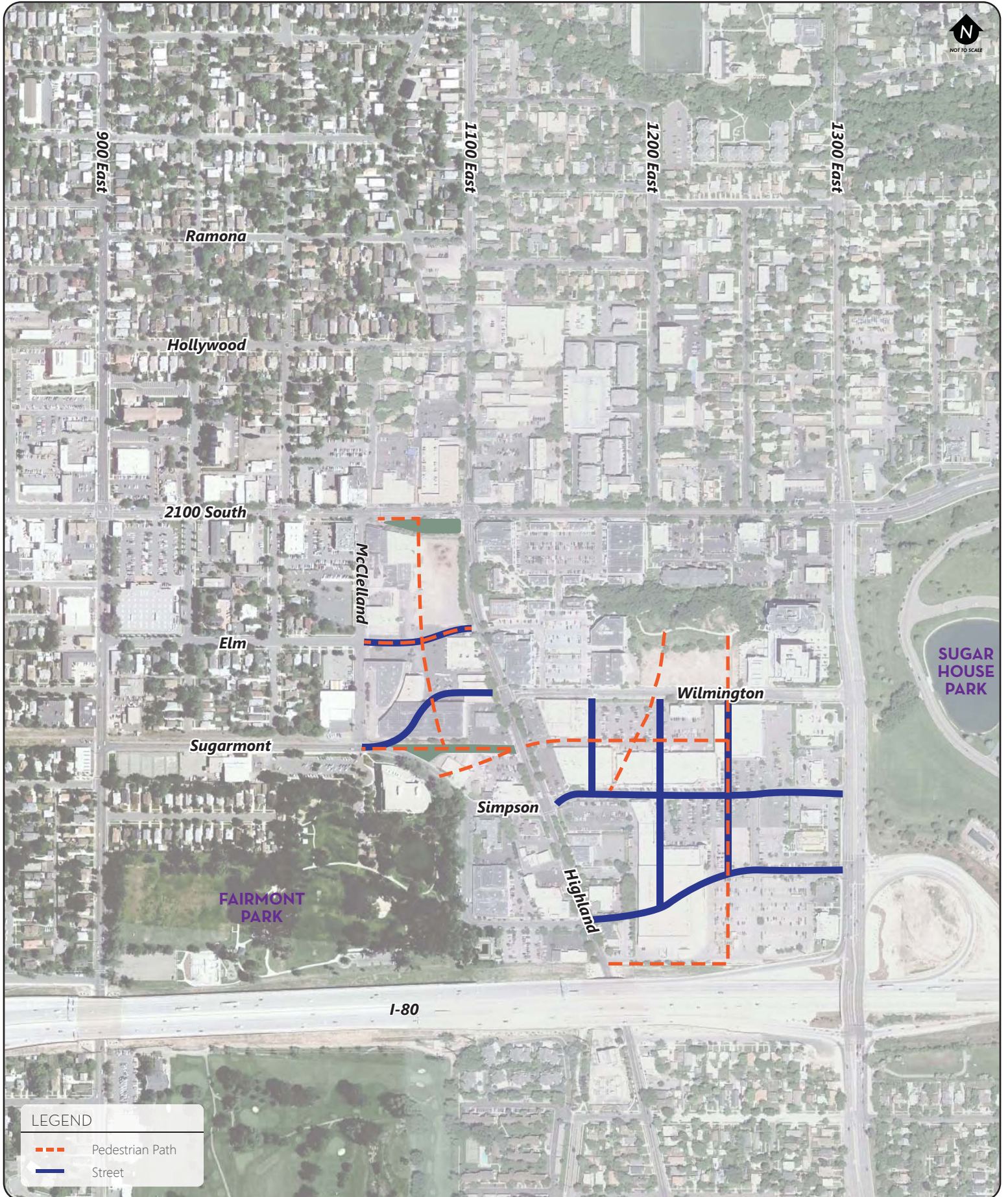


Table 4.4-1. Division of Large Blocks Feasibility Criteria

Project	Relationship to Goals	Mobility Benefits (ped/bike/veh /transit)	Technical Constraints	Project Cost (low/med /high)
Division of Large Blocks	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity Provides better internal access Divides large blocks into smaller blocks 	+ / + / + / + ¹	<ul style="list-style-type: none"> Collaboration with property owners for implementation 	Med to High

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

4.5 Addition of Bicycle Lanes on 2100 South

This section summarizes the feasibility of adding bicycle facilities to 2100 South. Although the Study Area of this *Plan* is from 900 East to 1300 East, for this particular feasibility study the Study Area was expanded to include all of 2100 South within Salt Lake City boundaries. 2100 South is a major road in the heart of Sugar House, connecting it to residential neighborhoods to the east, and residential, commercial, and industrial districts to the west. The roadway is owned by Salt Lake City. Several goals and statements within the Sugar House Master Plan relate to this topic in various ways, including:



- Provide for multiple modes of transportation that are safe, convenient, and comfortable;
 - Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
 - Evaluate the existing policy that prohibits cyclists from using the sidewalk in the Sugar House Business District and leaves the cyclist without a bicycle lane or path as an alternative;
-
- Ensure new land uses located adjacent to bicycle routes require installation of street improvements, and provide bicycle lanes where appropriate and feasible;
 - Provide safe bicycle routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
 - Use American Association of State Highway and Transportation Officials (AASHTO) and National Association of City Transportation Officials (NACTO) standards for bicycle lane width and signage for new construction; and use road construction projects as opportunities to upgrade existing bicycle lanes to meet these standards;
 - Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation;
 - Connect bicycle routes with regional trail systems in other jurisdictions and neighboring communities;
 - Support the elimination of on-street parking on one side of roadways to allow the addition of bicycle lanes; and
 - Provide bicycle racks and lockers at destination points and at transit terminals;
 - Enhance pedestrian crossings along 2100 South;
 - A pedestrian first zone, reducing travel distances encourages safer and increased levels of bicycling and walking;
 - Pedestrians should have the right-of-way over all other modes of transportation;
 - Use a landscaped area to provide a buffer zone

Existing Conditions

In the heart of Sugar House, 2100 South is a four-lane roadway with an occasional center turn median. The roadway has variable characteristics along its length between 300 West and Parley’s Way, which represents the majority of the urban roadway. Table 4.5-1 identifies major segments of the roadway and their characteristics.

Table 4.5-1. 2100 South Characteristics

<i>Segment</i>	<i>No. of Lanes</i>	<i>Sidewalks</i>	<i>Parkstrip</i>	<i>On-Street Parking</i>	<i>ADT¹</i>
300 West to 200 East	4	Yes	No	No	18,000
200 East to 700 East	4	Yes	Yes	No	17,000
700 East to 900 East	4	Yes	Yes	No	26,000
900 East to 1300 East	4	Yes	Yes	Some	25,000
1300 East to 1700 East	5	Yes	Yes	North side only	22,000
1700 East to 2100 East	4	Yes	Yes	No	19,000 ²
2100 East to Parley’s Way	4	Yes	Yes	No	15,000 ²

Notes:

¹2010 Average Daily Traffic data from UDOT’s Traffic on Utah Highways.

²2010 Average Daily Traffic from Salt Lake City Transportation Division

Source: Fehr & Peers, July 2012

Accommodating Bicycle Lanes

Salt Lake City could pursue several options for accommodating bicycle lanes on 2100 South. These include removing a traffic lane (also known as a “road diet”), removing on-street parking, widening the roadway, or establishing a shared bicycle/vehicle/transit on outside lanes. These options are outlined in Table 4.5-2.

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

<i>Alternatives</i>	<i>Technical/Safety Constraints</i>	<i>Project Cost (low/med/high)</i>
Add bicycle lanes through a Road Diet on 2100 South	<ul style="list-style-type: none"> Road diets for a four-lane to three-lane cross section can generally be successful with volumes up to 20,000 ADT depending on the application; see Table 4.1-8 for 2100 South ADT. Intersection at 2100 South and 700 East is frequently congested with high right-turn volumes. Potential delay for bus routes if congestion increases. East of 1300 East, a road diet is feasible in the eastbound direction by replacing the outside travel lane between 1300 East and 1700 East with an uphill bicycle lane. A cycle track is also a possibility in this segment. This alternative is not likely west of 1300 East. 	Low

Table 4.5-2. 2100 South Possible Bicycle Lane Alternatives

<i>Alternatives</i>	<i>Technical/Safety Constraints</i>	<i>Project Cost (low/med/high)</i>
Remove on-street parking to add bicycle lane	<ul style="list-style-type: none"> On-street parking is only present in limited sections of 2100 South (see Table 4.1-8). Removes buffer between pedestrians and travel lanes. Potential for bus conflicts across bicycle lanes. Street lights would need to be relocated as well as parkstrip trees. Current on-street parking levels would need to be analyzed further to determine utilization. 	Medium
Shared bicycle/vehicle outside lane	<ul style="list-style-type: none"> Frequent right turns and intersections create possible safety hazards. 	Low
Widen roadway to accommodate bicycle lanes	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening between 600 East and 1300 East. Right-of-way may be available between 200 East – 600 East and east of 1300 East via removal of on-street parking or road diets. 	High
Widen the sidewalk to better accommodate cyclists ¹	<ul style="list-style-type: none"> Additional cost and building acquisition associated with widening sidewalks between 600 East and 1300 East. Some street lights would need to be relocated. Some parkstrips would need to be removed. Conflicts between pedestrians and cyclists on the sidewalk. Safety issues with vehicles entering/exiting driveways, not expecting to see cyclists on the sidewalk. 	High

Notes:

¹While this is not a typical preferred solution, it should be noted that bicycle counts conducted at the intersection of 1100 East and 2100 South revealed that 53 – 80% of the cyclists traveling through that intersection were on the sidewalk.

Source: Fehr & Peers, July 2012

200 East to 600 East

Conclusion

- It is feasible to add a bicycle lane through elimination of on-street parking between 200 East – 600 East on both sides of the street.

Considerations

- Further evaluate the necessity of on-street parking for businesses and residences throughout these areas.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.

600 East to 1300 East

Conclusion

- An on-street bicycle facility is not recommended in this section, due to high traffic volumes and inadequate width for cyclists. Salt Lake City should support finding other east-west alternates for cyclists, such as Westminster Avenue or the proposed Parley's Trail. A road diet is not recommended based on the daily traffic volumes.

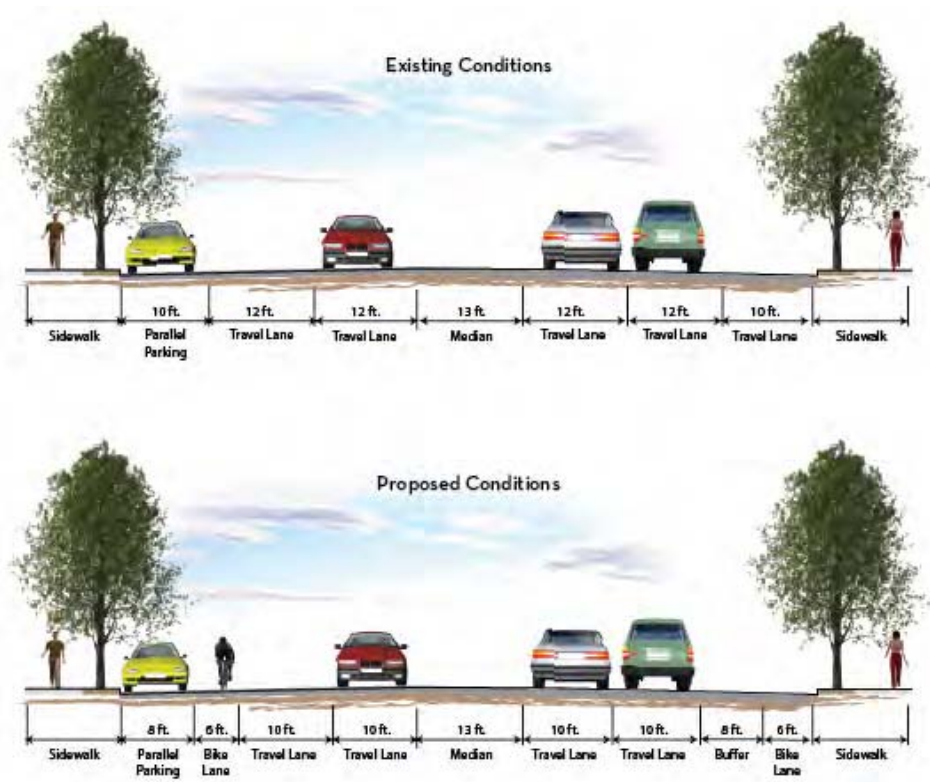
Considerations

- Percentage of total bicycles on 1100 East and 2100 South using the sidewalk ranged from 53% - 80%. The option of allowing cyclists to ride on the sidewalk is unconventional, but reflects the trends that are already occurring on the corridor. Given that these behaviors are already taking place, Salt Lake City may wish to consider safety treatments that alert motorists to the potential presence of cyclists on the sidewalk.

1300 East to 1700 East

Conclusion

- A road diet is feasible on eastbound 2100 South between 1300 East and 1700 East, and will allow space for a buffered bicycle lane. Narrowing westbound vehicle and parking lanes can provide adequate space for a westbound bicycle lane as well. These can be



accomplished without major resurfacing of the roadway. Space reallocations are demonstrated in the cross-sections on the previous page.

Considerations

- A two-way “cycle track” is also feasible on the south side of 2100 South if the existing outside eastbound lane is removed. Cycle track alignments would not continue west of 1300 East or east of 1700 East. Cycle track treatments would need to transition at these intersections to match bicycle treatments in adjacent roadway segments. Intersections between 1300 East and 1700 East will require special treatments as well in order to accommodate a cycle track.

1700 East to 2300 East

Conclusion

- It is feasible to add a bicycle lane in both directions by instituting a road diet, through eliminating the outside travel lane and adding bicycle lanes plus a center turn lane. Another option would be to establish outside shared lanes eastbound and westbound, using shared lane markings and “Bikes May Use Full Lane” signage.

Considerations

- Any transition between bicycle treatments on the corridor (bicycle lanes vs. shared lane markings) will need to be carefully designed to minimize confusion and enhance bicyclist safety.
- Salt Lake City should conduct a traffic analysis to verify that a road diet will not result in undue traffic congestion in this corridor; it is possible that the surrounding neighborhoods will voice concerns regarding cut-through traffic. It is recommended that the City perform public outreach prior to implementation of a road diet.
- Safety concerns from a shared bicycle lane and bus stops would need to be addressed.
- Logical termini for bicycle lanes on 2100 South is 2300 East due to the presence of bicycle lanes on this roadway; adequate space may exist east of 2300 East to accommodate a bicycle lane on the shoulder, but the roadway eventually transitions into a freeway on-ramp without space for cyclists. Other logical connections east of 2300 East may be considered if bicycle lanes were to continue further.

4.6 *Parley’s Trail Connection*

This section summarizes options for a Parley’s Trail alignment between the Fairmont Aquatic Center (located on Sugarmont Avenue and McClelland Avenue) and Hidden Hollow Park (located west of 1300 East and north of Wilmington Avenue). Establishing a Parley’s Trail connection meets several goals from the Sugar House Master Plan, such as:

- Provide for multiple modes of transportation that are safe, convenient, and comfortable;
- Provide a pedestrian and bicycle circulation plan and identify the right-of-way necessary to support multi-modal alternatives;
- Provide safe bike routes to parks from residential areas, and establish a separate bicycle arterial system that connects Westminster College, the University of Utah, the Sugar House Business District, and other major destination points with one another;
- Unite the parks and recreation areas with the open space trail system to develop a continuous bikeway system for inter- and intra-city travel for recreation as well as alternative transportation; and
- Connect bike routes with regional trail systems in other jurisdictions and neighboring communities.

Planning Context

Several factors must be considered when evaluating options for the Parley’s Trail in this section. These include adjacent Parley’s Trail sections and their design treatments, potential transportation investments in the area, and development plans for private property parcels in the section under study.

Adjacent Trail Sections

West of McClelland Avenue, the Parley’s Trail is planned for co-location with the Sugar House Streetcar, generally within the UTA right-of-way. East of Hidden Hollow, a tunnel (The Draw) will soon be under construction at 1300 East which will connect trail users from Hidden Hollow to Sugar House Park, and to trail links eastward from there. The trail from Hidden Hollow to 1700 East will be paved for use by both bicyclists and pedestrians, but separated from vehicles.



Potential Transportation Investments

Two potential transportation investments between McClelland Avenue and Hidden Hollow are noteworthy for the Parley’s Trail. First, Salt Lake City has, for some time, considered realigning Wilmington Avenue with Sugarmont Drive. Both roads terminate at Highland Drive, and currently do not align. A realignment of

these two roads could potentially join the two roadways together and create better accessibility of traffic in the Sugar House area (see Section 4.1.2 and the figure above). It could establish an on-street Parley's Trail alignment, placing trail users on bike lanes and pedestrians on sidewalks to connect between McClelland Avenue and Hidden Hollow. However, realignment is not feasible in the short-term, but could be more viable in the mid- to long-term as redevelopment continues along Sugarmont Drive and land is acquired on the Granite Block. Since the realignment is not considered feasible in the short-term future, it is also not currently available as an option for the Parley's Trail.



Another potential transportation investment in the area is Phase Two of the Sugar House Streetcar. Phase One of the Sugar House Streetcar extends from the 2100 South (Central Pointe) TRAX Station to McClelland Avenue, and began construction in spring 2012. An extension (Phase Two) is currently under consideration, and would take the streetcar eastbound from McClelland onto Simpson Avenue, north on Highland Drive to the monument at 2100 South, returning south on Highland Drive to Sugarmont Avenue, and westbound on Sugarmont Avenue to McClelland Street and onward. The following figure illustrates the locally preferred

alternative (LPA) alignment for the streetcar in this area. An eventual streetcar extension along 1100 East to 1700 South may be considered in the future. Sugarmont Drive, currently a one-way road westbound with on-street space for bicyclists and pedestrians, would be closed to vehicles other than the streetcar.

Development Plans

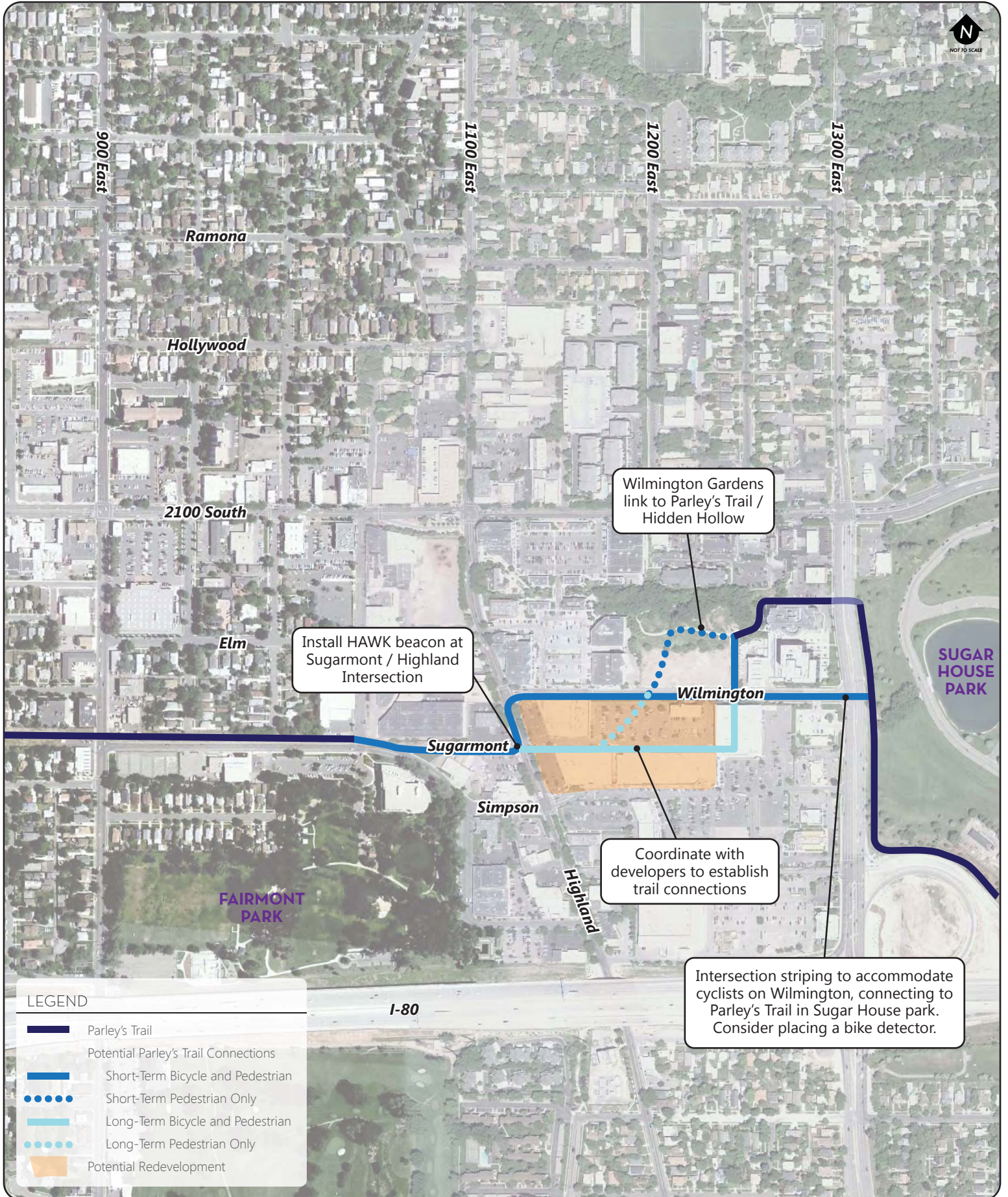
As previously discussed in Section 2.1.2, several major redevelopment projects are progressing in the Sugar House area. This includes Wilmington Gardens between Highland Drive and 1300 East north of Wilmington Avenue, and Sugar House Center between Highland Drive and 1300 East, south of Wilmington Avenue. Both projects involve developers who are supportive of the Parley's Trail concept and bicycle and pedestrian facilities in general. The Wilmington Gardens project will establish a bicycle-specific trail on the east edge of their project to accommodate cyclists exiting Hidden Hollow using the Parley's Trail, while pedestrians may connect from the trail in Hidden Hollow to Wilmington Gardens from a pedestrian plaza and corridor in the center of the project. Development plans at the Sugar House Center are in a preliminary stage, and will become more detailed after this Plan is complete.

Recommendations and Considerations

The recommendations for the Parley's Trail are shown in Figure 4.6-1. Specific improvements associated with the recommendations include:

PARLEY'S TRAIL CONNECTION

Figure 4.6-1 | Sugar House Business District Circulation Plan



- The Wilmington Gardens project has planned for the Parley's Trail users to use separate connections in the Wilmington Gardens project to travel between Wilmington Avenue and Hidden Hollow: bicyclists will use the trail on the eastern edge of the property, and pedestrians through the corridor and plaza in the center of the project.
- Existing bicycle lanes on Wilmington Avenue should be restriped, including accommodations for cyclists to make left turns at both ends of the corridor. Bicycle detector loops should be considered.
- For the near future, trail users should use Wilmington Avenue and Highland Drive to connect to the Sugar House Streetcar greenway on Sugarmont Drive.
- Salt Lake City should continue discussions with the developers of the Sugar House Center to establish pedestrian corridors linking from Wilmington Gardens to Sugarmont Drive.
- A HAWK beacon at the intersection of Sugarmont Drive and Highland Drive is recommended; this would ideally connect interior pathways at the Sugar House Center to the Sugar House Streetcar and greenway. This will become more critical as pedestrian connections are established through the Sugar House Center and if the proposed streetcar line extends to Highland Drive.
- Adequate space exists on Sugarmont Drive, with roughly 35 feet of right-of-way, to accommodate both the streetcar and the Parley's Trail along the streetcar's south side. The turning radius for the streetcar may necessitate more space from the trail area; if this is the case, the trail could be shifted slightly southward into property owned by Salt Lake City that is planned for redevelopment.

4.7 *Raised Street Level on Highland Drive*

This section summarizes the feasibility of raising the street level of Highland Drive between Sugarmont Drive and Simpson Avenue. The evaluation of this project was recommended by RDA staff.

Existing Conditions

Highland Drive has a four-lane cross section between Sugarmont Drive and Simpson Avenue and has a posted speed limit of 30 mph. The ADT on Highland Drive is approximately 21,200.

Raised Street Level

A raised street would consist of raising the street level to the same elevation as the sidewalks and future proposed plazas in the area. With the redevelopment of the Sugar House Center and the Deseret Industries block, as well as the proposed plaza at Sugarmont – the raised street level could tie all the developments and plazas together creating a synergy between them, the

plazas, and Fairmont Park. As previously discussed, this is also the proposed location for the Parley’s Trail connection. The streetscape and amenities plan should provide further evaluation of this project.

The following Table 4.7-1 summarizes the feasibility criteria for evaluation.

Table 4.7-1. Raised Street Level on Highland Feasibility Criteria

<i>Project</i>	<i>Relationship to Goals</i>	<i>Mobility Benefits (ped/bike/veh /transit)</i>	<i>Technical Constraints</i>	<i>Project Cost (low/med /high)</i>
Raised Street Level on Highland	<ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity 	+ / + / 0 / 0 ¹	<ul style="list-style-type: none"> Streetcar design (going up and down the elevation change) Bollards (or something similar) may need to be placed on either end to visually segregate pedestrian plazas from the raised street area 	Med to High

Notes:

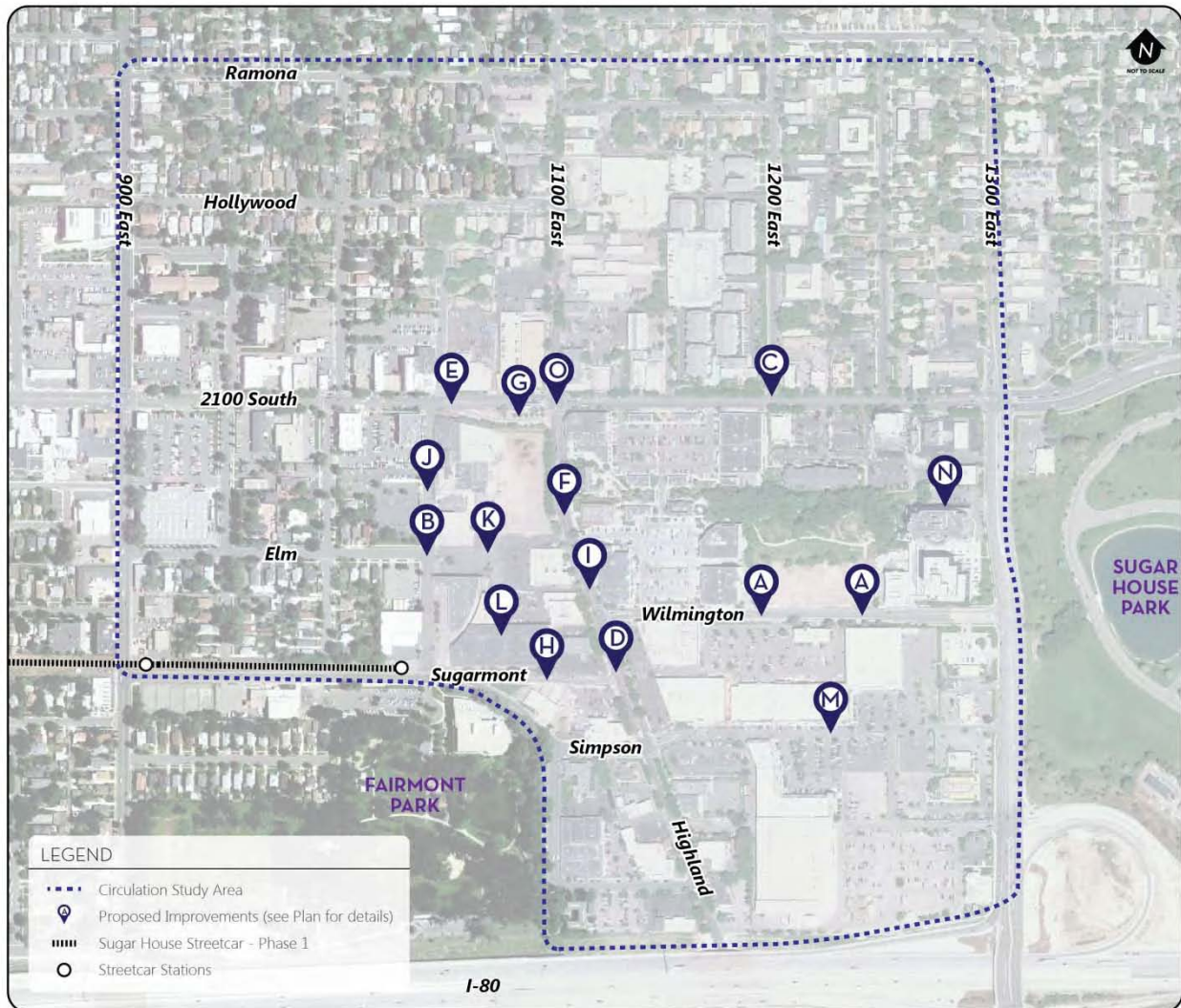
¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

Source: Fehr & Peers, July 2012

CHAPTER 5: IMPLEMENTATION PLAN

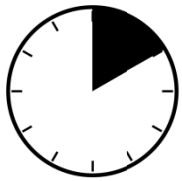
5.1 Proposed Improvements – Specific Locations

The figure below illustrates locations where opportunities for specific improvements were identified. A series of Project Sheets follow that correspond with map locations. It should be noted that the improvements shown on some of the Project Sheets can serve as prototypical improvements that could be applied at other locations. Also note that currently no safety studies have been conducted in these locations. These studies, along with greater examination of drainage and parking impacts, are necessary before making any determination on how to proceed. This *Plan* was a collaborative effort to prepare a timeline for implementing projects in the short-term (2012-2014), mid-term (2014-2020), and long-term (beyond 2020). Conceptual projects were established based on input from the project stakeholders, the Sugar House Master Plan, and feasibility studies (including technical analysis) presented in Chapter 4.



5.2 Mid-Block Crossings

A. Wilmington Avenue



Short Term

Existing Site Characteristics

- Currently, there is one mid-block crossing on Wilmington near Highland and a crosswalk at the intersection of Wilmington and 1300 East.
- The nearest crossing point to the proposed crossing area is 250 feet away.
- Wilmington Avenue is a low-volume road.

Design Recommendations

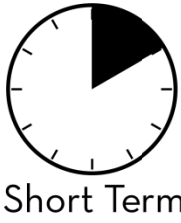
- Improve visibility through signage and striping
- Possibly raise crosswalk and texture
- Cost may be associated with development projects

Possible Concerns

- As development occurs along Wilmington, roadway volumes may increase.



B. McClelland at Elm



Existing Site Characteristics

- Currently, there is one mid-block crossing on McClelland Street, 230 feet north.
- McClelland Street is a low-volume road, with a number of development plans along both sides.
- A Sugar House Streetcar station will be located 375 feet south of this intersection.

Design Recommendations

- Improve visibility through signage and striping
- Possibly raise crosswalk and texture (see Complete Streets/Streetscape Amenities in Chapter 7)

Possible Concerns

- Conflict with proposed cycle track and trail users.



5.3 *HAWK Beacons*

C. 2100 South at 1200 East (already funded by the City)



Short Term

Existing Site Characteristics

- The crossing features flags for pedestrians to use to increase visibility on both approaches.
- UTA bus stop is close to crosswalk.
- Westminster sees 1200 East as a pedestrian connection to the college.

Design Recommendations

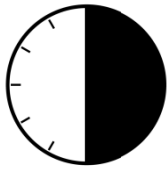
- Improve visibility of crossing through electronic signals.

Possible Concerns

- Ability to retain street trees.



D. Highland at Sugarmont



Mid Term

Existing Site Characteristics

- Signalized crossings are located 170 and 220 feet away.
- Will become a crossing for the Parley's Trail, currently being constructed alongside the Sugar House Streetcar.
- Connects Sugar House Park and Fairmont Park.

Design Recommendations

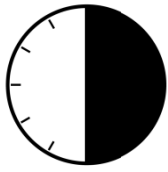
- Construct a HAWK beacon to facilitate trail users and streetcar riders.

Possible Concerns

- Spacing to the Wilmington and Simpson traffic signals.



E. 2100 South at McClelland



Mid Term

Existing Site Characteristics

- The crossing features flags for pedestrians to use to increase visibility on both approaches and button actuated flashing yellow lights.
- Will become a crossing for the proposed Jordan Salt Lake Canal Trail.

Design Recommendations

- Construct a HAWK beacon to facilitate pedestrian and bicycle users when the Jordan and Salt Lake Canal Trail is constructed, streetcar users when the Sugar House Streetcar is completed, and users of the redevelopment of the Granite Block.

Possible Concerns

- Eastbound vehicle queue spillback from the 2100 South / 1100 East intersection.

Design Recommendations

- Improve visibility and compliance of crossing through electronic signals.



5.4 Road Diet

F. Highland



Short Term

Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- Delay occurs as drivers wait in-lane to turn left.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bike lanes in both directions. Maintain on-street parking where it exists.

Possible Concerns

- An increase in ADT with less capacity as future developments come on line in the Study Area.

Possible Benefits

- Creates a better complete street.
- Left-turning vehicles are in TWLTL, thereby reducing delay in through lanes and potential for rear-end crashes.



5.5 *Plazas*

G. Monument Plaza



Existing Site Characteristics

- Stop-controlled, eastbound right-turn bay.
- Plaza area with monument, bus stop, and trees.
- Angled parking along south side of right-turn bay.

Design Recommendations

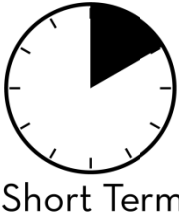
- Close Plaza to automobile traffic and remove parking.
- Provide space for streetcar to enter plaza in short-term and for streetcar station in long-term.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

Possible Concerns

- Removal of trees.
- Removal of 18 on-street parking stalls.
- Loss of exclusive eastbound right-turn lane. This would increase vehicular delay and eastbound queue length.



H. Sugarmont between McClelland and Highland



Existing Site Characteristics

- One-way, westbound traffic with bike lane.
- Provides access for returning fire department vehicles.

Design Recommendations

- Close Sugarmont to automobile traffic, with exception for fire department vehicles.
- Provide space for streetcar and Parley's Trail users.
- Make plaza space at one, consistent level.
- Allow fronting development to use Plaza as sitting and dining space.

Possible Concerns

- None



5.6 Bicycle Lanes

Bicycle lanes are needed on both Highland Drive and McClelland Street to improve the bicycle network and connectivity in the Sugar House area.

I. Highland



Existing Site Characteristics

- Highland Drive is currently two lanes in each direction with pockets of on-street parking.
- There are no bicycle lanes.

Design Recommendations

- From 2100 South to Stringham Avenue, convert roadway into one lane in each direction, with a center turn lane, and bicycle lanes in both directions. Maintain on-street parking where it exists.

Possible Concerns

- None.



J. McClelland from 2100 South to Sugarmont



Existing Site Characteristics

- One travel lane in each direction with unsigned on-street parking.
- No striping on roadway.
- Low traffic volumes set to increase with redevelopment on both sides of roadway.
- Future alignment for Jordan and Salt Lake Canal Trail.



Design Recommendations

- McClelland Street will become a gateway between the Business District, Sugar House Streetcar, and Parley's Trail. The proposed Jordan and Salt Lake Canal Trail uses McClelland as a link between the section of the trail north of 2100 South and the section south of Sugarmont. With the projected increased in residential and commercial uses along McClelland in the near future, a separate bicycle facility is needed to accommodate both streetcar and trail users.
- Two-way cycle track on east side of roadway.
- Cycle track minimum width of 12 feet.
- Parking in one direction should be maintained.
- Physical buffer separation from vehicular traffic.



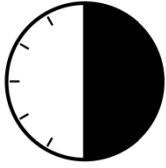
Possible Concerns

- Driveway/minor street crossings.
- Entering/exiting cycle track.



5.7 Pedestrian Connections

K. Various Locations



Mid Term

Existing Site Characteristics

- A number of large developments with limited inviting pedestrian spaces and large parking lots.

Design Recommendations

- Create clearly delineated and signed pedestrian pathways through large blocks.
- As part of the development review process for new developments/reuse of existing developments, encourage the construction or conversion of larger blocks into smaller blocks separated by a network of narrow, short streets and/or pedestrian and bicycle corridors (see Chapter 7 for design details)

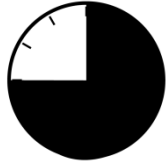
Possible Concerns

- None.



5.8 *New Roadways*

L. *Wilmington Extension*



Long Term

Existing Site Characteristics

- The Sugar House Master Plan recommends the evaluation of this concept.
- Wilmington Avenue exists from 1300 East to Highland Drive.
- Current configuration is one lane in each direction with bike lanes.

Design Recommendations

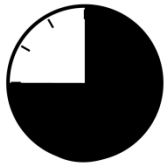
- Extend Wilmington through Granite Block to Sugarmont at intersection of McClelland.
- One travel lane in each direction with bike lanes and on-street parking.

Possible Concerns

- Intersection at McClelland/Sugarmont/Simpson.
- Development potential of parcels.



M. Simpson Extension



Long Term

Existing Site Characteristics

- Simpson currently exists from McClelland to Highland.
- Current configuration is one lane in each direction.

Design Recommendations

- Extend Simpson from Highland through Sugar House Center to 1300 East.
- One travel lane in each direction with on-street parking.

Possible Concerns

- Intersection at 1300 East will likely be restricted to right-in right-out movements only.



5.9 Parley's Trail

N. Sugar House Connection



Short Term

Existing Site Characteristics

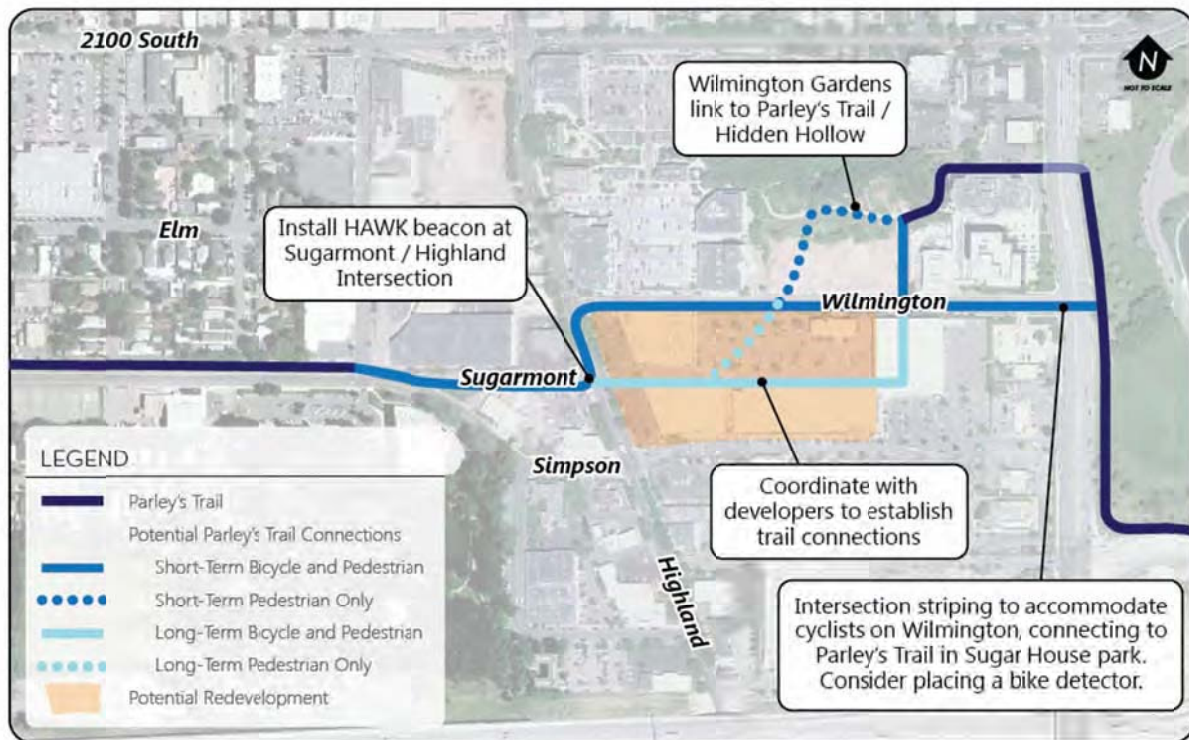
- There is no planned connection between McClelland Street (end of Greenway corridor) and the Draw (at 1300 East between 2100 South and Wilmington).

Design Recommendations

- In short term, connect the Trail on-street via Wilmington, which has on-street bicycle lanes and sidewalks on both sides.
- The Wilmington Gardens development has planned connections, both pedestrian and bicycle, for the Parley's Trail.
- In long term, work with Sugar House Center developers to accommodate trail with possible redevelopment opportunities. This may require obtaining easements from the property owners.

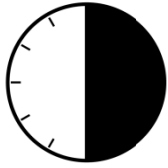
Possible Concerns

- Wayfinding.
- Ability to integrate trail into development plans.



5.10 Intersection Improvements

O. 2100 South/Highland Eastbound Right-Turn Closure



Mid Term

Existing Site Characteristics

- The current eastbound configuration at the intersection of 2100 South and Highland is one left turn lane, two through lanes, and one right-turn lane.
- Right-turn lane is stop controlled and separated from the main intersection.
- The existing right-turn lane is on the south side of Monument Plaza.

Design Recommendations

- Close right turn lane to vehicular traffic and parking.
- Eastbound movement would become one left turn lane, one through lane, and one shared through-right turn lane.

Possible Concerns

- Small increase in overall delay at intersection. More substantial increase in eastbound delay. See Section 4.1 in Chapter 4 for additional details.
- Loss of 18 on-street parking stalls.
- Extended queue lengths eastbound on 2100 South.



P. Northbound Approach Improvements at 2100 South/Highland



Short Term

Existing Site Characteristics

- The current northbound configuration at the intersection of 2100 South and Highland is one left turn lane, one through lane, and one right-turn lane.
- Right lane is a trap lane, meaning all traffic in the right lane must turn right.
- Left turn lanes consistently exceeds storage lane, blocking northbound traffic.

Design Recommendations

- Reconfigure northbound approach so that the left lane turns into a left-turn trap lane.
- Northbound right would become a turn pocket.

Possible Concerns

- This configuration is only applicable prior to the implementation of the proposed Highland Drive road diet.



CHAPTER 6: NEXT STEPS

- The City should undertake a prioritization and costing exercise beyond the scope of this Plan.
- In setting its priorities, the City should consider how these recommended projects help to achieve its circulation goals.
- The City should continue its engagement of property owners to help implementation the projects which are located on private property.
- Additional analysis may be needed for projects that could have a significant and unequal impact to certain modes.
- Salt Lake City should identify a variety of funding sources to construct the recommended projects described in the implementation section of this *Plan*.

CHAPTER 7: STREETSCAPE AMENITIES PLAN

An opportunity for incorporating the Complete Streets concept is arriving in Sugar House. The streets within the Sugar House redevelopment area are transforming from an automobile intensive use and design to a multi-modal intensive use.

This document has been prepared to set the parameters for the implementation of amenities that will create a defining district. The following components have been included in this document to support this overall goal:

- Introduces the Complete Streets Concept
- Introduces Sustainable Sites Initiative
- Evaluates the current streetscape amenities within the Sugar House Business District
- Provides a design concept framework for streetscape amenities, and
- Establishes a set of streetscape amenity design standards.

These streetscape standards are designed to better accommodate the forthcoming multi-modal use of the area and guide the renovation of the Sugar House Business District to a Complete Streets environment. The primary objectives are to:

- Document existing amenities,
- Discuss how to build off and incorporate existing resources into an overarching Complete Streets context,
- Identify amenities that have served their lifecycle, are outdated, or underperforming, and
- Evaluate opportunities to enhance and unify the design theme.



Sugar House Monument
Photograph by: Clint Gardner, creative commons license

7.1 *Background*

The Sugar House Master Plan states, “The Business District can be improved in terms of making it a more pedestrian-oriented experience. The City needs to think ‘pedestrian first’ when approving new developments or when implementing its own public works projects. This includes pedestrian circulation between blocks and within individual developments. It is

essential that pedestrian crossings on 2100 South are added and the existing crossings are enhanced. Furthermore, implementing a pedestrian first policy for the Business District to ensure the pedestrian is given priority consideration when developing new projects or programs is recommended.” The nationally recognized Complete Streets approach will assist with fulfilling the desired Master Plan goals.

7.1.1 Complete Streets Concept

Complete Streets are roadways designed to promote and implement safe, attractive, and comfortable access and travel for all user types, ages and abilities. Implemented through planning and urban design policy, Complete Streets are ideal tools for redevelopment areas.

A Complete Street is a roadway with accommodations provided for pedestrians, cyclists, automobiles, and, where applicable, mass transit. Connectivity, inclusive user accommodations, neighborhood character and quality of life are the defining attributes of a Complete Street. In contrast to roadways that function solely as an automobile thoroughfare, a Complete Street functions as more of a place and experience.

7.1.2 The Complete Street User

The user of a Complete Street can take the form of different types of mobility: pedestrians, cyclists, streetcars, buses and automobiles. Complete Streets utilize design and amenities to make streets and the surrounding streetscape safe and accessible to the needs of these different mobility types. Connectivity and the aesthetics of the streetscape environment are key factors for creating a Complete Street experience, especially for pedestrians and bicyclists. Well-designed streets allow motorists and public transportation modes to efficiently use the street without impeding or endangering other user groups.



photograph by: CRSA

“We shouldn’t just use some antiquated language that says we have to post the speeds according to what 85 percent of motorists are doing. Instead we should take control of our streets. If 85 percent of our motorists are driving faster than we want them to, then we need to redesign the street, rather than letting the tail wag the dog. There’s something wrong with our street design if you’re getting 85 percent of our motorists to drive 10 miles an hour faster than is safe for the conditions.”

-Dan Burden, Executive Director of Walkable Communities, Inc.

7.1.3 Complete Streets Features

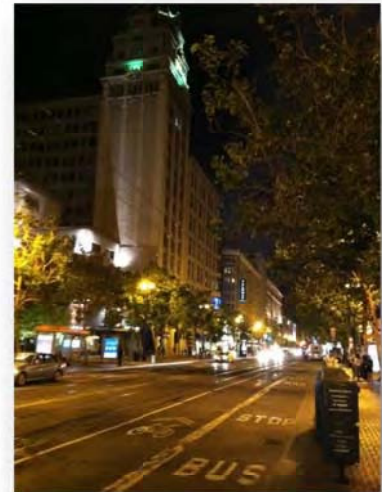
The context of Complete Streets is defined by more than just the design of the curb to curb space. The surrounding environment, from the architecture to the sidewalks and the landscaping to the lighting, all plays a large role in establishing a Complete Streets context. The design of Complete Streets incorporates multiple components of the streetscape, including:

1. Street Dimensions & Configuration
2. Sidewalk Dimensions & Configuration
3. Amenities & Aesthetics
4. Spatial Definition

1. Street Dimensions & Configuration

The curb to curb travel areas of Complete Streets include designated or shared-use lanes for bicyclists and transit modes. In contrast to regular streets, Complete Streets incorporate components in the street space that may include narrower travel lanes, landscaped medians, and on-street parking. A key indicator of a Complete Street is the designation of bicycle lanes or shared-use lanes. Shared lanes allow for both auto and bicycles to use the travel lane while dedicated bicycle lanes separate the users. Dedicated bike lanes also provide protection for cyclists and encourage bike use. The travel way is enhanced and defined through the use of raised crosswalks, intersection designs, colored multi-use travel lanes and decorative paving. Street width is defined as the physical curb-to-curb space. Effective width can be defined by amenities that promote a Complete Streets environment, such as on-street parking, bike lanes, painted edge lines, or bulb-outs. The edges of travel ways are spatially defined through the use of amenities such as street trees, planted park strips, and bollards. These elements all work to create a safe and inviting environment designed for multiple users.

Improvements can be made in the existing street infrastructure to create a Complete Streets context. Bike and pedestrian corridors are an effective strategy for creating more walkable, dense development environments. The addition of these corridors can create



photographs by: CRSA

smaller blocks without adding additional automobile streets. This facilitates a higher degree of connectivity by creating more permeability among the development environment. Provision of pedestrian and bike only corridors allow them to flow through the network without needing to use busier streets.

2. Sidewalk Dimensions & Configuration

Complete Streets sidewalks function as more than just pedestrian walkways. When strategically designed, sidewalks become outdoor living rooms, where people eat, work, play and experience the public realm. Components of the sidewalk space can include outdoor dining, decorative planter boxes, street trees, outdoor retail space to extend store fronts, vendor kiosks, food carts, and lighting. At the corners of sidewalk space, bulb-outs extend the pedestrian space and act as buffers from faster moving traffic.

3. Amenities & Aesthetics

While in many city features form does follow function, good design can also be both aesthetic and functional. Textured streets, landscaping, building form and material, sidewalks and crosswalks enhance the aesthetic to a Complete Street system. Complete Street design helps to create a place and is inviting to all users.

One example of this is the street tree. Besides the environmental and sustainable features, trees bring design aesthetics to the streetscape. Visually speaking trees add vertical and spatial dimension to street spaces. Street trees help make up the urban forest ecology within cities. Tree diversity is a critical practice to maintain healthy urban forests. While consistent themes and design are important to the street aesthetic, this doesn't mean that all the trees and shrubs need to be mono-culture in species selection.



photographs by: CRSA

4. Spatial Definition

The spatial definition of the street helps to frame the perspectives of the users. In addition to buildings that are designed to shape the street with their massing, form, and orientation, other elements can define these spatial ratios. These include amenities that are part of the Complete Streets context, such as street trees, landscaping, and public art or monuments. (See Figure 7.1).

The best current example of this in the SHBD is the Sugar House Monument, which contributes to defining the spatial form of the street and enhances the area around the intersection of 2100 South and Highland Drive.

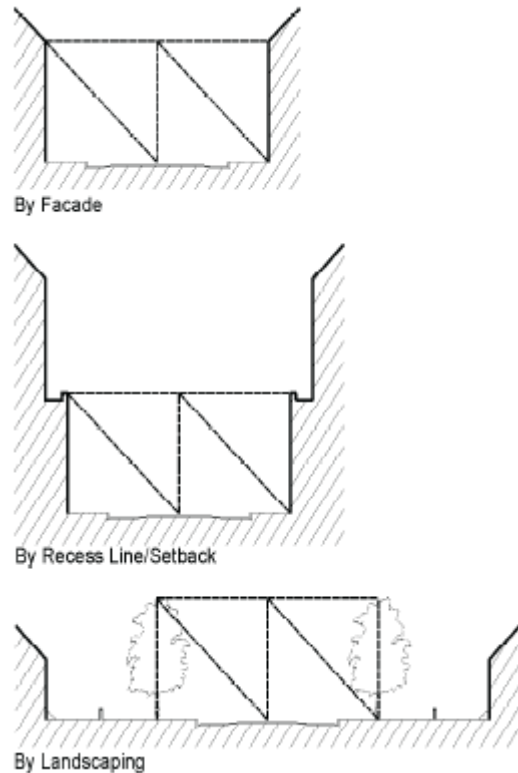


Figure 1: While spatial form is often best defined by primary building facades, landscaping and stepbacks/recessed facades also are elements that define the street.

7.2 Sustainable Sites Initiative

The Sustainable Sites Initiative is a joint effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center, and the United State Botanic Center to develop reference guidelines and benchmarks in support of sustainable design and construction. This initiative is similar in format and scope to the Leadership in Energy and Environmental Design (LEED) guidelines that are prevalent in the industry; however SITES is designed to be implemented in projects where LEED may not apply. SITES is specifically designed to apply to projects where development of a structure is not intended, such as a streetscape, a plaza, or a park. As the guidelines in this document are designed primarily for these types of projects SITES is an ideal benchmark for reference.

There are five areas of focus in the SITES program. These are summarized as follows.

1. Hydrology
2. Soils
3. Vegetation
4. Materials
5. Human Health and Well Being

1. Hydrology

Water is a limited resource, especially in a desert region like Utah. Historically communities have tended to treat stormwater like waste, removing it from a site as quickly as possible. This approach can be expensive, requiring expensive infrastructure and long term maintenance. Additionally, by transporting the water away from the site it is not allowed to percolate into the soil. SITES advocates methods for harvesting water on site and using it for irrigation, water features and groundwater recharge. A project developed in the Sugar House Business District under these guidelines may seek to direct stormwater runoff to new surface treatment areas such as rain gardens rather than routing it directly into an existing storm drain.

2. Soils

Healthy soils are important for many reasons. Healthy soils allow stormwater to percolate into the soil and support the growth of healthy plant materials. Common construction techniques fail to recognize the value of clean soils. An example of a project that seeks to protect soils would be one that recognizes an existing functioning soil horizon and develops methods for retaining topsoil and preventing erosion. In an urban infill situation like Sugar House the goal may be to repair the soil horizon by amending soils where plant materials will be placed.

3. Vegetation

Many recognize the value of vegetation for aesthetic purposes. Trees, shrubs, and ground covers can create beautiful places. These materials can also help to create comfort. Trees provide shade and can cool the air improving the comfort of outdoor spaces for uses such as dining. Vegetation also is a part of the stormwater management system of a site. Reduced vegetation cover reduces soil health and soil structure. In urban sites like Sugar House the natural stormwater system may not be functioning well. The use of regional appropriate plant materials can help to improve the natural soil structure. Additionally, appropriate native materials will reduce energy needed for long term maintenance. Native and adapted materials will help to create a sense of place and establish the parameters of the district. In Sugar House where many streets are planted with common street trees it may not be appropriate to make significant changes to the tree canopy to avoid mismatching of tree themes. However, understory plantings can be changed significantly in the favor of native plantings to generate the benefits outlined by SITES.

4. Materials

Materials are made from natural resources. We often overlook where these resources are mined or extracted. Often materials are shipped long distances (may apply to plant materials as well) for processing and then shipped long distances again for installation. Where possible, to reduce pollution from shipping and manufacturing, purchasing from local suppliers can be a positive choice. Projects in Sugar House may also benefit from materials manufactured in a

sustainable manner. Many of the materials are also easily recycled or deconstructed allowing them to be reused again. Sustainability can also apply to comfort of users and long term maintenance. For example, a project in Sugar House may seek to use materials that reduce the urban heat island affect. Reflective materials in conjunction with vegetation will reduce trapped heat which also can reduce wear and tear on mechanical equipment. Reduced air temperature can reduce the need for air conditioning in some instances.

5. Human Health and Well Being

Positive projects that follow SITES guidelines will provide healthy, green environments for users. Users visiting this type of project will experience amenities that encourage social interaction in a comfortable environment. Projects may promote beautiful views, screen noisy distractions, and provide places for rest and relaxation. Healthy sites also have healthy ecosystems and promote the growth of plant materials. The project may also provide interpretive signs to help users understand the history or cultural legacy of a place. These types of features increase the social interaction of a place. All components of the SITES program contribute to the well-being of a site for use by humans.

7.3 Existing Amenities

The collection of existing streetscape amenities in the SHBD are representative of past and current efforts to improve the experience of people who come to Sugar House to shop, eat, work, and play.

In this section, documentation of the existing amenities that define the Sugar House Business District streetscape are catalogued. Following are recommendations for which of these amenities can play a role in defining the Complete Streets context of the SHBD, and how they can be supplemented/improved upon.

The following categories define the different types of streetscape amenities found in the SHBD:

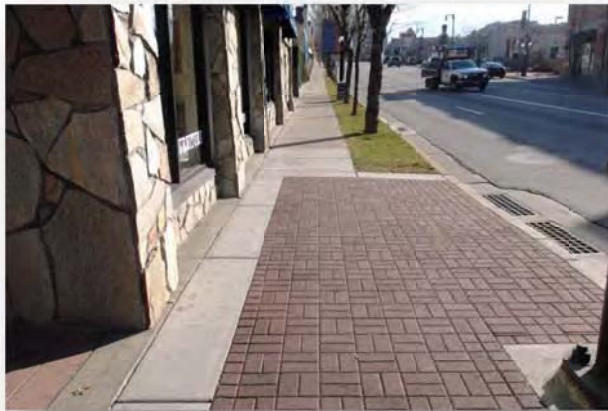
1. Hardscape
2. Softscape
3. Lighting & Signage
4. Furniture & Fixtures
5. Art & Culture

1. Hardscape

Decorative Paving

Two types of decorative paving are currently used in the streetscape of the SHBD. The predominant type is a red, textured pavement. This textured paving material has been used in the most recent updates to areas of the SHBD, including the monument plaza, corner treatments, and bulb outs. Textured pavement locations include the Monument Plaza, areas along 2100 South, 1100 East, and Highland Drive.

The other type is a smooth surface, red brick. This treatment was installed along the north side of the Granite Block as sidewalk material. However, the smooth surface becomes slick when wet and snowy, leading to unsafe pedestrian conditions.



Red textured paving



Smooth, red brick pavers and street trees

Bulb-outs

Bulb outs are used to narrow the crossing distance and/or to act as traffic calming devices. They also define areas of on-street parking. Locations include 1100 East, Highland Drive, and 2100 South. Many are delineated with the red, textured paving material. Bulb outs also provide more space for pedestrians who may gather to wait to cross a street.

Crosswalks

The majority of cross walks in the SHBD are the standard striped crosswalk, defined by two parallel white painted lines. In a few locations, the more visible 'zebra' striping pattern is used. Overhead, pedestrian-activated crossing lights are located at the McClelland crosswalk on 2100 South. Additionally, orange pedestrian flags are located there and at the mid-block crosswalk just north of 2100 South on 1100 East.

Recommendations

- Although the textured paving is fairly recent, the city should consider updating the paving scheme as the monument plaza and Granite Block are reconfigured. The smooth pavers should be replaced with a more durable, safe surface.
- Bulb-outs should be retained, although the paving material may be updated to be consistent with the monument plaza.
- Crosswalks should be updated with textured pavement or zebra striped lines to enhance visibility. Additional crosswalk enhancement may include HAWK lights at key locations.



Bulb-out for on-street parking



Crosswalk with pedestrian-activated lights



Striped crosswalk and street trees

2. Softscape

A variety of landscaping and other softscape treatments work to enhance the SHBD.

Street Trees

Street trees have been in place in the SHBD since improvements done in the 1980s. In more residential areas surrounding the SHBD, mature trees also line the street. The primary tree used in the central SHBD is the honey locust.

Tree Grates

Tree grates are used around street trees where the surrounding surface is hardscape.



Concrete planter

Park Strips

A planted park strip separates the sidewalk from the street and contains street trees. Most areas that are not hardscaped incorporate a planted park strip.

Plantings

Plants are located in the base of the monument as well as in low concrete planters in a few locations on the plaza and in front of the Granite Furniture building.

Recommendations

- Select replacement of some street trees may be in order. The lifespan of the honey locust species is near its typical end. The varieties should be selected so that their canopies are of a height that maintains unobstructed passage of different user types, including vehicles and pedestrians and bicyclists. Spacing between trees and from buildings and other structures should be designed to allow for full canopy growth. Careful consideration should be given regarding the location of street trees in front of businesses so as not to obstruct signage or building identification.
- Tree grates may need to be replaced as street trees are reconfigured or replaced. Those that remain should be evaluated and repaired when necessary.
- Retention and enhancement of the planted park strip is recommended to maintain the softscape elements that convey a pleasant environment and balance the predominant hardscape of the street and plaza areas.
- Plantings should remain in the base of the monument. Previous evaluation of the re-installation of the water feature was not recommended due to damage the water caused the monument structure. Additional planters should be located throughout the SHBD.

3. Lighting & Signage

Street lights in the SHBD are primarily a black metal pole with teardrop light fixtures. The lights include a pair of lower pedestrian-scaled fixtures and a pole for hanging banners. The base includes lettering for "Sugar House" and a sugar beet emblem. These have been installed

throughout the SHBD over the past decade. This lighting fixture was chosen in response to SHBD Design Guidelines, which called for the following specifications:

- “Choose light poles, arms, and fixture designs to preserve the historic character of the streetscape.”
- “Select lighting to be in scale with the pedestrian experience.”

Signage in the SHBD is primarily of two different types. Concrete gateway signs with metal lettering that say “Sugar House” are located at entrance points to the SHBD. These are of two different eras and the newer versions have slightly different lettering than the originals.



Black street lights with banner poles



Wayfinding signage with concrete planters

Wayfinding signage is located throughout the SHBD. This signage has a blue and orange flat surface with arrows indicating the direction of local attractions. The signs are mounted on a brown metal frame.

Recommendations

- The street lights currently in place are recommended to remain. Some are in need of repair, and regular maintenance is necessary to maintain a safe environment and clean appearance. The addition of accent lighting is recommended to enhance seating areas and softscape elements.
- The signage theme for the SHBD should be unified. The concrete gateway signs have some historical significance and should likely remain. However, updates to match the style and font of the lettering on the signage are recommended. The wayfinding signs are not necessarily representative of a Sugar House color scheme. If one is identified, these signs should be updated/replaced to be consistent.

4. Furniture & Fixtures

A variety of furniture and fixtures serve as amenities in the SHBD. These include transit canopies/shelters, benches, bike racks, bollards, and trash cans.

The transit canopies date back to the 1980s. These are located on the monument plaza and in front of Sprague Library.



Transit canopy on Monument Plaza

Benches are primarily located on the monument plaza and consist of a treated wood product with metal arms/legs. Additionally, there are several concrete 'couches' that were installed as a public art commission that serve as bench seating.



Benches and plantings on the Monument Plaza

Bike racks are located throughout the SHBD. The type and design vary.

Bollards are used in the main area of the SHBD to serve as barriers between pedestrians and the traffic lanes. The majority are a black metal bollard that is similar in style to the street lights. A few older concrete bollards remain on the north side of the Granite Block.

Trash cans are located throughout the SHBD. These are pebbled concrete and brown metal, and square in configuration.



Black metal bollard and tree grate



Concrete bollard



Trash can

Recommendations

- The transit canopies are in need of replacement. While functional, they don't indicate the importance of transit users to the area. When amenities are provided at transit stop areas, the area is more immediately defined as a Complete Street environment to users of all types. Well-designed canopies with benches signal that the transit user is an integral and expected component of the Complete Street environment. Amenities that make the transit stops a comfortable place to sit and wait are a necessity. The location of the canopies and benches at transit stops need to be located far enough from the travel lanes to create a safe and comfortable space.
- The fixed-in-place benches are not frequently used, except during special events located around the monument plaza. Movable seating is recommended to replace or complement fixed benches. Seating opportunities should incorporate a range of options beyond benches and chairs. Low walls, planters, steps, and fountain edges. These additional elements function not only as seating, but also amenities that improve the aesthetics of an area and establish its niche as a public space.
- The current black metal bollards may continue to work, but replacement should be considered if they would be more consistent with other amenities that are part of the Complete Streets context in the SHBD.
- Trash cans should be replaced. Metal cans with more decorative features should be considered.

5. Art & Culture

There is a great deal of public art and cultural amenities located in the SHBD. The most recognizable piece of art is the Sugar House Monument. Other pieces of art have been installed through the RDA's funding for the Sugar House project area. These include bronze sugar beet sculptures, located in front of Sprague Library and at the entrance to Hidden Hollow, and metal fish sculptures, located along 2100 South. Anagram lettering is installed in the textured paving at several locations throughout the SHBD and reference aspects of the area's history.

A cultural marker located on the monument plaza indicates the location of the Jordan and Salt Lake Canal, which runs north through the Granite Block and across the west end of the plaza.



Sugar House Monument



Bronze Sugar Beet sculpture



Canal marker

Recommendations

- Existing art should be retained and highlighted as amenities. Additional art pieces are recommended and should be interactive, fun, and unique to the SHBD. The art pieces that people tend to gravitate to are those that invite closer inspection and interaction, such as the bronze sugar beets.
- The monument plaza should continue to be defined and highlighted as the 'center' of the SHBD. Other amenity types should work toward this objective.
- Additional cultural markers that spotlight historical or current facts about the area are encouraged to uniquely define the SHBD.

7.4 *New Amenity Guidelines & Standards*

While the business district currently contains many amenities, a consistent, coordinated theme has not been completed. Layers of amenities and improvements made over the past 30 years have led to the eclectic collection of amenities presented in the previous section. The implementation of the Complete Streets concept presents the opportunity to establish a design framework that further strengthens the identity of the area. These guidelines and standards represent the first step in that implementation process. They build off the efforts of the existing amenities while embracing the Complete Streets concept to truly make the streets of the SHBD accessible and defined by users of different mobility types. The guidelines and standards in this document are primarily for amenities located between the back of curb and the building facade or front lot line.

These streetscape amenity design standards are written to assist architects, engineers, design professionals, landscape architects, contractors, and SLC Corporation staff in understanding the preferences for amenities in the Sugar House Business District.

The goals of the standards are:

- To visually orient residents and visitors to the Sugar House Business District
- To provide a design framework that establishes consistent aesthetics and quality from project to project.
- To expedite the design and approval process of projects.

It is expected that these standards will be monitored by SLC Corporation staff to make updates that reflect new developments in building code requirements, manufacturing techniques, and design trends.

In this section, a layered design framework is laid out that includes the following elements:

1. Amenity Theme
2. Unifying & Defining Elements
3. Existing Amenity Anchor
4. Design Context Guidelines
5. Amenity Design Standards
6. Street Types - Examples

1. Amenity Theme

The overall theme for amenities in the SHBD will be to have a classic base with opportunities for splashes of color and verve. Rather than lock into one particular 'period' look, the amenities will represent a cross-section of styles. With this approach, the amenities will contribute to the way the buildings in the business district represent the evolving history of the SHBD, which has accumulated over the past century. Both style and color will work to provide a recognizable branding of the Sugar House area.

2. Unifying and Defining Elements

These guidelines include amenities that are recommended to be unifying in their design and those that are intended to be defining. Unifying amenity types are intended to be applied district-wide, while amenities classified as defining are intended to create identities for sub-areas within the SHBD. In addition, certain aspects of each amenity will work to link it with the others.

Unifying elements:

- Street lights
- Bollards
- Base sidewalk and plaza paving
- Signage
- Crosswalk treatments

Defining elements:

- Benches/seating
- Landscaping/planters
- Bike racks
- Tree grates
- Trash/Recycling cans
- Accent paving
- Intersection paving



3. Existing Amenity Anchor

The current black, metal street lights are recommended to serve as the primary anchor for new amenities in the SHBD. The streetlights represent the implementation of previous guidelines for the SHBD and have been installed on most of the major streets. Their overall look is classic, yet specific to Sugar House with vernacular details on the base of the pole. These are recommended to remain and establish the base upon which to link new amenities.



Unifying details:

- black,
- metal,
- classic design

Location:

- Tall street light with lower pedestrian lights on all street types except 'Residential Village' (see section 6: Street Types Examples); Lower single globe lights of the same style pole/base to be used on the 'Residential Village' street type.

4. Design Context Guidelines

The design guidelines are intended to set the framework for the overall streetscape amenities. A few general examples are provided to establish context for the amenity design standards that follow.



Hardscape: Base Paving for Sidewalks

Materials: Concrete; colored and/or textured

Color: light to medium gray/slate

Location: Primary paving material for sidewalks; recommended to cover 85 to 95% of sidewalk paving, with the remainder for accent paving materials.

Implementation Projects: J & K

Notes: Limit implementation of smaller pavers in key pedestrian routes unless another primary route is available in an alternative material. Stamped or color concrete is recommended for primary routes.





Hardscape: Accent Paving for Sidewalks/Parkstrips

Materials: Concrete; colored and/or textured

Color: medium to dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for sidewalks; recommended to cover 5 to 15% of paving on sidewalks and be located on streets with hardscaped park strips (2100 South between McClelland and Elizabeth Street; Highland Drive between Hollywood and Sugarmont/Wilmington; East side of McClelland between 2100 South and Sugarmont)

Implementation Projects: J & K



Hardscape: Base Paving for Plazas

Materials: Concrete; colored and/or textured

Color: medium gray/slate

Location: Primary paving material for plazas; recommended to cover 60 to 75% of plaza paving, with the remainder for accent paving materials. Base paving materials should be the same for all plazas.

Implementation Projects: G & H





Hardscape: Accent Paving for Plazas

Materials: Concrete; colored and/or textured

Color: dark gray/slate; bluish-gray; greenish-slate

Location: Accent paving material for plazas; recommended to cover 25 to 40% of plaza paving, with color specific to each individual plaza (e.g. bluish-gray for the SH Monument Plaza and greenish-slate for the new Sugarmont/Highland Drive Plaza)

Implementation Projects: G & H



Intersection Designs

Materials: Concrete; colored and/or textured

Base Color: medium gray/slate

Accent Colors: dark gray/slate; bluish-gray; greenish-slate

Location: Primary intersections - 2100 S & Highland Drive

Implementation Project: O



Notes: Bulb outs and/or clear areas around intersections provide additional space for pedestrians who may be waiting to cross the street. Consideration should be given to broad spaces at intersections. This also may increase the visibility and safety for motorists. Carefully consider placement of trees near intersections and crosswalks to improve visibility of pedestrians.



Crosswalk Treatments

Materials: Zebra striped or raised with accent paving

Base Paving Color: medium gray/slate

Accent Paving Colors: dark gray/slate; bluish-gray; greenish-slate

Location: All major crosswalks

Implementation Projects: A, B, C, & D

Notes: Zebra crosswalks aid in providing visibility of pedestrians to motorists.



Furniture: Benches

Materials: Metal

Colors: Stainless, blue, green, yellow

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: G & H



Furniture: Trash/Recycle Cans

Materials: Metal

Color: black, stainless

Location: District-wide



Furniture: Bike Racks

Materials: Metal

Colors: Stainless, black, blue, green

Location: Hardscaped parkstrips, plazas, transit stops (color and style can be unique to location)

Implementation Projects: G & H





Fixtures: Tree Grates

Materials: Metal

Color: black, stainless

Location: District-wide

Implementation Projects: J & K

Notes: Tree grates with a narrow gap pattern are required for compliance with ADA guidelines.



Fixtures: Bollards

Materials: Metal

Color: black

Details: Solar powered lights; ram-tested for plazas

Location: District-wide

Implementation Projects: G & H



Transit Canopies

Materials: Metal

Colors: Stainless, bronze, blue, green

Location: Major transit stops (color and style can be unique to location)



Softscape: Street Trees

Species: Elm, Linden, Maple

Location: All sidewalks and plazas (retain older, residential street trees)

North/South Streets: Ash (to replace honey locust)

East/West Streets: Linden (retain existing on plaza, 2100 South)

Corners: Maple

Implementation Projects: J & K

Notes: Avoid where possible placing trees in locations that may exacerbate shading of north facing spaces.





Softscape: Landscape Parkstrips

Plantings: lawn or low groundcover

Location: All sidewalks not included in hardscape parkstrip description (lawn to be prioritized for areas with minimum 6' width)



Softscape: Landscape Planters

Plantings: native and/or drought-tolerant species

Planter materials: metal, concrete as accent

Planter colors: stainless; neutral - grey/buff

Location: Hardscaped parkstrips and plazas

Implementation Projects: G & H



5. Amenity Design Standards

The amenity design standards in this section are intended to give more specific direction on style, color, and texture for the streetscape elements covered in the prior section. Each streetscape element has an individual specification sheet that provides more detailed information and will allow for a cohesive result, even if implementation takes place over time and by different stakeholders.

Specification sheets are included for:

- Street lights - supplemental to existing historic light standard
- Bollards - light bollards
- Base sidewalk and plaza paving - paver types
- Accent paving - paver types
- Benches/seating - two options
- Landscaping/planters
- Bike racks
- Trash/Recycling cans
- Tree Grates
- Street trees
- Transit shelter - solar roof and,
- Transit canopy

6. Street Types - Examples

Three examples of street types are provided as a reference for how the different street types within the SHBD reflect current and future development. The matrix for each street type provides classification standards.

There are four types of street designs:

- Urban Village
- Urban center
- Residential Village
- Transit Village
- Transitional Mix

Attachment B – Petition Initiation Letter



Petition Initiation Request

**Transportation Division
Community & Economic Development Department**

To: Mayor Ralph Becker

From: Wilf Sommerkorn, Planning Director *WS*

Date: March 25, 2013

Cc: Eric Shaw, Community and Economic Development Director; Mary DeLaMare-Schaefer, Community and Economic Development Deputy Director, DJ Baxter, RDA Director; Robin Hutcheson, Transportation Director; Cheri Coffey, Assistant Planning Director; Michael Maloy, Principal Planner

Re: Initiate Petition to Adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan

The Transportation Division Staff, together with the Planning Division Staff, is requesting initiation of a petition to adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The purpose of the Plan is to increase multi-modal circulation through the formal adoption of specific transportation projects to implement recommendations from the Sugar House Community Master Plan.

The proposed plan will be based on research and recommendations prepared by Fehr & Peers, working under the direction of the Salt Lake City's Redevelopment Agency (RDA) and Community and Economic Development Department (Transportation Division), which conducted a robust public engagement and visioning process in conjunction with a technical analysis of the feasibility of specific projects to address community goals.

As part of the process, the draft plan will be taken through the formal City adoption process including citizen input, input from the Transportation Advisory Board and other applicable advisory boards and public hearings with the Planning Commission and City Council.

If you have any questions, please contact me. Thank You

Concurrence to initiate the zoning text amendment petition as noted above.



Ralph Becker, Mayor

3/26/13

Date

Attachment C – TAB Meeting Minutes

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD
Minutes of the August 6, 2012 Meeting

Present from the Transportation Advisory Board were Joel Ban, Robin Hutcheson, Whitney Ward, Rachel Otto, Cheryl Heying, Brian Doughty, Alama Ulu' Ave and Xuesong Zhou.

Also present were, Andrew Gruber, Doug Thimm, Lynne Olson, Hal Johnson, Jon Nepstad and Julie Bjornstad

The meeting held at the Transportation Division Office, 349 South 200 East, Salt Lake City, Utah, was called to order at 4:04 p.m. by Vice-Chair Joel Ban.

Joel Ban welcomed the visitors.

The Board requested a modification of the July 2, 2012 minutes as some of the names are incorrect. They are going to review these minutes and changes will be made accordingly.

Andrew Gruber introduced himself as the Executive Director of the Wasatch Front Regional Council. The Wasatch Front Regional Council is a collection of local governments from around the region. He gave a presentation on some of the great things about our region and some of the challenges we're facing and the Wasatch Choice for 2040 vision plan. He went over the vision and specific strategies they're going to use to implement this vision. Our region is doing better than most regions in the country in terms of our economy and the biggest challenge we're facing is the continued rapid population growth which will have a huge impact on many aspects of our lives. The great thing about our region is our access to the mountains and lakes but it also creates restraints for us. 85% of people in Utah live in the Wasatch front. This means there are currently 49 million miles driven on our roads every day and will become 90 million miles driven on our roads in the future. If we keep doing business as usual there will be much greater gridlock so instead of just building more roads we have to look for a more comprehensive solution. Other impacts of increased miles driven is more air pollution, losing open spaces and access to the outdoors and another 300 square miles of land that will be developed by 2040. The demographic makeup of our state is also undergoing radical change. The baby boomers and the millennials are growing exponentially at the same time and the two trends are coming together. Instead of one dream built around a traditional family type we have a much more complex demographic makeup in the 2010 census nationwide. Only 20% of our families are a traditional type and in Utah it is 32% but our community has been designed for them. University of Utah research has shown that 1/3 of the baby boomers & millennials prefer to live in walkable neighborhoods. They want different housing choices with access to transportation options, job choices and amenity choices and we

are very short in meeting that demand. We've gone through a process with the community, government leaders and the Envision Utah process to come up with plans for how we move forward in the future. The good news is that there is a better way to grow and it's what we call the Wasatch Choice for 2040. It's a vision for growth and development and a number of things that are being talked about on a regional level. Salt Lake City has been and continues to be in the forefront of setting the trends for the region and the nation in many ways. The basic idea of this vision is to focus the new growth that is coming in town centers where you have housing and transportation options. We're not trying to make this community like any other community (Chicago or New York); there's no one size fits all. The way to implement this plan is to regionally collaborate on implementing it at the local level. The idea is not to tell communities what to do but to give the community the tools to develop what they want. The majority of people in our region are going to drive but the problem is that we don't provide enough community design and transportation choices so if they want to get around in a different way they can. There's a direct relationship between transportation decision making and housing. They have to be done hand in hand. One of the tools that WFRC is developing is called the envision tomorrow plus model. It is complex and powerful modeling software but it is designed to be very accessible to communities. The way it works is a local community can take a project area or neighborhood and paint in different development scenarios. They then push a button and see what the impacts are on a whole range of categories. This includes transportation, energy consumption, air quality, water, return on investment for developers, tax collections, and a full range of other things. This software could be used by planners, community groups or developers. WFRC is developing models for form based codes and the idea is that rather than separating out uses you provide an opportunity for the design to be the unifying principal for the area. If we can focus our development more we can save billions of dollars over the next 20 years by not building new roads, utilities, sewer, and water to sprawling developments and being more efficient in redevelopment and in building while improving the air quality and saving green spaces. Andrew asked that the TAB members participate in the Wasatch Choice for 2040 consortium which will be held on September 27th from 9 a.m. to 12 pm. at the Salt Palace. He brought handouts including a brochure about his presentation which included a regional organizational map and a copy of Utah's unified transportation plan. The plan is a comprehensive look at transportation capacity and maintenance of the existing system. This plan has a more balanced approach to transportation than Utah has ever had before. Robin Hutcheson said that Salt Lake City participates in the development of this plan. It's the best we've seen it in terms of multi model transportation and we're hoping for more input and feedback for the next plan. The process looks at multiple broad scenarios for the plan and the job of TAB is to advise her and the mayor on what they think is important. Robin and WFRC are going to help advise the TAB board on the proper timing of their input so they can help drive the decisions at the right time. Andrew said what WFRC is trying to do is buy tools to help communities make good decisions and mitigate some of the risk by showing what happens if they go in different directions and provide information to communities about the impact of their individual choices. Robin said she will have the Wasatch Choice 2040 put on the TAB website.

Jon Nepstad and Julie Bjornstad from Fehr & Peers gave a presentation on the Sugarhouse circulation plan. John showed the boundaries of the study area which were 900 East to 1300 East and 1700 South to I-80. They held a series of stakeholder workshops, property owner and developer meetings and walking tours. They boiled down the transportation elements to three topics; more and better multi-model options, better pedestrian environments and better mobility and accessibility to all modes and to land uses. There were several specific tasks they looked at. They looked at eliminating the right turn pocket for eastbound 2100 South at Highland Drive and making the monument plaza larger. The consequences of this are going to be positive pedestrian and biking benefits, better potential for street car operations but there will be a negative impact on traffic, causing congestion to worsen but not dramatically. The realignment of Sugarmont and Wilmington was reviewed. The pros from a mobility standpoint are that there are some very good benefits that tie into pedestrian and Parley's trail opportunities and with cycling opportunities. Vehicular transit is somewhat neutral. Julie gave different travel time comparisons and there is basically a 20 second difference between each alternative. They looked at 2100 South and 1100 East turning into Highland Drive going southeasterly and the idea of reducing the number of travel lanes in each direction, maintaining the parking in each direction and adding bike lanes without having a big impact on traffic today. They are looking at breaking up more blocks to increase the scale and walk ability in the area. The land use can re-conform around it and make a true downtown. Robin said some of these ideas are in the works already like on the Granite block as well as a pedestrian connection north to south. Similarly the Shopko block is interested in breaking up their area with both streets and pedestrian connections which the plans already include. Some changes are already being done but some are related to development timing. Jon said they looked at bicycle lanes on 2100 South from 200 East to 2300 East and have different levels of feasibility and consequences. On 2100 South from 200 East to 600 East it's possible to add bike lanes but there's a good chance you would lose your on street parking. 600 East to 1300 East it is not a street that would be comfortable for bicyclists and is just not a good right of way for an on street bike facility without taking a lane away. From 1300 East to 1700 East is much more realistic to add a bike lane. In this section you can take away a lane and re-stripe the street to add on street bike lanes without too much trouble. From 1700 East to 2300 East it tightens up again due to the road width so could you do a shared lane but there's just not the right-of-way for standalone bike lanes. Jon said they did not look at alternative east/west bicycle lane options. Robin said they had not asked Fehr & Peers to study other bike lane options; however the city is very close to beginning a bicycle master plan update in which these types of things can be addressed. Hopefully the Parley's trail connection will provide one alternate route although it shouldn't be the only route. The Parley's trail connection will be an opportunity for connecting to downtown Sugar House and at some point there will be good east/west connectivity. Julie showed a map with locations where they've recommended improvements. The first recommended improvement is for two mid-block crossings, the first is on Wilmington between Highland Drive and 1300 East and the second is on Elm Street. The next set of recommendations is HAWK beacons with one at 2100 South and 1200 East and the second would be right in front of the Deseret Industries. Robin said the 1200 East crossing is already funded and they're in the

design process right now. Julie said they're recommending two new plazas. One will be an extension of the monument plaza and the second would be on Sugarmont. If the streetcar comes down Sugarmont it would close the one way portion of that road to traffic they're recommending bike lanes on Highland from 2100 South to I-80 and also on McClelland. They're recommending a cycle track so there would be a barrier and mid-block walkways for pedestrians at to the Shopko block as well as the realignment of Wilmington. They recommend a road diet on Highland but prior to that they recommend that the current lanes be changed. They would like the left lane to become the left turn lane and the right lane to be for everyone who wants to go North.

Under bicycle updates, Robin said that starting this month the Board will receive an update on bicycle and pedestrian activities with their monthly TAB packets. She said the good news this month is that everyone has had a chance to check out the cycle track on 300 East from 600 South to 900 South and it has received a tremendous amount of press. It's something we'll be rolling out in other parts of the city and she would really like TAB feedback. We're continuing to install bicycle racks throughout the city and have been working with the paint striping crews to implement bike lanes on the west side. We're also working to formalize a recommendation about the bicycle advisory function through the city and this recommendation is based on a thorough review of a proposal that TAB discussed a few months ago. The recommendation is to form a Bicycle Advisory Committee that is appointed by the TAB, that will not change the function TAB plays, but will be every bit as broad and far reaching about bicycles as was intended while giving it a home within the TAB. This Committee will report to TAB and will have separate members but will have one standing seat on TAB.

Under general updates/other business, Robin had given the board members a parking management update and there are two key things from that she'd like to point out. One is that parking functions are too scattered around the city and there is a recommendation that we consolidate it. The second recommendation is that we form some sort of separate downtown parking management entity and we're currently working with the Downtown Alliance to see what that means. This will come back to the Board to be discussed at some point. Robin also said that there may be a second Ground Transportation subcommittee that will be similar to the Bicycle Advisory Board that will be appointed by TAB in the future. She said House Bill 104 requires that there is a governing city board in approval of appearance standards. The questions of what this is, what it means and what the committee will do will be discussed at the September TAB meeting.

The next meeting of the Board was scheduled for Monday, September 10, 2012. Tentative agenda items include: An update on what's happening with Ground Transportation and the UTA network study and a board member retirement recognition celebration.

The meeting was adjourned at 05:34 p.m.

(A recording of the meeting will be available for one year)

Attachment D – RDA Meeting Minutes

MINUTES OF THE
719th MEETING OF THE
BOARD OF DIRECTORS OF THE
REDEVELOPMENT AGENCY OF SALT LAKE CITY
Tuesday, August 14, 2012
451 South State Street, Room 326
Salt Lake City, Utah
2:00 pm

1. [2:09:04 PM](#) Roll Call. The following members of the Board of Directors of the Redevelopment Agency of Salt Lake City were present:

Kyle LaMalfa, Chairperson
Luke Garrott, Vice Chairperson
Carlton Christensen, Director
Søren Simonsen, Director
Charlie Luke, Director
Jill Remington Love, Director
Stan Penfold, Director

Also Present:

Frank Gray, Director of Salt Lake City Community Economic Development
D.J. Baxter, Executive Director
Justin Belliveau, Deputy Director

Others Attending:

Matt Dahl, Senior Project Manager
Jill Wilkerson-Smith, Project Manager
Ed Butterfield, Project Manager
Travis Pearce, Property Manager
Ben Davis, Project Coordinator
BreAnne McConkie, Project Coordinator
Kort Utley, Project Coordinator
Ashlie Easterling, Project Area Specialist
Nicholas Rupp, Marketing and Communications Coordinator
Damon Georgelas, Agency Legal Counsel
Crayola Berger, Office Manager
Jennifer Bruno, Salt Lake City Council Office
Bob Farrington, Salt Lake City Economic Development
Kelly Colopy, Salt Lake County Community Services
Robin Hutcherson, Salt Lake City Transportation
Preston Stinger, Fehr and Peers

Julie Bjornstad, Fehr and Peers
David Hart, Moca Systems

Some items were considered in an order different than listed on the agenda, time stamps shown indicate when items were considered.

2. [2:09:32 PM Briefing by the Staff.](#)

Executive Director Baxter asked Board members whether Tuesday October 30 would work for an RDA retreat, and the preferred time for the meeting. Board members asked that the retreat be scheduled for October 30, as a luncheon meeting beginning at noon.

3. [2:11:54 PM Approval of the Minutes from the Meeting held June 19, 2012.](#)

Director Christensen made a motion to approve the minutes from the June 19, 2012 meeting. Vice Chairperson Garrott seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved. Director Penfold was not present for the vote.

4. [2:12:28 PM Report of the Chief Administrative Officer.](#)

There was no report of the Chief Administrative Officer.

5. [2:12:43 PM Public Comments.](#)

Chairperson LaMalfa called for public comments. There were no public comments.

6. [Redevelopment Business/Routine Matters.](#)

A. 2012-2013 Budget:

- 1) [2:18:20 PM Public Hearing for Adoption of the First Amendment to the 2012/2013 Annual Implementation Budget.](#)

Chairperson LaMalfa opened the public hearing and called for comments. There were no public comments. Director Simonsen made a motion to close the public hearing. Director Christensen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the public hearing was closed. Director Penfold was not present for the vote.

- 2) [2:13:04 PM Consideration and Adoption of a Resolution of the Board of Directors of the Redevelopment Agency of Salt Lake City Adopting the First Amendment to the Annual Implementation Budget for the Fiscal Year Commencing July 1, 2012 and Ending June 30, 2013.](#)

Executive Director Baxter said that near the end of last fiscal year, the RDA received repayment of two loans to the Program Income Fund that were not considered in the 2012-2013 budget. Several items were listed in the memo that could be considered for reallocation of these funds. One item, the reconstruction of the 200 South roadway near the Gallivan Utah Center is time sensitive. Executive Director Baxter said the original renovation project at Gallivan included an

overlay of 200 South after construction of the new building. During the course of construction, the suggestion was made that this frontage road north of Gallivan be designed to feel like an extension of the plaza by incorporating similar paving materials and elevations. During the design of this additional work, it was determined there are drainage considerations for the parking structure beneath the plaza, and that completing this work will be more costly than originally contemplated. The Chair and Vice Chair recommended that \$220,000 be allocated for this work at this time, but that the uses for the balance of the loan repayments are considered at the retreat.

Director Christensen asked how much space will be useable as an extension of the plaza with the new building in place. Executive Director Baxter said it would be possible to close off this roadway to allow the space to be used as a part of the plaza. Additionally, there are events that include vendor booths that could be placed in this area. He also felt that the improvements would have a calming affect for traffic from on ramp, as it will feel as if they are driving on the plaza.

[2:19:17 PM](#) Director Simonsen made a motion to adopt the resolution. Director Christensen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the resolution was adopted. Director Penfold was not present for the vote.

B. [2:19:51 PM](#) Biannual Discussion and Recommendation of RAC Assignments for Fiscal Year 2012-2013.

Executive Director Baxter said that twice yearly, staff provides the Board a review of the assignments given to the Redevelopment Advisory Committee. He said there were no additional items recommended and that proposed changes remove examples or specific projects from the list. RAC reviewed this amended list and agreed to these changes.

Vice Chairperson Garrott asked about RAC's workload is at this time. Executive Director Baxter said RAC meetings typically last two hours. He said RAC is a very engaged group that holds robust discussions. He felt the current workload is manageable.

Director Love commented that RAC is a talented group with expertise in many areas the Board does not have. She said while staff briefing materials to the Board include a paragraph outlining RAC's recommendations, she asked if more information could be included to help the Board get a better sense of the discussions held by RAC in making their recommendations. Executive Director Baxter suggested that staff could provide a more detailed outline of the discussions, and that the RAC meeting minutes could be provided to the Board. However, there would be a month delay in providing the RAC minutes to the Board Because of the scheduling of the RAC and Board meetings. Director Love asked that staff provide more detail on RAC's discussions in the briefing memos. Chairperson LaMalfa asked that the RAC minutes be included in the Board meeting materials.

Chairperson LaMalfa asked that an additional assignment be given to RAC to review the existing public spaces in RDA project areas, and their recommendations on any new public spaces.

Director Penfold arrives to the meeting.

[2:26:02 PM](#) Director Christensen made a motion to approve the RAC assignments as presented, with the addition of a review of plaza areas in RDA areas with the idea of improving public spaces. Director Simonsen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved.

7. Redevelopment Business/Old Business.

- A. [2:26:39 PM](#) Consideration and Adoption of a Resolution of the Board of Directors of the Redevelopment Agency of Salt Lake City Approving the Terms of a Reimbursement Agreement With Wasatch View Solar LLC for the Construction of a Solar Panel System on the Roof of the Salt Palace Convention Center.

Mr. Dahl stated that Salt Lake County has requested a tax increment reimbursement in the amount of \$88,220 for the solar panels that have been placed on the Salt Palace Convention Center. A request for reimbursement for this project was approved by the RDA Board in 2010 and extended in 2011, but the term sheet expired prior to the commencement of construction.

Chairperson LaMalfa asked if this reimbursement would take place in one payment. Mr. Dahl answered no. The reimbursement will begin in approximately April, 2014 and expire with the payment made with respect to tax year 2021, or upon payment of a total of \$88,220, whichever occurs first.

[2:30:21 PM](#) Vice Chairperson Garrott made a motion to adopt the resolution. Director Simonsen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the resolution was adopted.

- B. [2:31:15 PM](#) Consideration and Approval of Public Art at Gallivan Center.

Ms. McConkie stated that as a part of the Gallivan Center Renovation, the Board requested that staff explore options for an interactive Children's art feature for the Gallivan Plaza. An RFP was issued and seven proposals were received. A selection committee recommended the piece entitled "Musical Chairs" for the Gallivan. The selection committee also discussed the need to consider other art related issues at the Gallivan, including an assessment of replacement or refurbishment of some of the existing art at the plaza, as well as the reincorporation of art pieces that were displayed during the renovation.

Ms. McConkie said she felt the recent trip to Vancouver gave the Board and staff a new perspective on public spaces. The site proposed for this piece is a very successful and active plaza space that may be compromised with this installation. She felt it may be best to consider this and other existing art issues at Gallivan before moving forward with this installation.

Director Penfold commented on the placemaking exercises in Vancouver and the conversations regarding Main Street placemaking and activation, he asked if art on Gallivan Plaza had been considered in this type of comprehensive manner. Ms. McConkie said this piece was specifically designed for children, so the peripheral areas were not considered due to their proximity to streets. She said there are currently several art pieces at the Gallivan, including at the Main Street

entrance, but that they are separated. She felt it may be prudent to consider the art that is currently on the plaza and assess what may be lacking.

Director Penfold asked if a process had been considered to activate Main Street with art installations and other placemaking activities, and if this is something that could be done in house. Ms. McConkie felt the first step could be to form a working group consisting of Gallivan and RDA staff, the Arts Council, and the Urban Planner, to make a current condition assessment that would consider the condition and context of the art on the plaza prior to the installation of any additional pieces.

Director Penfold said he would like a placemaking exercise completed for the plaza that would consider the concepts learned on the Vancouver trip. This could be utilized to make recommendations on how to move forward with art installations on the plaza. Director Love commented on the location shown for the installation and said she felt it may be better to have the pieces placed closer to each other. Board members discussed location and layout of this art piece and the impact on the plaza.

The Board directed staff to conduct a placemaking exercise and return with considerations for the location of the art piece.

- C. [2:49:52 PM](#) Consideration and Adoption of a Resolution of the Board of Directors of the Redevelopment Agency of Salt Lake City Approving an Interlocal Agreement with Salt Lake County to Hire and Share the Costs of a Consultant to Provide an Immersion and Preliminary Finance Model Assessment for a Convention Center Hotel.

Chairperson LaMalfa recognized Mr. Bob Farrington, Salt Lake City Economic Development Director. Mr. Farrington introduced Ms. Kelly Colopy with Salt Lake County Community Services. Mr. Farrington stated that for the last several years, Salt Lake City along with the County Convention Visitors Bureau and other organizations within the community have considered the installation of a Convention Hotel adjacent to the Salt Palace.

Mr. Farrington said the resolution for consideration before the Board would approve an interlocal agreement with Salt Lake County to share the costs of a consultant to provide the Immersion and Preliminary Finance Model Assessment for the Hotel. In its 2012-2013 budget, the RDA approved funding of \$50,000 for this work. He described the issues to be reviewed, and the expected timing for the assessment.

[2:52:33 PM](#) Director Love made a motion to adopt the resolution. Director Simonsen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the resolution was adopted.

- D. [2:53:12 PM](#) Consideration and Adoption of a Resolution of the Board of Directors of the Redevelopment Agency of Salt Lake City Approving New Loan Program Policies.

Mr. Dahl reviewed the proposed changes with the Board.

Historic Preservation Loan Programs: Staff recommends that the interest rate for Historic Preservation be decreased to 1% provided that the plans for the exterior renovation of the building are approved by the appropriate City or State historic preservation staff.

Loan Amount Cap: Staff does not propose that a loan amount cap be considered at this time, but that when presenting loans for approval, staff will provide the Loan Committee and RDA Board detail on how each loan will impact the loan fund balances.

Chairperson LaMalfa asked if a system had been considered to bring several loans to the Board for approval at the same time rather than one loan at a time. Mr. Dahl answered no. Each loan project has its own timeline. He felt it may be challenging to synchronize them in this fashion but that staff would look into doing so.

Director Penfold said he shared Chairperson LaMalfa's concern that often when a loan is brought before the Board for approval it appears there are no other loan needs on the horizon. Loans are approved, diminishing the loan funds, and then a short time later a loan request is brought to the Board for a project in a target area or for something that is critical to the Board. Mr. Dahl said while staff may be able to review any loan applications in process, the amount of time required to bring applications to the point that they are ready for consideration by the Board can vary greatly. Additionally, many times the application process is started, but the applicant does not meet requirements or seeks funding elsewhere.

Director Penfold commented that it appears each loan can be very unique, and asked if that was part of the decision to not recommend a cap. Mr. Dahl answered yes.

Small Loan Account: Staff proposes that a reserve of \$500,000 be held in the Revolving Loan Fund to be loaned for smaller projects of \$500,000 or less. This fund would be the first to be replenished as loan payments come into the fund.

Director Simonsen asked if a lack of funds for loans is often an issue. Mr. Dahl answered that it did become an issue near the end of 2011 and that recently the RDA has seen a trend of larger loan requests.

Director Simonsen commented there are tenants that may benefit from the RDA's loan programs and asked if loan funds were only available to property owners. Mr. Dahl said the current renovation program allows for tenant improvement loans. There are some additional collateral requirements, and the property owner must approve the improvements.

Deal Modification: Staff is proposing that once a loan is approved, any material changes to the terms will require resubmission to the RDA Board and/or Loan Committee, and would release the funding that had been earmarked for the original loan. Mr. Dahl said RAC expressed concern that this could cause some uncertainty in the availability of RDA funds. Board members discussed the possible impacts of adopting such a policy. Vice Chairperson Garrott asked

Executive Director Baxter if he agreed with this proposal. Executive Director Baxter answered yes, and added that should it prove to be problematic, the policy could be revisited.

Multiple Deal Compliance: Staff proposes that terms sheets include that if the applicant has an existing loan or tax reimbursement agreement with the RDA that is in default, the RDA would have the option to withhold those benefits until the project is brought into compliance. Executive Director Baxter clarified that this could apply to more than just loans. It could be any agreement in place with the RDA.

Vice Chairperson Garrott suggested that the interest rate for all building renovation loans be lowered as recommended for the Historic Preservation Loan Program. Board members discussed this suggestion. Director Simonsen commented that there are many contributing structures that are not in historic districts. These structures may not be on the registry, but are important to the integrity of their neighborhoods. He felt there should be incentives to help preserve these structures. Chairperson LaMalfa suggested that the Board move forward with the Loan Policy changes recommended by staff and RAC at this time, and to direct staff to consider more flexible criteria for such loans. He asked that the expansion of the Historic Preservation Loan program be added as a topic for the RDA Board retreat.

[3:27:03 PM](#) Vice Chairperson Garrott made a motion to adopt the resolution, and that the expansion of the Historic Preservation Loan Program be added as a topic of discussion for the RDA Board retreat. Director Simonsen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the resolution was adopted.

Mr. Dahl added that at the Board's request staff is also considering policy changes to the Tax Increment Reimbursement Program for parking. These suggestions will be brought before the Board in the next few months.

- E. [3:54:51 PM](#) Consideration and Adoption of a Resolution of the Board Of Directors of the Redevelopment Agency of Salt Lake City Approving an Amendment to the Development Agreement with Wilmington Gardens Group L.L.C. for the Development of Agency-Owned Property Located at 1201 East Wilmington Avenue and Extension of the Closing Date to September 28, 2012.

OR

Consideration and Adoption of a Resolution of the Board Of Directors of the Redevelopment Agency of Salt Lake City Approving an Amendment to the Purchase and Sale Agreement with Wilmington Gardens Group L.L.C. for the Development of Agency-Owned Property Located at 1201 East Wilmington Avenue Extending the Closing Date to May 1, 2013.

Mr. Butterfield said that in March, the Board granted an extension of this Purchase and Sale Agreement to August 14, 2012 to allow time for Wilmington Gardens Group (WGG) to complete the design and permitting process for the Wilmington South development, which includes a 600 stall parking structure to meet the parking requirements for the north side

development. WGG has since resolved the parking issue by leasing stalls from the Westminster parking garage east of the Wilmington North project.

The first option before the Board would separate the development of the North and South properties to allow Wilmington Gardens to begin the North side development independently of the South side while some issues with regard to the location of the streetcar line are resolved. However, the RDA will retain an option to purchase the South side property in the event that construction has not commenced within 28 months from closing on the North side property.

The second option before the Board would extend closing date of the existing agreement to May 1, 2013.

[3:59:01 PM](#) Director Penfold made a motion to adopt resolution option one. Director Simonsen seconded the motion. Upon roll call, Chairperson LaMalfa declared the motion unanimously approved and the resolution was adopted.

- F. [4:33:54 PM](#) Update on the Utah Performing Arts Center Project.
 - 1) Update on Status of Salt Lake County Agreements.

Deputy Director Belliveau announced that at the Salt Lake County Council meeting this afternoon, the County Council voted six to three to approve their participation as a funding contributor and operator of the Utah Performing Arts Center Project. He recognized the efforts of Helen Langan of the Mayor's office in this effort. He said staff will begin negotiations on the terms of the operating agreement for consideration and approval by the Board in the future. Deputy Director Belliveau added that the Construction Manager and Architect for the project will be announced on August 15.

- G. [4:00:08 PM](#) Briefing on the Circulation and Streetscape Amenities Plan for the Sugar House Business District.

[4:00:28 PM](#) Mr. Butterfield said that approximately a year ago an RFP was issued for this plan. He recognized Mr. Preston Stinger and Ms. Julie Bjornstad with Fehr and Peers, who were present to make a preliminary presentation of the draft study, and Robin Hutcheson with the Salt Lake City Transportation Division who joined the group to answer any questions about implementation. He said the finalized study will be presented to the City Council and if approved, will be incorporated into the Sugar House Business District Master Plan. He said this study links with previous studies, including the Alternative Analysis for the streetcar and the Jordan Salt Lake Trail study.

[4:02:12 PM](#) Mr. Stinger reviewed the study utilizing the attached power point. He said the main focus of this draft presentation is the circulation portion of the plan.

Director Christensen asked if alternative routes had been considered for possible bicycle tracks. Mr. Stinger reviewed streets that were considered for this use. Ms. Hutcheson said the scope of the plan was limited to the Sugar House Business District circulation plan. The results from this

work, as well as the questions now being considered are things that will be incorporated and considered in the Bicycle-Pedestrian Master Plan update beginning this fall.

Mr. Stinger reviewed the proposed implementation plan including the suggested phasing timeline.

Deputy Director Belliveau arrives to the meeting.

Director Simonsen suggested that a subcommittee be organized to review the recommendations and offer suggestions to improve and enhance the plan. Chairperson LaMalfa asked if Board members would be interested in serving on such a subcommittee. Director Simonsen, Director Luke, and Vice Chairperson Garrott agreed to serve on the subcommittee. Vice Chairperson Garrott said his philosophy will be to frame the circulation and streetscape amenities plan as a placemaking exercise.

Executive Director Baxter asked if the Board would like to review the recommendations of the subcommittee prior to the presentation to the City Council. Ms. Hutcheson clarified that the initial thought was that this plan would be adopted as an update to the Sugar House Master Plan. She felt it could also be a subset of the Transportation Master Plan. She said this plan was not intended to be a standalone plan, but one that is associated with a previously adopted plan. This has been presented to the Transportation Advisory Board as a briefing item. The intent is to take the plan through Planning Commission process, and then to the City Council. The Board did not wish to review the recommendations of the subcommittee at a future RDA meeting.

H. [3:28:23 PM](#) Discussion of Vancouver Tour.

Chairperson LaMalfa asked Executive Director Baxter to outline the purpose of the trip.

Executive Director Baxter said the trip to Vancouver allowed everyone to see what he feels are a number of things that are very successful in Vancouver, such as the public market, urban design details including street design, integration of older buildings with new. He felt with the assistance of the Project for Public Spaces, those who attended were given many ideas on how to better design and animate public spaces.

Chairperson LaMalfa invited Board members to review their takeaways from the trip, and asked staff members that attended the tour to share any ideas for “Lighter, Quicker, Cheaper” projects.

Board members reviewed their thoughts, comments included: The importance of being open to trying new and creative concepts and ideas with the understanding that some may fail; to create a safe environment for such ideas (the lighter quicker cheaper concept). To consider the concept of placemaking when evaluating decisions, and the importance of including shade, seating, and gathering places. To maintain reasonably priced areas for artists. The need to utilize community partners to help forward the idea of placemaking. To partner with public transit to assure communities are walkable and to maximize the investment around transit hubs. Taking a “common sense” approach to placemaking that includes public engagement. The importance of

an effective and safe bicycle infrastructure system. The need to renew existing public spaces and to consider the idea of placemaking in the design of new public spaces.

Staff reviewed their suggestions for “lighter, quicker, cheaper” ideas, comments included: Greening the bike lanes and bikeways, to check possible lane conversions utilizing temporary jersey barriers or by painting the streets, to create more spaces for pedestrians by breaking the grids in neighborhoods, the use of temporary installation of concepts or ideas in consideration of the renovation of the Sugar House monument and plaza and the plaza at the Wilmington Garden project, to consider the programming of the public spaces first and what the buildings surrounding those spaces should be, to build on existing successes, to open up the space around the Rio Grande Depot, and to be nimble by beginning this process as soon as possible.

8. Redevelopment Business/ New Business
 - A. Consider Adopting A Motion To Enter Into A Closed Meeting In Keeping With Utah Code To Discuss Pending Litigation and/or The Acquisition/Disposition Of Real Property and/or Attorney-Client Matters That Are Privileged Pursuant To Utah Code Ann. § 78b-1-137(2).

This item was pulled from the agenda.

9. [4:37:26 PM](#) Adjournment

There being no further business, Chairperson LaMalfa declared the meeting adjourned.

Kyle LaMalfa, Chairperson

This document along with the digital recording constitute the official minutes of the Redevelopment Agency of Salt Lake City Board of Directors meeting held August 14, 2012.



SLCRDA



DRAFT
**SUGAR HOUSE BUSINESS DISTRICT
CIRCULATION AND STREETScape
AMENITIES PLAN**

Fehr & Peers

RDA Board Meeting | August 14, 2012

OUTLINE



1. Study Area Description
2. Vision and Goals
3. Project Evaluation
4. Implementation Plan
5. Streetscape Amenities Plan

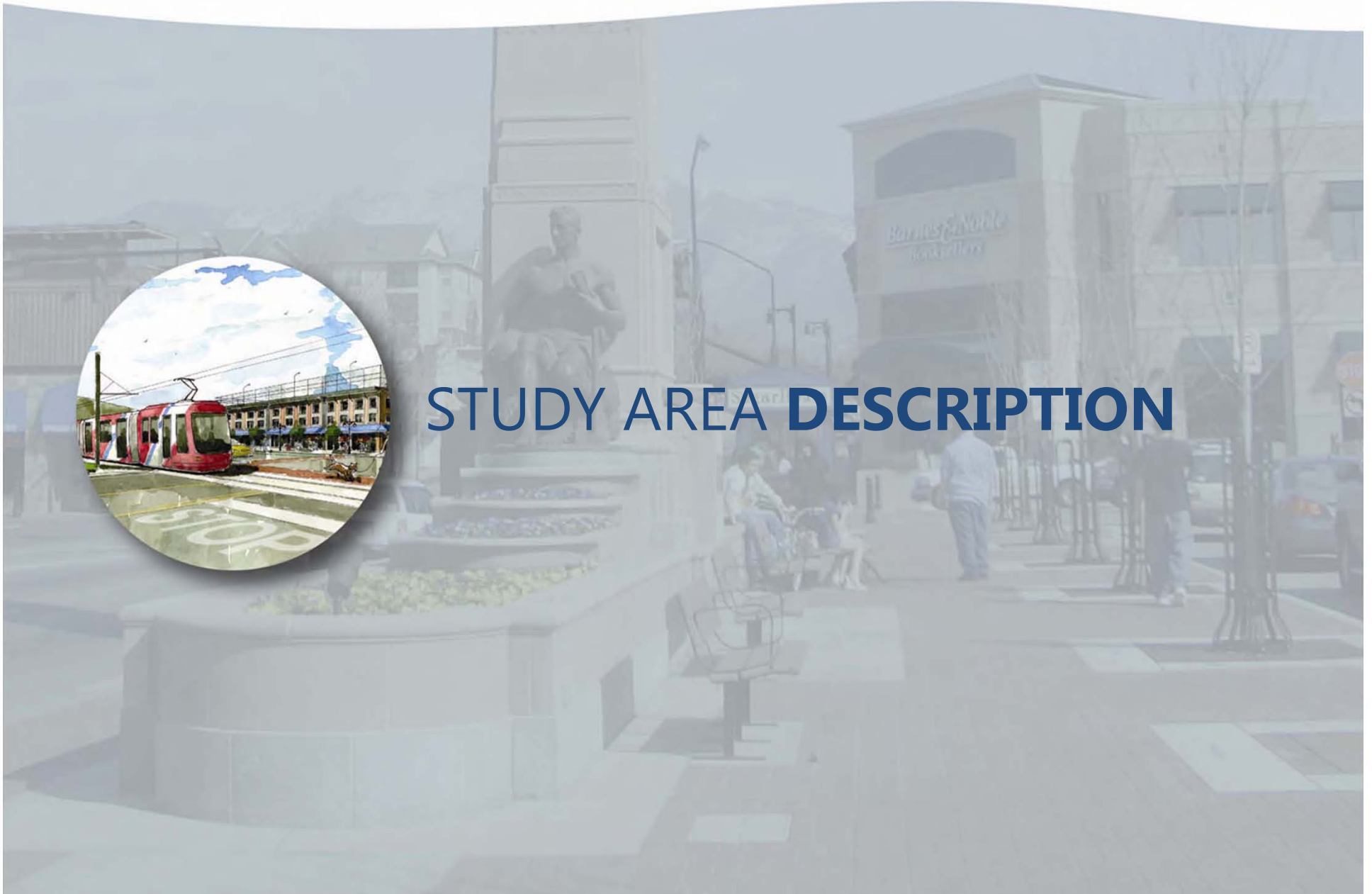




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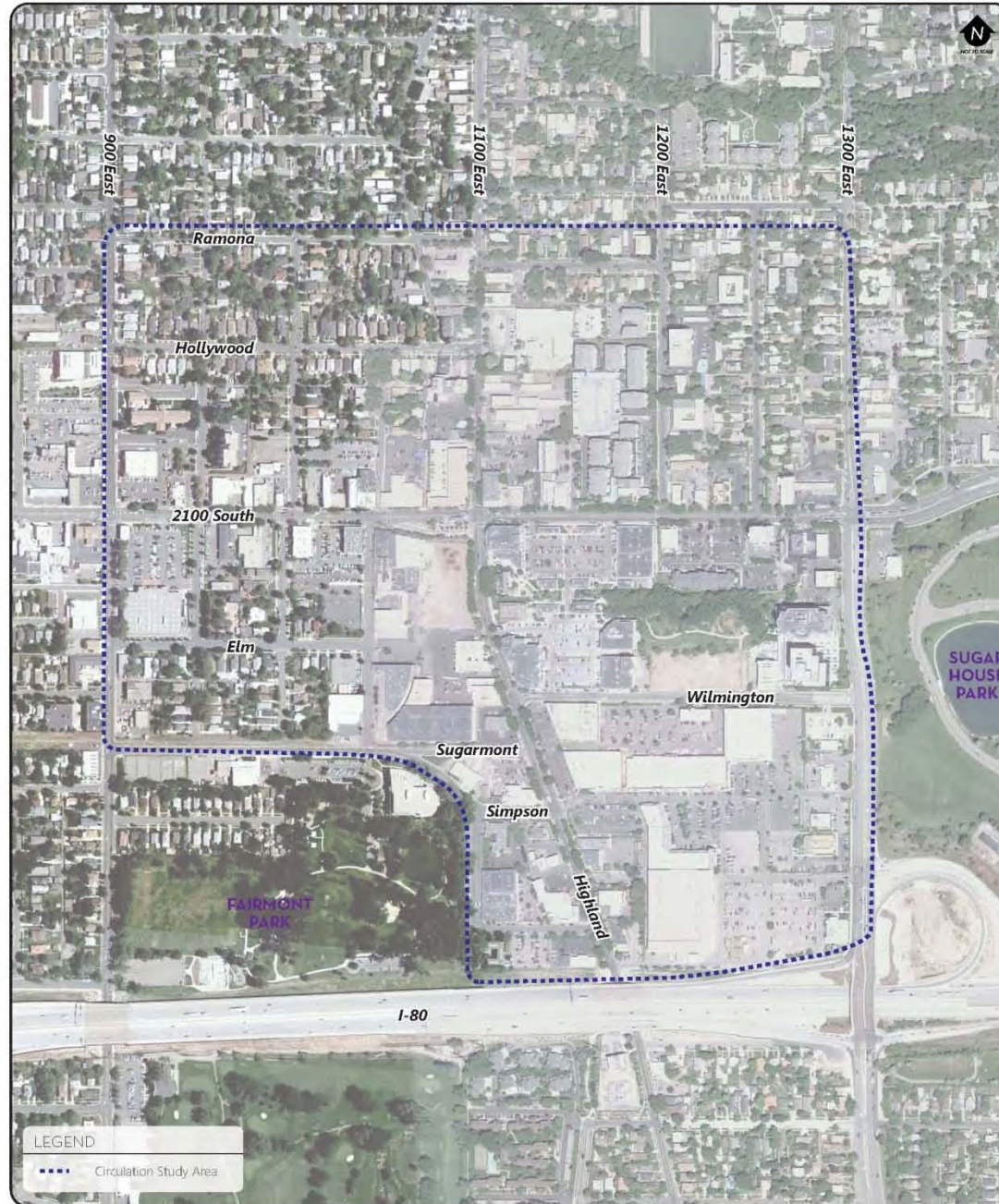
STUDY AREA DESCRIPTION





CIRCULATION STUDY AREA - NEIGHBORHOOD

Figure 2-1 | Sugar House Business District Circulation Plan



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VISION AND GOALS



OUTREACH EFFORTS



- Stakeholder Workshops
- One-on-one Stakeholder Meetings, including Local Property Owners and Developers
- Walking Tour



VISION AND GOALS



- Provide multi-modal transportation options.
- Provide functional pedestrian environment to promote a walkable community.
- Provide better mobility and accessibility.





SLCRDA



PROJECT EVALUATION





PROJECT TASKS

1. Expanding Monument Plaza
2. Sugarmont Drive / Wilmington Ave Realignment
3. Highland Drive Road Diet
4. Division of Large Blocks
5. Bicycle Lanes on 2100 South
6. Parley's Trail Connection
7. Raised Street Level on Highland





EXPANDING MONUMENT PLAZA

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = negative
- Transit = neutral





SUGARMONT / WILMINGTON REALIGNMENT

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = neutral
- Transit = neutral





SUGARMONT / WILMINGTON REALIGNMENT (CONT.)

Travel Time Comparison

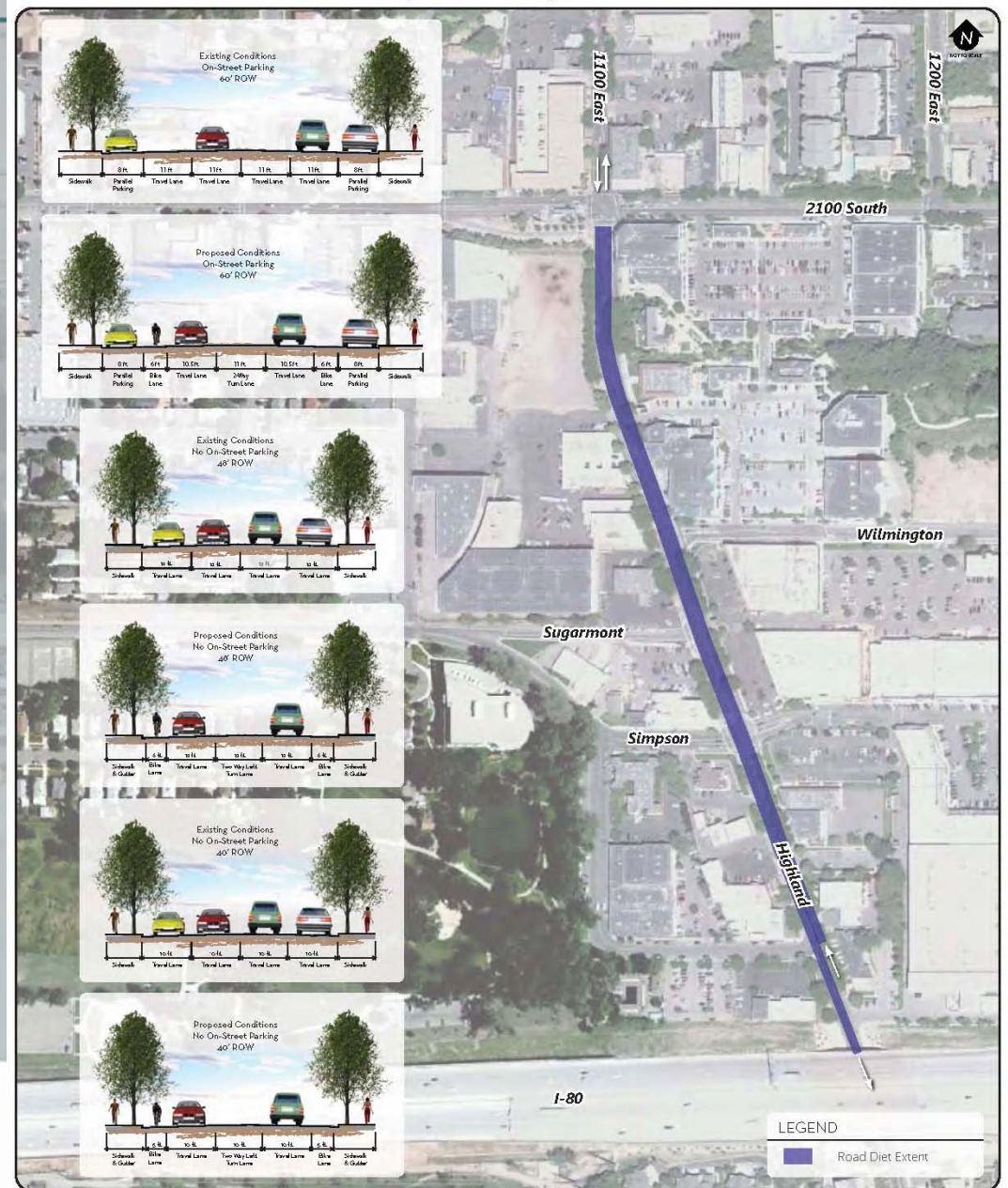




HIGHLAND DRIVE ROAD DIET

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = neutral
- Transit = neutral

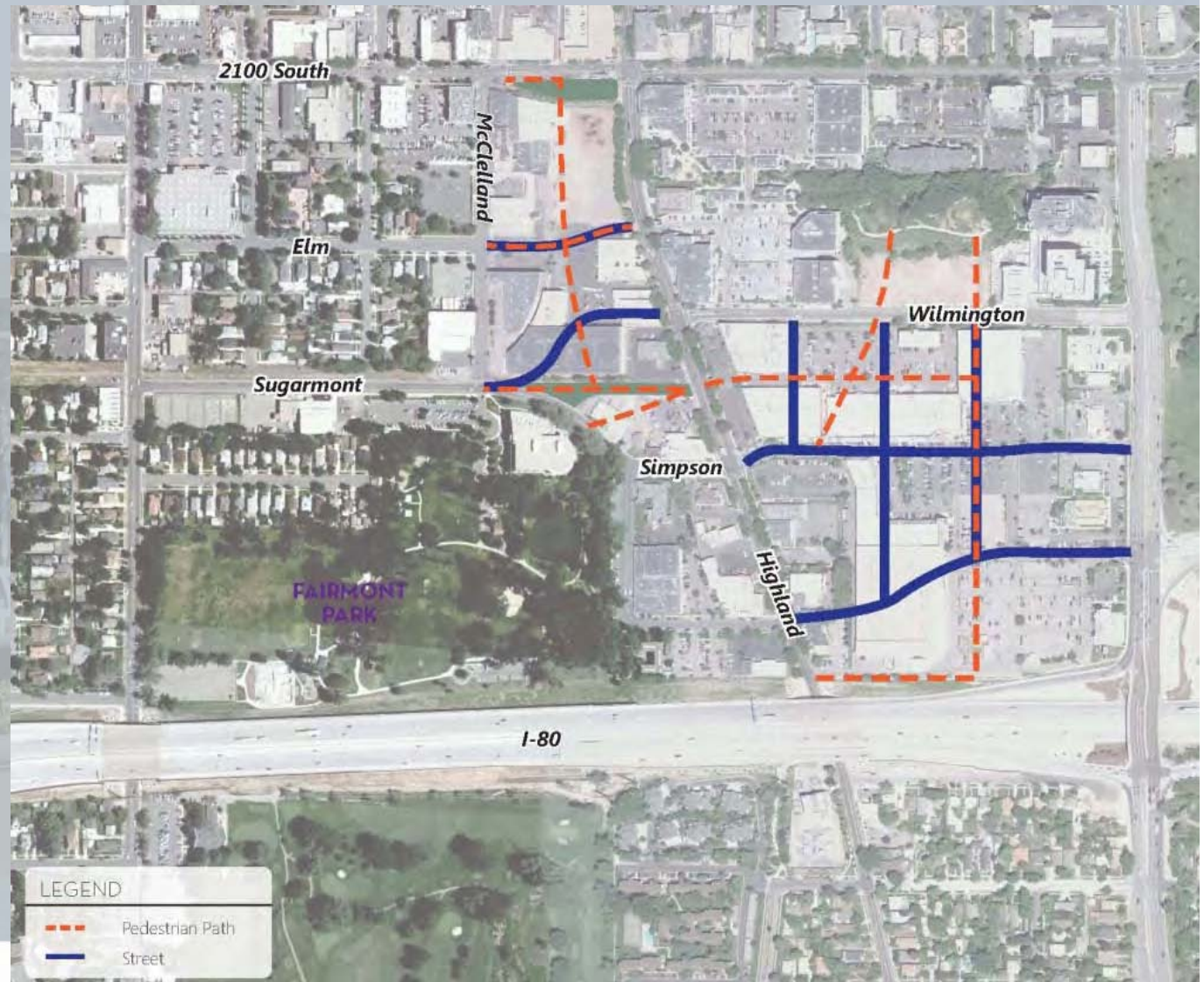




DIVISION OF LARGE BLOCKS

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = positive
- Transit = positive



BICYCLE LANES ON 2100 SOUTH

(200 East to 2300 East)



200 East to 600 East

- Feasible to add bike lanes with elimination of on-street parking

600 East to 1300 East

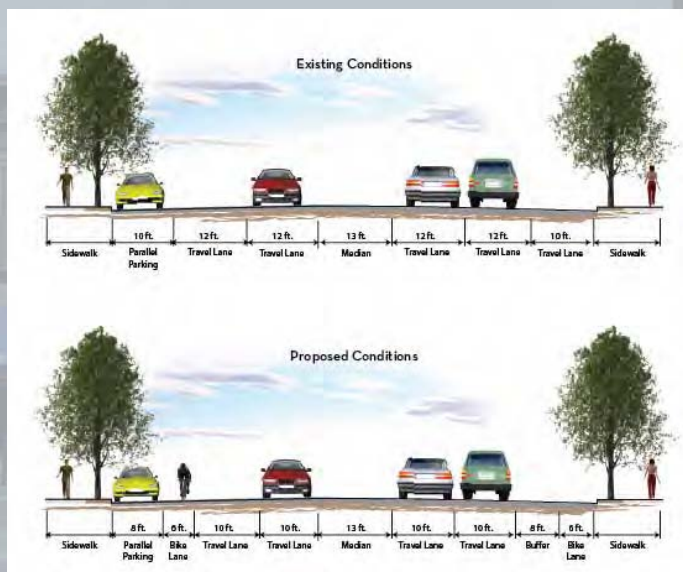
- On-street bike facility not recommended

1300 East to 1700 East

- Road diet feasible eastbound with buffered bike lane
- Narrow westbound lanes to accommodate westbound bike lane

1700 East to 2300 East

- Feasible to add bike lanes in both directions with road diet
- Alternative option is to provide shared lanes in the outside travel lane

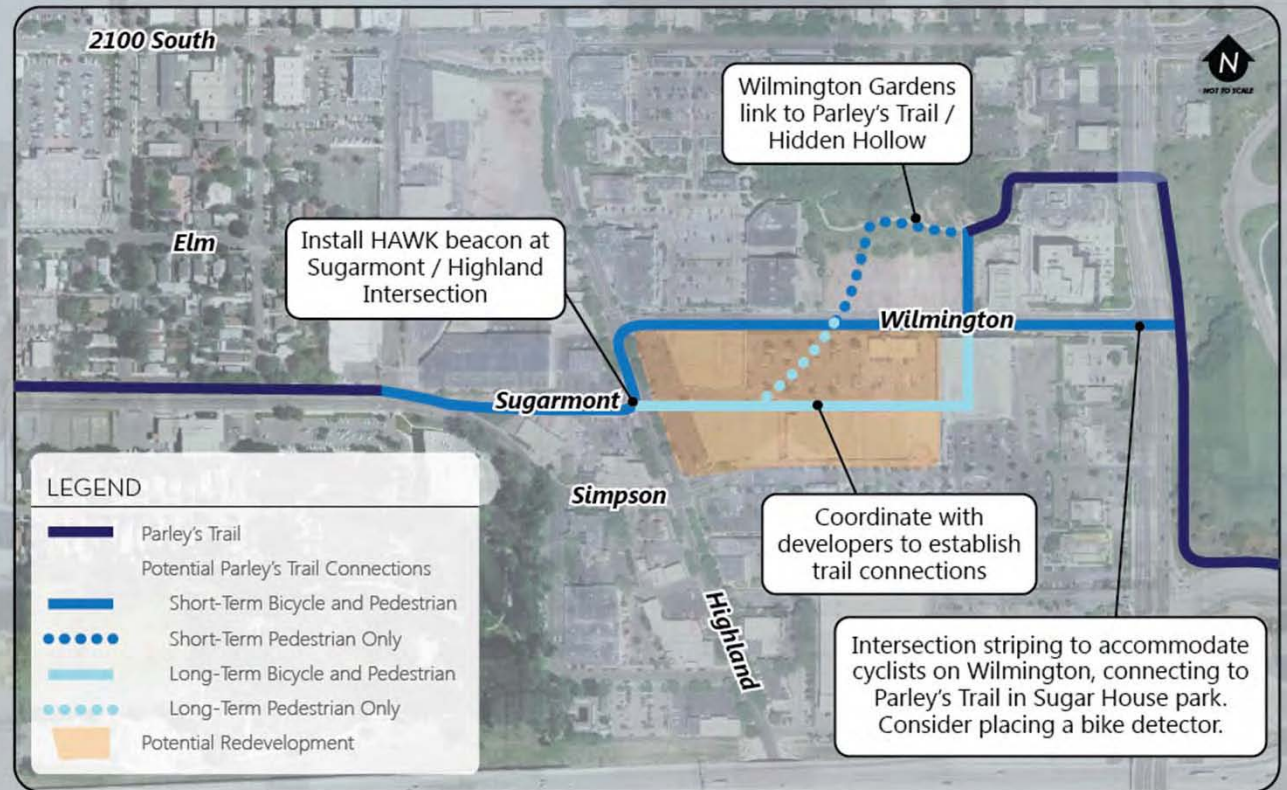




PARLEY'S TRAIL CONNECTION

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = neutral
- Transit = positive





RAISED STREET LEVEL ON HIGHLAND DRIVE

from Sugarmont Dr to Simpson Ave

Mobility Benefits

- Pedestrian = positive
- Bike = positive
- Vehicle = neutral
- Transit = neutral



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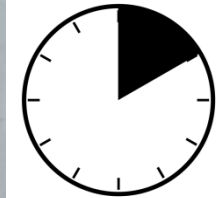
IMPLEMENTATION PLAN



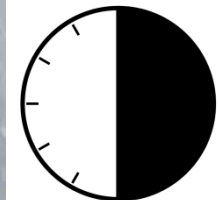


PHASED TIMELINE

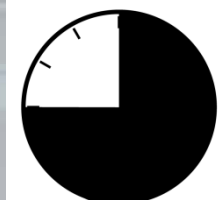
- Short-Term Implementation (2012-2014)
- Mid-Term Implementation (2014-2020)
- Long-Term Implementation (beyond 2020)



Short Term



Mid Term



Long Term





PROPOSED IMPROVEMENTS - PROJECT LOCATIONS

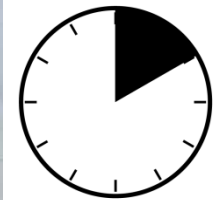
Proposed projects based on:

- Stakeholder input
- Sugarhouse Master Plan
- Feasibility Studies





MID-BLOCK CROSSINGS

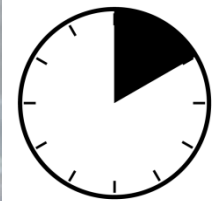


Short Term



A. WILMINGTON AVENUE

- Only one existing mid-block crossing
- Low volume road
- Recommend two additional crossings
- Possibly raise crosswalk and/or texture



Short Term



B. McCLELLAND AT ELM

- Only one existing mid-block crossing
- Low volume road
- Possibly raise crosswalk and/or texture



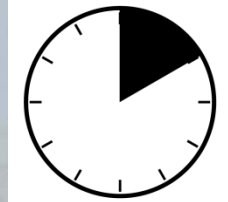


HAWK BEACONS (PEDESTRIAN HYBRID BEACON)



C. 2100 SOUTH AT 1200 EAST

- Westminster sees 1200 East as a pedestrian connection to the college
- Higher volume road
- Already funded by the City

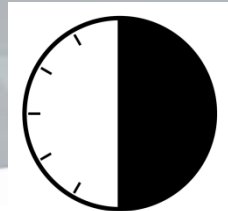


Short Term



D. HIGHLAND AT SUGARMONT

- Will become crossing for the Parley's Trail
- Will facilitate streetcar riders and trail users
- Possible concern is the spacing to the Wilmington and Simpson traffic signals

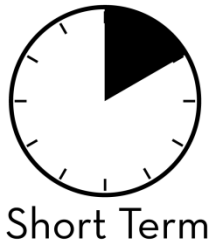


Mid Term



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ROAD DIET

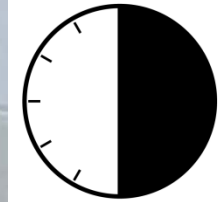


E. HIGHLAND DRIVE

- Three-lane cross section (one travel lane in each direction and a two-way left-turn lane)
- Implement from I-80 to 2100 South
- Existing on-street parking remains
- Possible concern is an increase in traffic with future developments



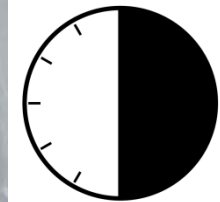
PLAZAS



Mid Term

F. MONUMENT PLAZA

- Provides space for streetcar
- Loss of 18 on-street parking spaces
- Loss of exclusive right-turn lane

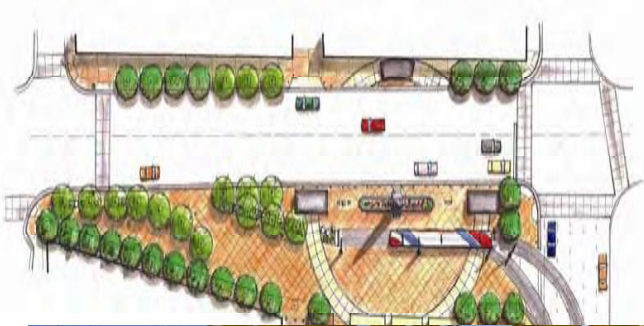


Mid Term

G. SUGARMONT PLAZA

(between McClelland and Highland)

- Closes Sugarmont to automobile traffic
- Provides space for streetcar and Parley's Trail users

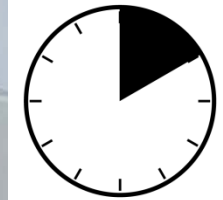


BICYCLE LANES

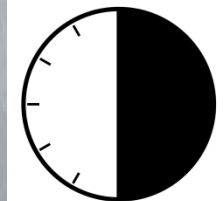


H. HIGHLAND DRIVE

- Implement with road diet (previously discussed)
- From I-80 to 2100 South



Short Term



Mid Term

I. McCLELLAND STREET

(from 2100 South to Sugarmont)

- Reduce lane width and install cycle track on east side of the street
- On-street parking would remain on west side



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PEDESTRIAN CONNECTIONS



J. VARIOUS LOCATIONS

- Create clearly delineated and signed pedestrian pathways through large blocks
- Development review process should encourage conversion of larger blocks into smaller blocks





NEW ROADWAYS

K. WILMINGTON REALIGNMENT

- Provides greater accessibility mobility for CBD
- Could create difficult intersection at Sugarmont/McClelland/Simpson

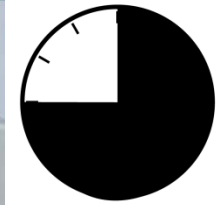


Long Term





NEW ROADWAYS (CONT.)

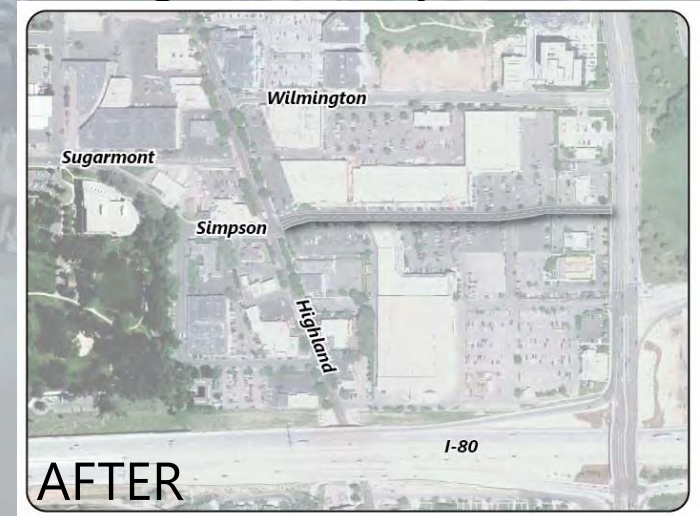


Long Term

L. SIMPSON EXTENSION

(between McClelland and Highland)

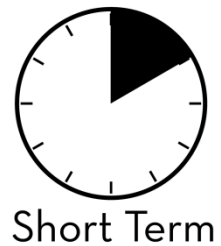
- Provides greater accessibility mobility for CBD
- Creates smaller blocks
- Intersection at 1300 East will likely still be restricted to right-in right-out only



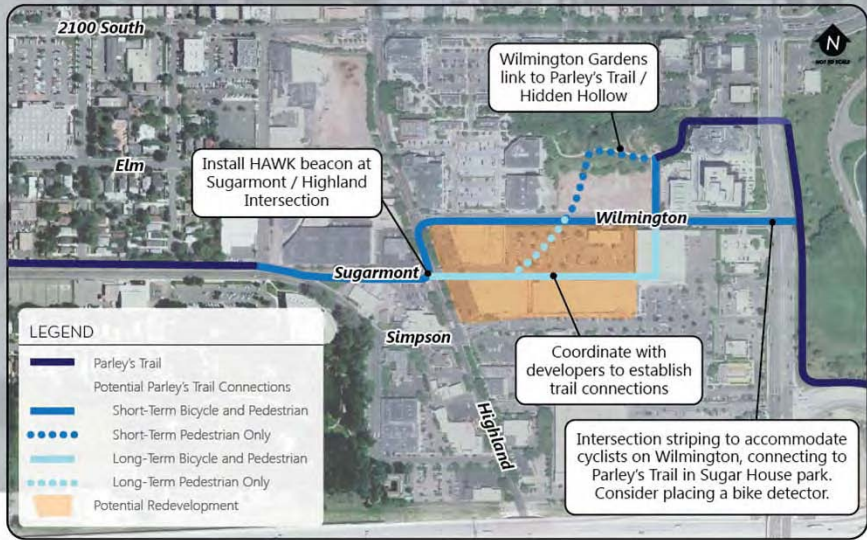
PARLEY'S TRAIL



M. SUGARHOUSE CONNECTION



- Create clearly delineated and signed pedestrian pathways through large blocks
- Development review process should encourage conversion of larger blocks into smaller blocks



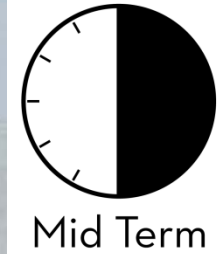
INTERSECTION CHANGES

(2100 S/HIGHLAND)



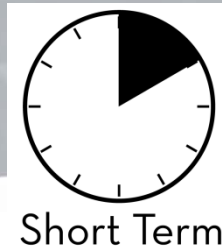
N. EASTBOUND **RIGHT-TURN**

- Closure of exclusive right-turn lane
- Right-turn movement then shared with through lane
- Small increase in overall delay
- Substantial increase in eastbound delay and queue length (worst case queue to Subway)



O. **NORTHBOUND APPROACH**

- Restripe northbound approach
 - Left-turn trap lane, right-turn pocket
- Only applicable prior to implementation of Highland Dr road diet



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Short Term



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THANK YOU

Attachment E – Community Council Comments

December 3, 2012

TO: Michael Maloy, Principal Planner
Salt Lake City Corporation

FROM: Judi Short, First Vice Chair and
Land Use Chair
Sugar House Community Council

RE: Sugar House Business District: Circulation and
Streetscape Amenities Plan



The Sugar House Business District: Circulation and Streetscape Amenities Plan (the Plan) was presented to the Sugar House Community Council, as described below. The Goals and Policies of the Sugar House Master Plan (SHMP) provided guidance for this Plan. The Plan includes a recommendation for the second phase of the Sugar House Streetcar, plans for remodeling the Monument Plaza, a road diet for Highland Drive and the realignment of Wilmington and Sugarmont; a recommendation for the location and treatment of the Jordan and Salt Lake Canal Trail, and recommendations for dividing the large Granite and Sugar Shopko blocks into smaller blocks. These recommendations dovetail nicely with our SHMP.

The Plan was emailed to the Sugar House Community Council (SHCC) Trustees, and Robin Hutcheson attended the October 3 meeting of SHCC to present the highlights of the plan and answer questions. On October 15, we had a joint meeting of three of our committee's: Land Use, Transportation, and Open Space. Ed Butterfield of the RDA, and Dan Bergenthal of Transportation, were there to answer questions. There were 21 people in attendance, including nine trustees, a handful of former trustees, property owners and interested neighbors. After much discussion, which lasted over an hour, I took a straw vote to see what people thought of closing the bypass road by the Sugar House monument. All but one was in favor.

At that point, Sally Barraclough proposed a resolution in support of key portions of the plan. We recognized that the plan was very detailed, and most everyone had some questions or ideas about parts of the study. However, we also felt that it was important to move the plan along quickly, knowing that it would receive further scrutiny along the way, and exact details of each piece would be determined as that portion of the plan was implemented. The vote in favor of the resolution was unanimous. The resolution was emailed to the SHCC trustees, with another copy of the plan, and they were notified that a vote would take place at the November 7 meeting of SHCC.

On November 7, the resolution was presented to the full SHCC, and after some discussion, modified slightly.

“We support the adoption of the Circulation and Streetscape Plan:

1. The Parley's Trail Short-Term and Long-Term Preferred Alignment
2. The Jordan and Salt Lake City Canal Trail Preferred Alignment
3. The Dividing Larger Blocks component of the Sugar House Business District Circulation Plan

4. Closure of the Plaza Bypass Street (Right-turn street)

On a voice vote, the SHCC approved the resolution, with one no vote.

I have attached, in a separate document, most of the comments that I have received about the Plan. I think it is fair to say that everyone who has taken the time to read the Plan sees some things that they would like to have changed, or improved upon. However, there is no big loud cry that I have identified that talks about a big problem with any area of the report, just ways it could be tweaked or fleshed out a bit. I've emphasized that as this report goes through the Planning Commission Process, the City Council, and then implementation, that more study and thought will go into it along the way.

We are anxious that this move forward, for a number of reasons. The bond for funding of the leg of Parley's Trail through Sugar House is a priority, and we need to get that exact route finalized soon, so we can take advantage of that funding. We also look forward to funding of the greenway for the Sugar House Streetcar.

If I were to list the areas of concern that I have heard about the Plan, they would include:

- Road Diet on Highland Drive. These concerns center around the fact that the road seems so congested now, how can we possibly squeeze it down more?
- Many comment that we are already congested, and we are just bringing more development, which brings more people into the area. We hope that the streetcar will help with that. If we get more roads going through the large blocks, it will relieve the strain on 21st South and 11th East/Highland Drive.
- There was no recommendation for a Parking District in the plan, which is a big oversight. We have been talking about this since the Wikstrom Report in 1996. As the city is going away from any parking requirements tied to a particular development, a Parking District makes more sense. Customers who get too frustrated with an inability to find parking easily, may change their shopping habits and go elsewhere.
- We need wider sidewalks. As the new Form-based code is approved, developments will be much closer to the street. We need room for the pedestrians to feel buffered from the traffic.
- Bike racks seem to be missing, and we will make recommendations for their location in the future.
- The raised crosswalks may create a problem for the snowplows.
- Concern that removing the monument bypass road will cause traffic to back up along 21st South. We notice that it already backs up to 10th East from the 11th East stoplight.
- The Plan does not call for a HAWK Light at 2100 South McClelland Street. This crosswalk is very dangerous now, and soon will handle foot traffic from the Streetcar, as well as automobiles from the Granite Block developments, and the Cowboy Partner's development. We also recommend repurposing the existing light to Lincoln Street and 2100 South at the crosswalk between McDonald's and Smiths. That intersection handles a lot of foot traffic as well, and will benefit from the light.
- There also needs to be some study as to whether a middle turn lane should be put on 2100 South between 7th East and 11th East. This road is a mess, and this might streamline some of the bottlenecks.
- Bus service is very important in our neighborhoods. We should encourage ridership, especially as a connection to the streetcar. We should consider bulbouts at the stops, so the buses pull off the main roads and don't provide an obstruction while they are picking up or dropping off passengers.

There is very strong support for closing the monument plaza bypass road, so that we can make a community plaza out of that space. Without closing the road, it remains much as it is now. The key to making this work as a plaza is to raise the existing road up so it is level with the monument plaza on the north and the sidewalk on the south. Currently, there is concern about the safety of pedestrians on this road. Automobiles turning right speed way too fast down this road and turn, and there are many construction vehicles and materials in the roadway as well. Closing it now would eliminate the additional traffic, plus giving an opportunity to see how the traffic behaves with the road closed, before it is done permanently.

One trustee, the transportation planner among us, feels that we should not support the realignment of Sugarmont and Wilmington. He feels it should be used for trails and the streetcar, but not automobiles. And, in the plan, this has been moved further down the list in terms of priorities. This idea did not gain traction with the Council, most seem to feel that we should continue to leave this option open, and see how things develop in the future. There are way too many unknowns at this time, about how the future developments will ultimately turn out, and we need to have the flexibility to allow for inserting that road in the future. If we want to meet the goal of breaking up some of our large blocks, this would be key to putting a road through the Sugar House Center block, which perhaps should have two roads through it going east to west.

We think having the PRATT Trail, and the Salt Lake Jordan Canal Trail running through our business district will be a wonderful way to connect Sugar House with other parts of the city, and a way for citizens, and families, to recreate close to home. We are glad that the exact location of these two trails will soon be finalized.

A plan of this magnitude will never please everyone, but its implementation can make life more pleasant for all who come to Sugar House. We urge you to approve the plan, and move it along through the process, so that the recommendations can begin to improve the traffic and circulation in Sugar House as soon as possible.

Enclosure

April 1, 2013

Michael Maloy
Salt Lake City Planning
Salt Lake City, Utah

RE: Sugar House Circulation Plan Comments

Dear Michael:

Please accept my comments to be included in the staff report to the Planning Commission regarding the upcoming meeting on April 10th to discuss the Sugar House Circulation and Amenities Plan.

As a Sugar House resident and someone that lives right off the business district I am very excited about this circulation plan. It is the result of a lot of outreach to the community from SLC Transportation. There are key points I would like to highlight in the report that are of particular importance to me.

I fully support the redesign of the monument plaza with some exceptions. Over the past year the Sugar House Community Council has developed a strong vision for this plaza as a pedestrian gathering spot and I want to strongly advocate for this vision. Even though I live in close proximity to the monument plaza I did not fully realize the issues at play in this area until I ran a farmers market there on Friday nights. This right hand turn road is dangerous! Dangerous to pedestrians because the configuration does not require motorists to slow down to make the turn, and believe me they do everything but slow down. There is no regard for pedestrians of any kind. In fact, the right hand turn road makes the designated crosswalk just east of McClelland St even more dangerous because cars do not slow down and are not looking for pedestrians.

Additionally, I realized the 18 parking stalls do not cycle throughout the day as real parking spots for visitors. They are taken by nearby employees of businesses and those cars remain there all day. I can say we are not losing much in taking away these 18 parking stalls. Certainly the businesses in the Rockwood Studios would disagree and I am sensitive to their desire for parking. However, I do not necessarily believe it is the city's responsibility to provide them with free patron parking and that the community benefits more with a pedestrian plaza. In fact, I can see how the artist community in that building could interact with the public in a more dynamic way during the Sugar House Art Walk and other events.

I believe that Sugar House will gain more than we lose in creating a pedestrian gathering spot for monument plaza. I will note for the Planning Commission that the graphic depicted on pg. 24 of the Circulation Plan shows the streetcar using that location for a stop and turnaround. I do not think those uses are compatible. I am encouraged the city is looking at alternate ways to perhaps take the streetcar to this intersection and leave monument plaza alone and that is what I would like to advocate for in the future. The potential for a dynamic and lively public plaza is very appealing. The plaza will help us

achieve a more vibrant 24 hour energy and pedestrian oriented business district more than a right hand turn.

Additionally, I would like to specifically advocate to the Planning Commission to pay attention to the division of large blocks. The map shown on pg. 36 has some great walkways identified, but I do not believe it gives enough access to the ShopKo block. I realize there are issues of property ownership, but I do not think that should preclude the inclusion of a plan that expresses a desire for more connectivity. The area toward 1300 E in the ShopKo block leaves a large area that becomes inaccessible to pedestrians. Right now it is difficult and unpleasant to walk from Nordstrom Rack to ShopKo and I would hope the City could do more to encourage more walkways when the time to redevelop this block occur. It is the right time to address this issue and put more emphasis on those connections.

I also know there has been a lot of emphasis given to the realignment of Sugarmont and Wilmington. I, personally agree with the assessment given in this report. There is not the vehicle traffic to warrant this action in my opinion. I believe the Sugar House streetcar will help a lot with moving people in this area without cars and placing more emphasis on vehicles is the wrong approach for the interior of the business district. We are trying very hard to create a pedestrian oriented community and business district. The number one enemy of walkability is cars. Certainly paying attention to traffic flows, patterns and wait times is crucial for the exterior of the business district, but we need more places within the core of the area that does not focus on putting people in the pathway of vehicles. Additionally, the greenway (section of the PRATT trail) will coincide with the streetcar and focusing on realigning Wilmington and Sugarmont will just create more conflict with the trail and streetcar. I believe this study satisfies the Sugar House Business District Master Plan on this issue as it only calls for the study of the realignment.

Finally, pedestrian safety is a theme that continues to be highlighted within the community and this Circulation Plan. I would like to strongly advocate that SLC move to painting crosswalks with the cross hatches to increase visibility. This should be mandatory city wide, but as we see Sugar House be redeveloped the time is right to begin this practice. The cost of more paint is worth the investment.

Thank you for your time and special consideration to these points in the Sugar House Circulation and Streetscape Amenities Plan.

Sincerely,

A handwritten signature in black ink that reads "Amy Barry". The signature is fluid and cursive, with the first name "Amy" and last name "Barry" clearly legible.

Amy Barry
Sugar House Community Council Vice Chair
Sugar House Farmers Market Chair
Resident

**COMMENTS PROVIDED BY TRUSTEES AND OTHER
RESIDENTS REGARDING THE CIRCULATION AND MOBILITY
PLAN.**

From George Chapman:

Below is a summary of the main concerns that I believe that the SHCC should address. After the summary is a more specific analysis. I confirmed with Councilman Simonsen (after the meeting) that the SHCC vote on the RDA was limited to the 4 items (Highland road diet, Sugarmont/Wilmington hookup, dividing the big blocks and Parleys/Canal Trail). He said that the SHCC would have another month to comment on the RDA plan and he thought that it would go before the Council at the end of December.

The ROAD DIET on Highland makes sense if the left hand turns are discouraged. Left hand turns are notoriously dangerous for pedestrians. Street parking can be dangerous for bikers and if removed, can help expand the pedestrian area (using planters to separate road from pedestrians). Center turn lanes except at lights and streets can be a hazard for pedestrians and bicyclists and the loss of the center lane can be used to expand the walking area.

WIDER SIDEWALKS are recommended in accordance with the Complete Streets plan (at the end of the RDA draft). 8 to 12 ft wide sidewalks are the minimum. The wider the more inviting the area. On pg 15, the RDA noted the decrease in Sugar House traffic over the years. The reasons are important. Competition from other shopping areas (such as the new Park City Outlet Mall) decrease traffic. Designs in the area should be based on the philosophy of creating a competitive, inviting pedestrian and shopping experience.

BIKING issues should be discussed and recommendations made to the City. It is technically illegal to ride a bike on the sidewalk (RDA study says up to 83% do it) but when you see parents biking with their children and baby on the sidewalk, you understand that room should be made on the sidewalk for pedestrians and bicycles. The easiest way is to widen the sidewalks to the Complete Streets standards.

RAISING THE CROSSWALKS and roadway mentioned on pg 47, 50, 51 and Complete Streets pg 4 is not recommended for bus/mass transit streets or where snowplows are needed. It can create a more inviting area but it also can create issues for bicyclists that can go 25mph on Highland. Cutting and widening the curbs and creating a wider crosswalk with different designs/coloring is much cheaper and can be just as effective.

MONUMENT PLAZA should be converted now. The plans for Monument Plaza expect completion of the project in 2 years. The impact on the Meacham project could be significant. If construction occurs after the stores and restaurants open, it could discourage construction of future project areas (south of present construction site). The sooner that the project is successful, the sooner the rest of the area projects can be funded. The Monument should be closed to traffic and converted to pedestrian only use now. There is also a need for a right hand turn lane cut out of part of the Monument Plaza so that the backup does not extend to the Subway on 1000 E. (mentioned in the RDA plan). Sugarmont Drive should also be closed to non emergency traffic now to start work on a more inviting pedestrian/trail from the streetcar/McClelland stop to Highland. The recommended Hawk light at Sugarmont should not be installed there. There are more important/higher priority crosswalks that could use a Hawk light and there are good pedestrian lights at nearby Wilmington and Simpsons.

The above summarizes my comments on the Draft Circulation/Amenities

Plan RDA for Sugar House. The text below goes into more detail.

DECREASING TURNS INCREASES PEDESTRIAN SAFETY

I can make a case that the center turn lane should not exist except at lights and cross streets. Left hand turns into and out of parking lots create hazards to bicyclists and pedestrians and cars. And an empty space in the middle of the road is a wasted space when we need more pedestrian space. If the center turn lane is only at the lights and street where left hand turns are allowed (and corner bus stops are moved to not block traffic), the sidewalk/pedestrian area could be expanded into the street. Some studies show an 80% increase in restaurant customers when outdoor dining and expanded sidewalk widths exist. Pg34 says: "provides a safe... pedestrian environment" but a road diet with too many left hand turns actually decrease pedestrian safety.

On pg 22 (and on pg 63), it suggests removing the exclusive right hand turn at 2100 S. and Monument Plaza but says that it could lead to backups to Subway and 86 sec avg delay per vehicle. That is not encouraging shoppers. Increased pedestrian traffic will back up traffic even more and increase noise and pollution and hurt the inviting atmosphere of the plaza and hurt business at the shops in the Meacham development. They will go to other shopping centers if they experience those kinds of traffic backups. Options should be studied such as a right hand turn cut out of the Monument Plaza (the RDA plan says that the trees are at the end of their life?); a right hand turn lane only starting from McClelland; a right hand turn light for cars that stops pedestrians while allowing right hand turns. Traffic backups will encourage motorists to use alternative routes which could impact local single family residents.

Another issue is that too many idling cars will discourage ground floor restaurants and outdoor seating and affect the success of adjacent project (Meacham). Note that right now, according to the RDA document, 1100 E. and 21st S. has an average 32 sec peak hour delay. Removing the right hand turn lane will significantly increase noise and pollution.

BIKING

According to the RDA document page 12, 53%-80% ride on sidewalk. Adding bicycle lanes on 2100 South appears to be impossible but expanding sidewalk widths may be possible and new projects should require wider sidewalks. Instead of a road diet for 21st S., let's see what the streetcar corridor does for bicycling use before deciding on a road diet. The streetcar corridor may take most of the bicyclists off of 21st S. Parley's Trail is no longer proposed but a soon to be reality and that should temporarily remove discussion of bike lanes on 21st S.

Pg38 says to evaluate the existing policy that prohibits cyclists from using the sidewalk in the SHBD. That makes sense but some may complain. It makes sense since only a small minority of bicyclists create problems with aggressive bicycling on sidewalks.

Alternatives are to eliminate the on-street parking on one side of roadway to allow bicycle lanes after checking on the affect of the streetcar/Parleys Trail corridor. I disagree with the comment "pedestrians should have the right-of-way over all other modes of transportation". That could encourage shoppers in cars to go to other areas/competitors and that would hurt local businesses.

Pg 41 says that SLC should alert motorists of bicyclists. A better idea: SLC/Master Plan should discourage more driveways and left hand turns. Removing on street parking would also increase bicycle safety.

Can bicyclists use the streetcar corridor before the operation is open

to the public? Does trail separate bicyclists from pedestrians (usually done where conflicts can occur)? It is important since pedestrians, children, dogs, strollers, bikers AND the streetcar all share the area).

PARKING

pg 58 McClelland should extend into the roadways the pedestrian areas with planters separating traffic and pedestrians (there is a picture on pg 58). A much wider sidewalk is needed and the trees if cut should be replaced in accordance with the RDA plan with a diverse assortment of similar sized trees. Is one lane of parking really useful. The parking issue should be discussed now. Options such as a parking district, appropriate parking for the 9th E. and McClelland streetcar stops (instead of building on all vacant property) with appropriate mitigation measures for adjacent single family homes, parking meters, etc should be decided on now to assist planners in deciding if vehicle in/outs are appropriately located. Pg 31 mentioned the parking between Wilmington and 2100 S. in cutouts. Since the area is scheduled for redevelopment and since there is a parking lot in back of the stores, consideration should be given to separate the roadway from pedestrians with planters in the road and using the cutouts for more pedestrian use. The on street parallel parking at Ashton on the east side of Highland should be removed to allow a dedicated left hand turn lane into the liquor store. Removal of on street parking (especially at that point) will increase bicycle safety.

SUGARMONT

Pg 47 (also on pg 53) recommends a Hawk signal on Sugarmont but there are higher priority crosswalks for Hawk lights. Pedestrians and bicyclists should use the Wilmington or the Simpson light, both of which are safer. Future development might change the issue. A connection between Wilmington and Sugarmont would make a Hawk signal at Sugarmont a waste of money. Who is going to pay the high cost of realigning Sugarmont and Wilmington?

On pg 25, draft says that Sugarmont/900 E has LOS C with a worst approach delay of 16 sec/vehicle. That is way too low (more like 30-80sec at rush hour). The problem now is that due to striping on the north side of Sugarmont at 9th E., the right hand turn drivers have to wait for the left hand turn drivers. That can take a few minutes due to 9th E. rush hour traffic (and Simpson traffic). Traffic engineering knows of the problem but intends to wait for the streetcar before changing the striping to allow left and right hand turn lanes (going west).

Pg 56 recommends closing Sugarmont to non-emergency vehicles. It should be done now and it should/could be done at low cost. When the streetcar starts, building construction on McClelland could make walking that street a problem. The best alternative is to use Sugarmont. If it is closed to non-emergency vehicles, a new sidewalk should not be needed. Parleys Trail funds may be available but since the streetcar phase II route is not decided, the whole thing could be torn up and become a waste of funds.

RAISED STREETS

Pg 47 talks about raising the street level on Highland but that is very premature. Highland is too important to convert it to pedestrian use via raised street. Due to the expense, discussion should be put off until 10+ years in the future. The streetcar expansion may impact this. Bus and snowplows could have issues with raised roadway.

RDA staff recommended evaluation. But according to Ed Butterfield, 2 weeks ago, the raised crosswalks are off the table. You don't need to raise the roadway to create an inviting area. Use money for sitting, umbrellas and other inviting furniture. It is much cheaper to lower

curbs to street level for 5-10 feet than to build up streets to meet the sidewalk. There are also drainage issues. If increased pedestrian crossings warrant it, it is easier to expand curb cuts than to create wider raised crosswalks. Raised crosswalks are also limiting to pedestrians if they become crowded. A raised street level usually has bricks which discourage bicyclists. The pages with the raised street/crosswalks are: pg 50 Wilmington "possibly raise crosswalk and texture", pg 51 McClelland possible raised crosswalk, pg 21 raising street level of Highland between Sugarmont and Simpson and on Complete Streets pg 4 "the travel way is enhanced and defined through the use of raised crosswalks with decorative paving".

Bulbouts should be used only as a last resort if left hand turns are made illegal. Otherwise pollution and noise from idling cars can impact neighboring businesses.

BUSES

To create a mixed use area development without increasing vehicle use requires mass transit operation for at least 18 hours a day. As Councilman Simonsen discussed, the appropriate remedy may be in the form of a shuttle for the area. SHCC and City should work with UTA to discuss bus stop placement that will not block traffic when picking up or dropping off passengers. The 4th S. cutouts seem to work well. Traffic choke points are at the intersections and the best examples are on Highland south of I80. Moving the bus stops away from the corners would seem to be the easiest solution. Buses could also use the parking cutouts on Highland to increase the stop frequency (from the present 3 blocks without a stop). In addition, the streetcar passengers should be able to see the bus stop/signs and would be able to if the stops were at Sugarmont (closed to traffic) and McClelland).

A taxi and shuttle parking/pickup area should be considered for the streetcar. Mass transit use is increased when there are options for transit from bus stops/streetcar stops without walking (late at night, poor weather).

PLAZA IS NEEDED NOW

On pg 55, the Plaza is discussed. SLC should close the Plaza now and develop it into sitting and dining space. It increases the immediate success of the Meacham development and encourages further development south of project. If the streetcar goes through the Plaza, it decreases pedestrian and sitting and dining space. Only one or two trees should be removed for right hand turn (to decrease the 500 ft backup mentioned in the Draft and up to 80 sec delay to turn right) and bus cutout. Waiting 2 years to change the Monument Plaza will hurt adjacent businesses. Construction already impacts the Plaza and the changeover will make the area more inviting when the streetcar opens instead of doing more construction after the streetcar opens. There should be another plaza at the old Deseret Industries building as soon as possible to encourage pedestrians to go east on Sugarmont to the Highland merchants' area.

PEDESTRIAN ACCESSORIES

On pg 5 it says: "when strategically designed, sidewalks become outdoor living rooms, where people eat work, play and experience the public realm". That is a commendable goal. Pg 59 shows an inviting pedestrian area. Note the windows on the shops. The SHCC and SLC should encourage pedestrian and shopper traffic in the Sugar House area. The SH Master Plan should have an addendum to help develop the SHBD closer to the Complete Streets plan suggestion. Over 50 years ago, the wide sidewalks, windows on shops and awnings invited traffic.

The competition with other shopping centers is significant now but design considerations that can increase pedestrians, bicycling and shoppers in the area include: wider sidewalks, glass walls facing sidewalks, building setbacks much greater than 2 feet, awnings and covered sidewalks, better lighting closer to the ground, secure bike parking, landscaping that separates traffic from pedestrians, chairs benches, umbrellas, sitting blocks, trash bins with artwork, a

taxi/local shuttle area, food cart areas, bigger trees, a variety of trees, music show area, vehicle in/out standards, a police presence that is visible from mass transit stops to increase perceived safety of the area, maps and public artwork displays.

The plan mentions the concern that big trees will hide signage but big trees will increase traffic to the stores. And the SHCC and SLC should discuss the future trees to be used if the locust trees are at the end of their life (mentioned in the Draft). A permanent big pine tree should be considered for a central area to be decorated during the holidays.

New transit stop canopies are needed at Highland/Sugarmont and McClelland/21st S. stops and visible to/from streetcar. This is an opportunity (through a grant from the County or City) to create an iconic and interesting art project at the same time. For example, there is a bronze transit canopy on pg 22 of Complete Streets. The SHBD development is an opportunity to create a Utah specific art project using local artists from the Sugar House area. The Draft RDA plan also mentions art on trash bins. I personally would like to see something similar to the sacred Indian red sandstone blocks (24 x 18 x 36") in the area for sitting. It would be an opportunity to use Utah rock to point out one of the beautiful areas of our State. Parts of red sandstone are in the Hidden Hollow amphitheater. Sitting blocks would/could create a more inviting area for events.

MISCELLANEOUS

On pg 42, "it is recommended that the City perform public outreach prior to implementation of a road diet." Cut-through traffic may impact adjacent single family homes.

Note that pg 49 says that there is a need for further safety, drainage and parking impact studies before... proceeding.

Buildings should not be so close to the sidewalk (2 feet is the Master Plan spec) and they should not shoot up 50 feet. Such designs discourage walking and do not lend themselves to becoming an inviting area. The addendum should encourage noise mitigation measures to discourage high rise parallel buildings on opposite sides of the street that could significantly amplify noise from traffic.

Pg 9 shows narrow sidewalks with benches but it doesn't look inviting. Complete streets features sidewalk dimensions and configuration missing from the Sugar House Master Plan. The Plan should change to Complete Streets recommendations (at the end of the RDA plan). Sugar House Streetscape Guide 21st S. and Highland Dr. has sidewalks 8-12 ft wide. The wider that the pedestrian area is, the more inviting the area is. All further development should require it. (Sidewalks are wider under the freeways!). Other sidewalk recommendations: McClelland is 5-8', Wilmington is 8-12', 1000 E sidewalks 5-8' recommended width is too small due to neighboring restaurants. Other cities encourage wider sidewalks or they require wider sidewalk passing areas every 200 ft.

SHCC and City should work together to obtain CIP and County grants for bicycle racks/lockers, red rock stone blocks, chairs, benches and security enhancements (cameras) and covered pedestrian facilities (awnings and umbrellas and canopies with artwork). SHCC and Sugar House Park trustees should also apply for grants to help with the fireworks shows in coordination with events promotion before the show (like art walk, farmers market, etc.).

Pg 65 says that the City should continue engagement of property owners/projects. Nearby residents and businesses and the SHCC should also be part of the engagement. The area is an inviting mix of single family homes, apartments, offices, parks, stores and restaurants. Engagement with the other categories will decrease future fights against projects and increase the chance of a project getting a loan.

In one case, the RDA draft mentioned 25 stakeholders. There are thousands of nearby residents that could organize against a project and hurt the developer's/property owner's project.

There should be outdoor high amp power outlets in the public gathering areas for bands, dancing, yoga (nearby store), speech events etc.

Pedestrians should be able to cross streets without jaywalking tickets.

The RDA did not address the significant homeless population in the area that uses the parks and liquor store. They are a constant fixture asking for money. There should be a plan to provide an alternative to homeless staying on the street, in public areas that are meant to attract pedestrians and shoppers and aggressively begging and for crowding onto the mass transit (including the streetcar) in the area during inclement weather. The homeless should be encouraged to go to an area with more services and easy overnights. The City should apply for a grant to possibly solve this issue.

Further construction that may impact the opening and success of the streetcar should be re-evaluated to decrease pedestrian issues.

The RDA/plan should decide on what the area is planned to support, either an 18 hour active day or 24 hour day. Mass transit would have to be expanded to support the activity.

New drive throughs, gas stations, car lots and other anti pedestrian commercial activity should not be allowed. The effect of traffic and the noise and pollution/gas fumes should be evaluated on nearby residences including condos, residential towers and possible restaurants.

The SHCC should discuss an addendum to the SH Master Plan that includes/addresses wider sidewalks, biking on sidewalks, uses curb cuts for pedestrian crossings, finishing Monument Plaza changes before stores open in the Meacham project, decreasing frequency of left turns, parking plans, bus use of parking cutouts, Sugarmont closing now, raised streets/crosswalks, bus stops, police kiosk, moving building setbacks, limiting height of buildings next to sidewalk, Complete Streets suggestions, homeless issues, drive throughs, car lots and other pedestrian unfriendly businesses.

The SHCC should apply for grants for art and street furniture and other items that would make the area more of a destination. The best way to have a successful streetcar system is to create a destination area. Another grant possibility is to apply to purchase and run a shuttle system.

Submitted by: George Chapman 801 867 7071

Larry Miglicacio- I recommend support of the Circulation & Streetscape Amenities Plan as written with the exception of the proposed realignment of McClelland for vehicles. This part of the plan, I believe, should not be supported by the SHCC. Rather, SHCC should support using this realignment for the street car, trails, and development.. If this is not possible, the realignment proposal should be abandoned.

The Circulation & Streetscape Amenities Plan recommends realignment of Sugarmont from Sugarmont - McClelland to Highland Drive for connection to existing Wilmington Avenue. (Known as Sugarmont Drive/Wilmington Avenue Realignment). This recommendation is for vehicles only and creates a shortcut from Sugarmont to Wilmington through existing businesses. The Circulation Plan describes mobility **benefits for this realignment for vehicles as “neutral”. In other words, there is no added benefit to mobility in adding this street for vehicles.**

The main reason for my opposition of this realignment for vehicles is that it increases traffic in the heart of the Sugar House Business District with the addition of another street while doing little to

increase regional mobility. Why increase traffic and streets when we are trying to improve walkability in the area?

Per the Circulation and Streetscape Amenities Plan, using this proposed realignment from 1300 East via Wilmington and on to Sugarmont to 900 East and then to 2100 East only saves 20 to 30 seconds when compared with other existing routes. The expense for this extra street and procurement of additional right of way at the expense of walkability is not justified.

The Street Car Alternatives document recommends the trolley follow Sugarmont directly east to Highland Drive from the existing terminus at McClelland in the next phase. (Preferred Alternative B1) The Trolley would then turn north on Highland Drive and immediately run into the intersection at the Wilmington realignment. Increased traffic at the Wilmington Highland Drive Intersection would create additional traffic interference with the Highland Drive Sugar House Trolley running north/south.

If Wilmington realignment is to be considered, it should be for purpose of a streetcar route (Alternative C1) and the Parley's Trail connection with no vehicles allowed. This shortens the streetcar route over the preferred alternative (B1) by 0.1 miles and creates a natural trail connection for Parley's Trail while saving cost and walkability and business frontage. It also keeps more cars from jamming the central business district. Finally, the goal of cutting block size can still be met.

Benefits of Using Realignment for Trolley and Trails instead of vehicles

1. Creates easier and more direct trail connection from Wilmington to Wilmington Realignment to SH Trolley at McClelland.
2. Shorter route for Alt C1 Wilmington Realignment will result in construction cost savings and shorter streetcar lead times. (Same number of stations as preferred alternative with approximate increase in walking distance to businesses east of Highland Drive and Sugarmont of approximately 500 feet. (2 minutes of walking)
3. For the streetcar, boardings per mile are 200 greater for the Wilmington Realignment (C1 Alternative) over the preferred alternative resulting in more income per the alternatives study.
4. Allows for breaking blocks into smaller sizes.
5. Supports enhanced walkability and friendlier environment

Amy Barry - These comments are related to recommendations within the Sugar House Circulation Study.

Pedestrian Crossings

The circulation study does not call for a HAWK light at 2100 S McClelland St. We are concerned this enhanced crosswalk signal was not included in the circulation study. We understand this is recommended in the Jordan/Canal study and want to ensure this is on the radar of the transportation division. This is a very dangerous crosswalk and the current lighting is ineffectual. We would also recommend repurposing the existing signal down to Lincoln St and 2100 S at the crosswalk between McDonalds and Smiths. There is less trees to cover the signal and feel it may be more visible at that equally dangerous location.

Road Diet 2100 S

The circulation study does not recommend a road diet 2100 S west of 1300 E. The study simply says this is not recommended due to the ADT of 25,000. However, we feel the section of 2100 S between 1100 E – 900 E warrants a real consider for a road diet that consists of a designated turn lane despite the ADT. The

section of 1300 E just north of 2100 S was above 20,000 once the road diet went into effect and has remained so. Traffic seems to flow equally well along 1300 E and the designated turn lane helps keep traffic moving and provide for safer pedestrian conditions.

We feel the recommendation in the **circulation study** did not reflect a comprehensive comparison of existing surrounding ADT conditions outside the business district and subsequently failed to address the issues occurring along this section.

As an extension of this **study** we would encourage the transportation division to consider an additional designated turn lane for 2100 S between 1100 E – 700 E. The strange median that exists in front of the Snelgrove facility doesn't seem to serve any function and prevents the queue of vehicles to turn left on 800 E without backing up traffic and creating unsafe crossing conditions.

George Chapman –Additional comments: I double checked with **UTA** who said **no problem** with bus cutouts. I believe that bus cutouts for passenger drop on/drop off should be required for road diets. They don't affect schedules. But without them, especially at intersections, they back up traffic (since a left hand turning vehicle may stop traffic from going around the bus) and there are issues with right hand turn safety versus the bus.

Since the goal of the RDA is to create an inviting area/increase pedestrians, right hand turn lanes could cause significantly more backups than 30 seconds. A longer right hand turn lane (along with a left hand turn lane and through lane) should help decrease aggravation and pollution and noise.

Left hand turns should only be allowed at lights. There are many areas on 21st and on Highland that have left hand turns without a special lane and it does back up traffic (north of 21st S.). In addition, it is a significant pedestrian hazard. The worst case scenario is on the south side of 21st S. between 10th and McClelland.

Attention should be given to moving the bus stops to more appropriate locations such as closer to Sugarmont (across from the northbound stop). It would then be visible from the streetcar station. And it would help the safety of right hand turns on Simpson versus the bus. The bus cutout on 21st S. should also be visible from the streetcar station (with extra large signage to direct users).

With a road diet, there should be 3 lanes at the lights (left turn, right turn and through). Only Highland at 21st S. going north seems to be set for that in the RDA draft. That plan looks great but it should be used at the other light intersections. Simpson and Highland needs one since Sugarmont Dr. might? be closed except for emergency vehicles. I don't know how to handle the liquor store left hand turn. There is always a back up there. I don't understand but maybe it's because I don't drink.

Road diets don't have to end up like 13th East backups. When they are well designed for vehicles and public transit, they don't have backups of traffic which increases noise and pollution in an area that is meant to be inviting. Backups with their noise and pollution discourage outdoor seating and walking.

I assume that all of the on street parking on Highland will be removed for the road diet. Have the businesses that are going to be affected been notified.

RAISED ROADWAYS - Your suggestion to consider raised roadways at crosswalks is concerning because it discourages bicycling. Bicycles can now go almost as fast as traffic on Highland. Raised roadways

would slow them down and if they surprise a bicyclist, they could create a horrible accident.

On pg 39 I believe that you say that pedestrians should have right of way over all other modes of transportation. The new Sugar House should create an inviting area for shoppers, vehicles, mass transit, bicyclists and pedestrians and dogs. We all share the road.

What is the goal of the RDA? To create an 18 hour a day or a 24 hour a day area?

I would like to know more about parking on residential streets. Cabot mentioned a possible parking district. If Cowboy Partners removes all the parking nearby, won't Elm residents be almost immediately impacted? Shouldn't they be warned/asked about their thoughts?

I would also hope that between you and Maryann Pickering, consideration be given to discouraging plans that create noise amplification situations such as when solid walls parallel to a road and on opposite sides send the roadway noise back and forth to create a permanent Harley effect. Encouraging planners/developers to change the angle of the wall vertically and or horizontally should be considered.

One of the ways to encourage mass transit use is to provide for a taxi pick up and drop off area. Do you have any place that could allow such an area?

Since there is a large homeless population in the area (due to 2 large parks and a liquor store), is there any consideration being given to creating a day shelter with maybe a tv, electrical outlets, cots etc to get the homeless off the street instead of sleeping off a late night drunk on the sidewalk or on the streetcar or bus?

I know that you like bulbouts but they increase pollution. They backup right hand turns when cars turn left. Would it be appropriate to make left hand turns at bulbouts illegal?

How does the new SLC character conservation district affect Sugar House?

There is mention of a company from California working on a master plan for the whole area (Sugar House Center) in one of the City Council/RDA documents. Is that done and where can I find it.

[Philip Carlson](#) - Generally, I like most of the things covered here.

Exception 1: 21st South. Rather than making a big effort to warn cars of the danger of bicycles on the sidewalks, this should be a small effort with the bigger effort put into getting the bicycles OFF the sidewalk. Get them into the street. If there's no way to do a road diet or bicycle lanes, extra notice should be given to drivers (and cyclists) to follow the current law, bicycles in the roadway. Bicyclists need to be predictable and drivers need to respect cyclists use of the lane.

Exception 2: I don't like cycle tracks.

There are other exceptions, but the document is so long and most of my other concerns are not big enough to take the time to comment on them now.

FROM: Sheila O'Driscoll

Judy, Thanks for sending this to us so we can comment:

I found out on Wednesday from Sally about the proposed redevelopment of the Sugar House shopping center. I personally, don't care for the "urbanization" of Sugar House. I like living in my neighborhood. And I would truly like to see the small family owned businesses in the business district. However, most of them simply cannot afford to be there, and developers and gov't aren't really interested in putting some incentives into the planning for future developments to make a space this kind of business.

I think that the surrounding community should have much more notice about this development plan especially those who own residential property that abuts the business district. I have received comments from various homeowners concerned about commercial creep, particularly east on 2100 South towards 2100 East or 23rd East.

I realize that the immediate plan is for the business district in Sugar House, we have already had commercial business owners applying for rezoning of residential parcels to be used as commercial at 2100 East and 2100 South.

So,... #1. There needs to be much more effort put into informing the people who own residential property and live within a radius of 1 1/2 mile of the boundaries of the business district to be made aware of this plan. Internet, as well, as other media need to be used to obtain input about this.

2. The continued construction over the next decade is a real turn off to me. As I am able to purchase just about anything offered in Sugar House elsewhere without the construction hassle and traffic mess, I will probably do business somewhere else.

3. How will this effect the property taxes for residents in the area?

4. The future plan for the Sugar House area of SLC, doesn't appeal to me as my husband and I approach retirement, well that is not likely to happen, retirement from earning a living, I mean but, our current housing is not going to be what we want as our children are now grown and we expect them to leave after graduation from college. The housing offered in Sugar House, like Urbana, is too expensive for what we get or want. I expect to move in the next few years.

I seem to be a very isolated minority at present with my attitude about this direction of development. However, since the majority of people I talk to have no idea what is going on, I believe my thoughts on better public awareness are valid. The powers and idea brokers may be surprised that others who are already vested in the success of this community I believe the added support from people who live in the area would be a plus to promote the plan.

Sheila O'Driscoll
Dial worth District Trustee

Attachment F – Public Comments

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft “Circulation and Streetscape Amenities Plan for the Sugar House Business District”?

Public comments as of April 10, 2013, 4:56 PM

All Participants around Salt Lake City

Comments sorted chronologically



As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft “Circulation and Streetscape Amenities Plan for the Sugar House Business District”?

Introduction

A Circulation Plan for the Sugar House Business District (the Plan) was developed to address the area’s growth relative to the motor vehicle capacity of its existing streets. Since the Sugar House CBD has limited opportunities to add capacity to accommodate more cars, it must make more efficient use of its transportation infrastructure by making better use of transit, managing parking supply more carefully, and increasing the walkability and bikability of CBD streets.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

As of April 10, 2013, 4:56 PM, this forum had:

Attendees:	713
Participants around Salt Lake City:	66
Hours of Public Comment:	3.3

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

Name not shown in District 6

April 9, 2013, 5:33 PM

I believe that when considering the benefits of streetscape amenities and the potential chaos that may be caused by it, we should weigh our decisions solely on the wellbeing of the community and people it's affecting. For example, would we rather have our travel time through and within sugar house lengthened or our streets to have curb appeal? Maybe we could come to a compromise where the community gets best of both worlds.

Name not shown in District 2

April 8, 2013, 5:05 PM

Expansion of Monument Plaza

I think this is a great idea for made more space on the roods for the people who pass like on bikes like they need this space sometimes the people who are driving cars they don't respect the people who is on the bike space... so this is great idea on my opinion.

1 Supporter

Name not shown in District 5

April 6, 2013, 8:22 PM

Since I live between Sugar House and 9th and 9th this discussion interests me. If I choose to walk, it is to 9th and 9th. If I choose to ride my bike it is to 9th and 9th/Liberty park. If I choose to drive, it is to 9th and 9th and places north. I really, if ever, have reason to go to SugarHouse proper, and all this love affair with Sugarhouse has me puzzled. What is there to love? Where is there to walk? There are a few places (mostly recent) that I would even care to visit. There is virtually nothing in the shopping center, that has an interest for me. I have Netflix, so I don't need a cheap movie house and now that the liquor store on Main street is closed, I prefer the Avenues store. The traffic in Sugarhouse is a mess and this administration now wants to limit it? Where are all these cars suddenly going to go? The street grid here stops making sense at 900 S. Having only three east/west connector streets for 12 blocks is insane. This must be the same people that designed 400/500 S, making you travel 5 blocks before you can make a left turn. Really screwed up those neighborhoods. The trolley is supposed to accompany a bike path, where is the sense in creating 2100 S with bike lanes? Grandma and her grandkids are not going to walk from the end of the trolley, through the tunnel into Sugarhouse park and back. No way Jose. Has there been a "study" done of how many Westminster students would take this trolley to 1700 S and then walk to campus? You really think this one lane train is going to be such a great people mover, then take it up 2100 S to 1500 E and north to the U. The "traffic calming devices" on 1500 E make it perfect for a train. Cars are already limited driving there. Then people can discover the 15th and 15th neighborhood. Back to the drawing board with all of you.

1 Supporter

Nicholas von Stackelberg in District 5

April 6, 2013, 3:18 PM

Kudos to a well-prepared plan. I'm generally in support of most of the elements of the plan, with the following caveats.

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

Currently, the area is not accommodating to pedestrians and bicyclists. The intersection of 21st S and Highland is the only place in SLC where I always ride my bike on the sidewalk, which can lead to dangerous interactions with pedestrians. I see the plan has some elements to improve this situation, and hope they get completed in the short term, rather than the long term. I'm fine with ceding 21st S and Highland to cars and transit, as long as there are viable alternate routes for bicyclists and pedestrians.

Terminating the streetcar in Monument Plaza seems like a bad idea for a community space, particularly when there is active planning to extend the streetcar beyond the plaza and this would presumably be a short term situation. Save the money and the space.

Name not shown in District 7

April 5, 2013, 11:47 AM

My concern is attempting to place a bike lane on 21st South between 600 E. and 1300 E. The roadway in this section is far too narrow to accommodate a safe bike lane. Yes, I am a committed cyclist (but I never run stop signs) and would be nice to be able to travel East and West on 2100 South but the only way to make a safe bike lane would be detrimental to traffic. I feel the definition of a real bike lane is one where your 10 year old daughter could safely travel on a bike and without changing the nature of 2100 South, there is no way to do this.

Brad Bartholomew in District 1

April 4, 2013, 6:15 PM

Overall this plan looks sound at creating a more vibrant community atmosphere. The only issue I see and I see this city-wide, placing bike lanes on heavily congested streets that leave little room for bikes. Instead of bike lanes on the heavily traveled routes like 2100s, North Temple and such, move the bike lanes to other streets. If there is a bike lane as part of the street car line, why do we need another one on 2100?

Name not shown in District 6

April 4, 2013, 3:36 PM

Strikes me this plan will have unintended consequences creating heavier traffic in the surrounding neighborhoods and in general cause other than people that live directly in the Sugarhouse proper to avoid the area due to restricted traffic access.

It appears the primary emphasis is to make the area primarily accessible via a bicycle with "traffic quieting" methods and "road diets" that are not realistic unless the underlying objective is what's stated above as unintended consequences.

3 Supporters

Name not shown in District 5

April 4, 2013, 2:56 PM

This plan seems to be designed to prevent auto traffic from flowing freely in and around Sugar House,

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solely to make the area good for bikers. How are Sugar House businesses supposed to thrive if it becomes nearly impossible for Salt Lakers to drive to them? Are bikers really that great for business? I don't know, but I don't remember seeing too many bicycles with big packages strapped to them as they go cruising through yet another stop sign.

Also, the idea of eliminating the right turn lane so we can have a "gathering place" is a costly fantasy. Who's going to gather there and what would they do while gathered? Watch the restricted traffic slowly go by? More likely this "gathering place" would provide Mecham with a front courtyard for his bland building, so I'm sure he's all for it.

Finally, the constant disruptions inherent with placing a street car station at the monument location are so apparent it boggles the mind that it would even be considered.

2 Supporters

Name not shown in District 7

April 4, 2013, 2:52 PM

I am a Sugarhouse resident who daily travels through the 21st South and Highland area and a frequent user of Sugarmont. I could not be more opposed to the idea of blocking off the right turn lane on Eastbound 21st South and to the "road diet" on Highland. Both would be absolute disasters for automotive traffic. If one were to wish a monument space on 21st S and Highland, I would still cut in a right turn lane on the 21st side of the plaza - even if it meant moving the monument. As for the "road diet" on Highland, it will yield significant traffic delays on southbound 11st East at 21st.

The realignment of Sugarmont is fine, though I am not hopeful that it will yield the significant improvements imagined in this proposal.

1 Supporter

Jonathan Ramras in District 4

April 4, 2013, 12:34 PM

I applaud the comprehensive approach the City has taken in planning and executing this most excellent vision. The automobile has for many years been the exclusive determiner of planning objectives. To those that deny that other modes of transportation are not only equally viable but also perhaps more desirable I suggest that they try it for health sake. It is inevitable that as the population increases in our fair city congestion will also increase regardless of how we address this project. For those that do not want to visit a bike and pedestrian friendly Sugarhouse there are surely other alternatives elsewhere. Much larger cities are trying to take back lost opportunities such as this to accommodate as many options as possible. We may not be able to get to our destinations as quickly as before but safety and a pleasant experience getting there may turn out to be a blessing. Slow down enjoy your local environments and embrace the future.

2 Supporters

Sally Miller in District 7

April 4, 2013, 12:05 PM

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I fully support all of these proposals and embrace making our neighborhoods safe for walkers, cyclists, and motorists, too. Thank you mayor and city council for thinking (and acting) beyond a car-centric community.

3 Supporters

Name not shown outside Salt Lake City

April 4, 2013, 11:40 AM

We need to provide transportation options that caters to more than just the young singles and cycling enthusiasts. Eliminating parking and closing lanes is not the answer to the vast majority of Utah. Sugar house businesses need money from more that just locals. If these changes go through as planned, they will lose the majority of that revenue starting with mine.

3 Supporters

Name not shown in District 5

April 3, 2013, 8:42 PM

The updated plan appears to carefully balance the needs of the residents and businesses within the SHBD. As a resident and frequent pedestrian/cyclist around my beautiful Sugarhouse, I greatly appreciate the efforts made to make our neighborhoods more community oriented, something which develops naturally when we get out of our cars and "live" in our city. You seem to have accomplished a fine balance with this plan so far, with the exception of the Parley's trail disconnect that I hope will remain a priority until properly resolved on behalf of pedestrians and cyclists who enjoy using this pathway.

One more thing - please don't forget to coordinate conduit for fiber optic broadband capacity and public wireless Internet access in and around the public spaces whilst the streets and plazas are opened up during construction. It would be a shame to miss an opportunity like this one to leverage public expenditures to their maximum benefit.

2 Supporters

Name not shown in District 6

January 26, 2013, 9:35 AM

Finally! Anyone who has spent a significant amount of time walking, cycling or driving through Sugarhouse has come up with these same ideas. Make this happen ASAP!

3 Supporters

Joe Culbertson in District 5

January 25, 2013, 3:52 PM

I support all proposed plans.

3 Supporters

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I am against eliminating the right turn lane at the monument.

I have encountered the traffic backups caused when vehicles go to the corner to make a right turn. It often significantly increases wait time as these vehicles must block the east-bound lane while waiting for pedestrians to cross.

This issue is not obvious now, because most of the vehicles turning right actually do use the dedicated right turn.

Essentially, the current configuration allows straight through traffic primary use of that east-bound lane.

If the dedicated right turn lane is eliminated, traffic backups will increase.

As for the traffic "diet" between 2100 south and the freeway underpass; traffic along that corridor is already heavy and backs up because there often is no left turn lane or side margin that can be used for right turns. Here again, vehicles that need to turn end up slowing or impeding traffic flow. Further restricting traffic to one lane in each direction will only compound the traffic issues in that area.

4 Supporters

Mark Maxfield in District 4

January 17, 2013, 7:13 PM

We love shopping in Sugar House and hope to continue shopping there. We also love to take walks up to the Mt. Olivet Cemetery. We have noticed that it is much more difficult to cross 1300 East at 600 South on our walks since the 1300 East lane closures and that it is much more difficult to travel to Sugar House on 1300 East since there is such long lines of traffic especially during peak traffic times. We often alter our walks and choose to drop down to 1100 East or 900 East when heading to Sugar House but still encounter additional traffic congestion.

Cycling is great but not with multiple children especially when you need to transport purchased items from shopping. I feel that many times we are planning and engineering for DINKS (Double Income No Kids) and worry that we will further alienate families and family friendly businesses from our city. We need to provide housing and transportation that caters to more than just the young singles and cycling enthusiasts. I believe we can work together to do this, however, eliminating parking and closing lanes is not the answer especially on major thoroughfares.

4 Supporters

Name not shown in District 5

December 13, 2012, 5:11 PM

I live near 9th & 9th and I go to Sugarhouse a lot. I really like the circulation plan because of the attraction Sugarhouse has. It would be easier to get into the businesses and not as chaotic.

Especially at rush hour the traffic gets increasingly backed up to get onto the freeway and I can see the circulation helping. Along with the diet plan on Highland Drive I really like the idea of bike lanes. I'm sure it would be a nice attraction for many people.

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1 Supporter

Name not shown in District 7

November 29, 2012, 4:50 PM

I would like to give my opinion about the expansion of monument plaza.

I live in the Sugarhouse area and I have never stopped to look at the Sugarhouse monument. If the right turn street became part of monument plaza, I may actually want to go and see what the monument stands for. The expansion will also help pedestrians because they don't have to worry about cars flying through that street at 40 m.p.h. And a turn lane on 21st south would actually be more practical because drivers won't have to split off onto another street. Lastly, the expansion would help bikers because they wouldn't have to worry about looking for cars turning onto that separate street. Overall, it's a great idea and I hope the city goes through with it.

4 Supporters

Samuel Pulsipher in District 5

November 28, 2012, 3:25 PM

This is all very exciting. Sugarhouse is one of my favorite places and I'm sure developments like the ones proposed will make it better. I am especially interested in the diet planned for highland drive. I'm an avid biker and would love bike lanes. I'm also looking forward to the change in monument plaza. Other than that my main problem with sugarhouse now is the huge hole left over from the recession and if this will help I'm all for it!

1 Supporter

Darrell Hendriksen in District 7

November 22, 2012, 9:22 AM

I am excited for all the attention and focus on balancing shopping/business with residential needs. One of my concerns: connecting Wilmington to Sugarmont will only increase the traffic 'cutting through' the area. This already occurs on Simpson Avenue between 700 E & 900 E, and the Sugarmont/Wilmington union will further erode the sense of a residential neighborhood.

I am not decidedly against the union of Sugarmont/Wilmington- but it needs to be done very carefully, otherwise any benefits will be totally overshadowed.

What makes Sugar House great is its walkability- and in my opinion anything that moves toward planning our neighborhoods around automobiles is the wrong move. Automobiles have a place in our neighborhoods, but they must not be the CENTER of our neighborhoods.

Name not shown in District 2

November 20, 2012, 7:56 AM

What I think about this project is that it seems to be a really good idea for many people that have a business but it can also be not such a good idea for the traffic because they will have to get adjusted to

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another pathway, and I also read that this project will take a lot of money and I dont really think this is a really good choice for our Economy right now.

1 Supporter

Dhamar Miranda outside Salt Lake City

November 8, 2012, 10:15 PM

I think that the section 4.4 of division of large blocks might be a good idea. The reasons i think this is because this way the traffic will be distributed . Also when they divide the large blocks it will help if they added a number of signs, because if they didn't then it would become a large mess. Also this might be a good idea because this part of the project is also more for the pedestrians and the cyclist to make more room for them, you could say, and i think that is needed. Overall i think it might be a good idea to consider, bu that if it were to be put into action, that it would cause way too much trouble, and that it will be very hard because Sugar house is very busy.

Name not shown in District 4

November 8, 2012, 1:16 AM

SPECIFIC COMMENTS

p12) Why is the 'Draw' into Sugarhouse Park not included on the Walk-Time Comparison?

p13) The Sugarhouse streetcar should appear on the 'Transit Network' map as 'under construction', and in a much brighter color. (Practically invisible now). The map should also include the current planned 'Phase 2' alignment of the streetcar, which will significantly impact area circulation. Please color-code bus routes by frequency on the map. 15 minute service is something special and should be called out. Serious thought should be given to eliminating one or more of the bus stops between 1200 and 1300 East along 2100. The current multiplicity confuses riders and potential riders.

p16) 1300 East/2100 South represents the only intersection of importance. Why does the map on existing traffic volumes not includes volumes on the rightmost leg of this intersection? The Wilmington signal is FAR too close to the 1300 East/2100 South and is the source of some of the delay. Has the possibility of transforming it into an innovative intersection ('Super-T' or roundabout) been investigated?

p18) Please be specific about WHICH plan is being referred to. Does 'The Plan' refer to another document, or to the current document.

p19) Aligning Wilmington with Sugarmont would reduce left-turn volumes on the critical intersection, but at substantial cost, and would funnel arterial levels of traffic along a street that currently serves only local traffic, and as a bike route.

p19) UTA includes a BRT on Highland drive as part of it's long-range plans. Such a BRT would be critical to connecting Sugarhouse to the rest of the East Bench, and is (by far) the best corridor for doing so. Please plan accordingly.

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p21) Please be explicit about WHICH blocks are under consideration for subdivision, and map them accordingly with the necessary new roads.

p22) I'm actually very fond of the dedicated right-turn that monument plaza provides, both as a driver and as a pedestrian. As a driver, it significantly reduces delay. As a pedestrian, it provides a 'pedestrian island' that reduces the distances that must be crossed (and thus the necessary break in traffic) to cross 2100 South. The loss of the current parking would probably bother current business owners, but I believe after the destruction of Blue Boutique etc., there is only a single business remaining on that block frontage.

p23) Please provide a map of the LPA--McClelland street is not labeled on the other maps, making it very confusing.

p23) Kind of a lousy table, especially the column for mobility benefits.

p24) Not your bag, but: Double-track into monument plaza with no possibility of continuing northward on 1100 East? Terrible idea. Station far too close to the 1040 East McClelland station.

p26) Re-alignment seems very attractive, but would require rather a lot of takings. Would it be possible to include the building footprint of properties under construction, or at least parcel lines? How does the street-car (or at least the LPA) tie into this map?

p28) Walking times appear to be pretty much a push. Please pay attention to the quality of the pedestrian environment (sidewalk completeness, number of road crossings, width of road crossings) instead.

p29) This statement is complete bunk: "The benefit of the realignment is more centralized to the core of Sugar House and is less of a regional mobility benefit due to the "t"- intersections on both ends of the route at 1300 East and 900 East". A through-intersection will substantially benefit regional automotive traffic over local pedestrian traffic. It will serve only to funnel automobile traffic between 1200 East and 900 East. Doing so will substantially reduce the left-turn volumes at the 2100 South and 1300 intersection.

p31) Please note that the speed limit is regularly exceeded on Highland drive, so that the posted limit is almost irrelevant.

p31) Where is Stringham Avenue? Again, not marked on maps.

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Sarah Woolsey in District 7

November 7, 2012, 10:40 PM

I live 1 block north of 2100 south. We are between 900E and 1100 E. We already have "cut through" traffic that is meant for 2100S that comes to our street at rush hour or when there are traffic issues. This means people speed down our street to get from 1100 to 900 or the reverse. Also beer, gas, milk, food delivery trucks for the businesses along 1100 and 2100 come down our street. This is unnecessary, yet they prefer the easy access to our quiet street to the stop lights and traffic of the large streets. This is likely to worsen as the traffic diets occur, and there is more roadblock (by design) on the large streets. I request that side street impact be included in these assessments. Also there are not enough traffic deterrents on the side streets. We have median circles that do little to deter this.

Next, there are parking issues. We have close houses, small garages, and many use street parking. Club Karamba patrons already clog McClelland ave on weekends and Urbana patrons/residents are parking along Hollywood. If we eliminate parking on the streets and make parking paid or limited to garages in the new developments, and we restrict the # of parking spaces required for apartments, people do not have less cars, they just park elsewhere. We need to consider this and expedite zone parking or other solutions for the residential side streets that will take the overflow. Also if a bike lane comes along Hollywood, this might take away more spots for residential parking. We have too many cars, I agree, but road closures and diets will not remove them, they push them elsewhere.

4 Supporters

Name not shown in District 2

November 5, 2012, 11:24 PM

I think that this plan is a good idea on paper, but would present many problems once it's executed. The Sugar House area is notorious for its traffic and wanting to reduce the number of lanes on Highland Drive, as well as making the place more biker friendly, could cause traffic to worsen and increase the likelihood for accidents. I suggest that the plan be rewritten so that the nature of traffic is taken into more consideration along with the safety of the public.

2 Supporters

Name not shown in District 6

November 5, 2012, 10:40 PM

I believe that many of these plans will help the environment and traffic clear up. However some of the plans might not work so well, such as the "diet" on Highland Drive. There would be just too much traffic. Also I don't think that we have enough money to pull this off. It would cost a lot of money that either we don't have, or that could be put to a better use.

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I agree with this draft. Bike lanes, and larger sidewalks would benefit sugarhouse in more ways than one.

1 Supporter

Name not shown in District 6

November 5, 2012, 7:46 PM

As a resident of this area I fully support the "diet" between 13th and 17th east along 21st south. We live just off 21s and 19th east. I would say 7 out of ten times we take the bicycle (and bike trailer) to grocery shop at the Smith's on 21s and 9theast and the Whole Foods in the commons. But the only safe way to get there and back is to ride on the sidewalk. I think this is legal but it is a hassle for pedestrians. 13th east is extremely sketchy to cross regardless of how fast or slow you travel. By the time I hit 11th east I zig zag behind the sugar house hole and through the back streets to arrive at smiths. Just no safe way to get from 13th east and 9th east on the street. The sidewalk gets congested with pedestrians. When you add me, my bicycle and bicycle trailer then I become a nuisance. Making 21south more bike friendly would be a huge help and would make our bike travel much safer. Our neighborhood is made safer and more desirable when you can transit the area by different modes (not only by car).

1 Supporter

Name not shown in District 6

November 5, 2012, 12:57 PM

I live in the Sugarhouse area, and I'm excited about many of these ideas. I'm worried about the diet on Highland Drive, seeing as how it already is backed up with traffic. Shrinking it would cause more traffic, and add traffic in other areas as people try to avoid the traffic on Highland Drive. The trail is a wonderful idea and I feel that it will really add to the appeal of Sugarhouse, bringing more possible residents. I don't know where they are getting the money for this, or if it's a wise investment at this time, but if it works, Sugarhouse will become an even greater place to live.

Name not shown in District 6

November 4, 2012, 1:41 PM

I think that the idea of the plan is great, but it also seems somewhat unrealistic. Making Sugar House a more enviornmentally-friendly area is ideal but with the freeway system so near I don't see how the traffic will really be able to be reduced. Therefore, increasing areas for bikers only makes me nervous for their safety with the amount of traffic.

2 Supporters

Name not shown in District 6

November 1, 2012, 7:37 PM

I am concerned about plan 5.3 Hawk beacons. The current plan calls for the possible elimination of the trees on the street. Salt lake has a proud history of trees lining our streets and I think that it would be a real shame for their to be a decrease in the number of trees in this city. Trees help give neighborhoods character, provide shade, good for the air, and are pleasant to both look at and to just

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simply be around. I strongly hope that if the suggested implementation occurs, it only moves forward if it is certain that no tree will be lost in the process of the construction. If this implementation still happens and trees are needed to be lost for it to happen, I call for more trees to be planted in other parts of Sugar House to balance it out. Not just a patch of trees but trees that are spread out and can make our city appear to be an "Urban Jungle." Thank you for considering my ideas, and I look forward to seeing what happens with the proposed changes that are coming to Sugar House.

Name not shown outside Salt Lake City

October 31, 2012, 4:57 PM

I am concerned about narrowing Highland down to 3 lanes. I often take Highland to avoid 13th and the insane congestion by the on ramp to I-80. It already gets backed up sometimes and I can't imagine it going from 4 lanes to 3 without a lot of traffic problems. I also often commute by bike in the area, and I would not feel any safer on a 3 lane Highland with lots of backed up traffic and very narrow lanes adjacent to the bike lane. That just doesn't make sense to me. I still wouldn't use that route.

1 Supporter

Name not shown in District 7

October 31, 2012, 1:18 PM

Eliminating the Right turn Lane and the on street parking by the Sugarhouse monument is a very bad idea. With the increased shops along the street with the Mechem and Granite projects the 2100 so street right turn lane is very necessary. The traffic back up would cause unacceptable delays on 2100 south as shown on the traffic study. As stated eastbound traffic would back up on 2100 south from the light on 1100 east back to the Subway building at 950 East! Eliminating on street parking makes no sense, shops and retail stores need this access and parking convenience. It is not a good idea to reduce parking when retail space is increasing. A beter solution for the monument is to raise the drive area to the sidewalk elevation, this will incorporate the drive area into the monument plaza design, slowing down traffic and keeping the parking and right turn lane.

2 Supporters

Lynne Olson in District 7

October 31, 2012, 1:10 PM

I am very pleased with the recommendations of the SH Circulation Plan. There have always been people walking and biking amid the auto traffic in downtown Sugar House, but when this plan is implemented, we will all feel safer. I expect thousands of newcomers to move into the district in the next few years to live and work. With these improvements to mobility, they will be able to shop and recreate without using their cars for every trip.

I seldom have to leave Sugar House to shop, and once the empty storefronts and vacant lots are filled, I will have even more choices of ways to spend my time and money. What's more, I find that a leisurely walk to the stores and services in Sugar House is the best, and least costly, sort of therapy for my aching knees.

I'm especially excited for the summer and holiday activities that will be possible on the Plaza when it is expanded. Breaking up the Granite block with new walkways and a shortcut from the streetcar

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station to the bus stop will deliver many more customers to the businesses on that block, and that will be a benefit to the whole district.

1 Supporter

Richard Middleton in District 3

October 30, 2012, 9:42 PM

I grew up in Europe, during WWII, in a culture where we all cycled - to school, to shop, everywhere. I would love to be able to cycle now, but my knees are shot, and my wife can hardly walk. So we need a car to get around. Sadly, it looks as though Sugarhouse, on the mayor's new road diet, will be somewhere else that we will have to avoid. Does the mayor really believe that an area can be vital and commercially successful if it is designed to cater primarily to cyclists? (And - this is a point which applies generally, not just to Sugarhouse - when, if ever, will the mayor stop pandering to cyclists and require them to comply with the rules of the road? At present, I dread being involved in a serious accident with a cyclist; it will be small consolation to know that the cyclist was riding very fast, on the wrong side of the road, ignoring traffic signals, and without lights.)

1 Supporter

Name not shown in District 6

October 30, 2012, 10:47 AM

I support a walkable, bikable sugarhouse and have made a conscious choice to raise my family here. Many comments suggest that the changes proposed will discourage shoppers, but as a former resident of Sandy (Fort Union) area, I am fine with encouraging the type of businesses and patrons that frequent and value walkable communities. If you choose to drive, which of course I do quite often, plan ahead and work with the traffic.

2 Supporters

Archie Phillips in District 5

October 29, 2012, 1:59 PM

This all looks very exciting, bringing Sugarhouse into contemporary planning concepts. One thing I noticed missing though is the 3rd East buffered bike lanes that Salt Lake is currently exploring. This should be the norm for all streets with parking and bike lanes.

4 Supporters

Name not shown in District 5

October 29, 2012, 2:03 AM

This proposal is idiotic. I live in Sugar House and this is the best plan I've yet seen for destroying it, bankrupting the few small businesses you haven't already chased out of the area, making traffic even more nightmarish than it already is, and destroying what's left of the quality of life here.

Bicycles do not belong on 21st S or Highland Drive. Traffic "diet" is just another word for "increased traffic jams". No one is going to come to Sugar House to shop, eat, or engage in recreation if they're

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stuck in interminable traffic jams, have to dodge irresponsible bike riders on major arteries, and have no place to park once they arrive. (I'm not against bike riding - but I do it on safer side streets, not on major arteries.)

And then there's government's favorite activity - stealing property from private property owners, which is inexcusable.

Clearly no thought was given to the disabled, elderly, parents with small children, or those who otherwise need a car to go shopping, see doctors, go to work, and otherwise manage their daily lives. Apparently the only people who count in this city are people in their 20s who bike everywhere whether it's 10 degrees and snowing or 110 degrees, and dogs. The rest of us just don't make the grade.

Instead of looking for ways to make traffic worse, maybe you could get a refund from these so-called "experts" and hire consultants to look at improving traffic flow, increasing parking, and making Sugar House more business and people friendly.

3 Supporters

Name not shown in District 7

October 27, 2012, 9:22 PM

30 years ago, I rode my bike everywhere. But I, along with the rest of the population, am now 30 years older; and I am very thankful I have my Prius to drive anywhere I want to go. I cringe when I see people riding bikes on 21st South and other major streets, and I wonder why they don't do as I did--take back streets to avoid the high traffic areas? Then let the cars have the main roads--all the lovely lanes. So, go ahead and close the left turn street off of 21st South onto 11th East, but I don't know how many pedestrians are going to walk out into the middle of the island to visit or whatever you think they are going to do there. And as far as crazy traffic, the worst area in Sugarhouse is on 13th East between 21st South and the freeway entrance, as the traffic turning onto 13th East from 21st South tries to cross three lanes of traffic and merge all the way to the right in a very short distance in order to turn onto the freeway. I'm still trying to figure out why they didn't leave the entrance ramp alongside the exit ramp on the east side of 13th East, where they temporarily moved it during the bridge reconstruction. Traffic was amazingly smooth there, as the two left turn lanes stayed in the left lanes and turned onto the freeway. I say, move the freeway entrance back across the street.

3 Supporters

Thomas Tischner in District 5

October 26, 2012, 11:13 PM

I think you so called planners have finally lost your minds! SPEND, SPEND, SPEND. I knew as soon as you got your cute little trolley you would destroy everything around it at ever more taxpayer expense. The entire plan is a disaster and should be scrapped! You seem to think everyone is falling over

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backwards to hop on a bike or spend hours on your pitiful excuse for mass transit instead a few minutes in a car to run errands and do a little shopping. I am already avoiding downtown and now you want to turn Sugar House into another cutesy eco-yuppie giant park. If you're trying to drive shoppers out of SLC you are right on track. Becker and his council clones are in dire need of replacement next time around, preferably with people who have some idea of how to manage a city.

6 Supporters

Phil Mattingly in District 6

October 26, 2012, 9:26 PM

If there is anything we have learned from these publications to the public seeking the public's opinion is that the mayor and council have already decided what is 'best' for the taxpayers who suffer their liberal progressive agenda.

Remember the rezoning of the Parley's Kmart that they voted against and the public overwhelming voted for it 2 1/2 : 1?

Putting streets on a diet is a favorite menu of Comrade Becker. You drive along a wide, well designed 4 lane road now and all of a sudden all of the traffic has to merge into two lanes and the traffic flow stalls....imagine that! What a surprise! Who would have thought that it leads to less efficient traffic flow by eliminating traffic lanes?

And did anyone ever tell Becker and his merry council members that it snows for almost 6 months of a year and no one can ride a bike in his cute bike lanes without chains on? Or with the normal aging of the population, this group will never get on a bike and will only drive to the store? But of course, progressive liberals always know what is best for us....or think they do anyway.

I vote to toss the whole idea and get a refund from the firm that did the study and plant some nice trees with the money.

7 Supporters

Robert Barth in District 4

October 26, 2012, 7:04 PM

I live in the 9th and 9th neighborhood and go to or through Sugarhouse many times a week. I agree with almost all the proposals for Sugarhouse described in the Plan. I am wondering, though, if the City has considered the longer-term consequences of its proposed improvements? It seems to me that most all of the ideas in the Plan will increase the values of real estate, improve the "livability" of the district, enhance the physical attractiveness of the area in general, and the improve quality of life for those who live and work there. However, these improvements will likely make Sugarhouse a very attractive target for more big-box developments including asphalt-hungry shopping centers, out-of-area or out-of-state business owners (such as franchises and chain stores/restaurants) and other "profit at any cost" enterprises. Is the City willing to take an aggressive stance, such as other cities have done with their most attractive neighborhoods, to prevent the exploitation and damage that these

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types of businesses and activities can inflict on a neighborhood or small business district? The 9th and 9th neighborhood has been successful in this but it hasn't been without a fight. After the Plan is complete, is the City willing to help protect Sugarhouse from its own success, or will the residents and local business owners be left on their own to fight off the predators?

2 Supporters

John Hewes in District 2

October 26, 2012, 6:47 PM

It's exciting to see Salt Lake City taking the lead in establishing new transit corridors and new communities within our city. I support the plan for Sugar House.

4 Supporters

Name not shown in District 6

October 26, 2012, 5:04 PM

I really like the road diet to Highland to provide a bicycle lane. I also am really intrigued by the idea of a raised roadway. I think that both of these used in combination could create a really interesting and vibrant plaza feel, rather than a speed way for cars getting from point A to point B. I also love the idea of the Monument Plaza and taking away the right turn lane at Highland and 21st South.

I also like the idea of giving 21st South a road diet and adding a bike lane between 13th and 17th East. I ride this section often and have felt for a long time that it would be a perfect location for a bike lane. There is no need for a third lane in the East bound direction and the road could easily be reconfigured to provide a safe mode of transit for bicyclists.

I can understand people being angry about sacrificing vehicle lanes for bicycle lanes and the argument that once again bikes are taking over another area of Salt Lake. I would agree with these arguments if only there were any safe way to travel on a bicycle through Sugarhouse, which I feel that there are not. I often avoid the Sugarhouse area simply because I feel that it is by far the most unsafe area to travel on a bicycle in Salt Lake City. Any improvement to bicycle infrastructure in this area is extremely needed, especially considering the area is very dangerous for bicyclists and there is no safe transit options for individuals on bicycles.

2 Supporters

Name not shown in District 6

October 26, 2012, 12:33 PM

So the plan is for continuing higher-density development paired with increased bottle-necking and constriction of roadways. Sugarhouse is already a noisy congested mess and this plan will certainly make it more so. I find the idea of bottle-necking 21st south especially bizarre. If we want it to become a parking lot like 13th east has become then this plan is definitely the way to go.

I happen to love bike-riding, but please face the reality that most people will not choose or be capable

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

of riding a bike everywhere. Consider how many bike riders you see out there are like me and do it for recreation only; we cannot commute or go shopping with our bicycles. I avoid heavily congested areas even with bike lanes because congestion is undesirable. It is more polluting, causes more frustration, and is less safe. Bottle-necking the streets makes zero sense.

11 Supporters

James Braginton outside Salt Lake City

October 26, 2012, 12:23 PM

Sounds excellent. I might move to Salt Lake City. Specifically, maybe to the Sugar House area if this is implemented. :-)

2 Supporters

Name not shown in District 4

October 26, 2012, 12:15 PM

The proposed Sugarhouse redevelopment has Ralph Becker written all over it - Give Everything You Can to Bicycle Riders and ignor everyone else.

The proposals favor and promote pedestrian walkways and bicycle lanes. The proposals ignore the elderly and the disabled - are they not welcome in the new Sugarhouse?

The existing streets, 2100 South and Highland Drive are already too small for the volume of traffic and taking traffic lanes for bicycles is ridiculous.

It is glaring obvious that the stakeholders did not include representatives to present the needs of the elderly and the disabled. A walking-biking area leaves many of us out in the cold.

The plans are flawed and I suggest that they be scrapped and you start over and consider everyone and not just a select few. The best idea is to keep Ralph Becker out of the project all together, this guy is one sided and could care less about anything else.

4 Supporters

Name not shown in District 6

October 26, 2012, 11:54 AM

As usual, the overall importance of Sugar House has been blown way beyond proportion, and any sense of closure - end plan - is still far away.

When my family initially moved into the area in the early 1950's, Sugar House was a delightful area as it remained for quite some time. Looking back the beginning of the end occurred with the closure of Keith O'Brien's (anchor) department store, and other stores along Simpson Avenue, exacerbated by the closure of another street to make way for Shopko (which I like), and the reconfiguration of the area, which, in turn, caused the other familiar stores along Simpson to close--Oco, Penney's, etc.,

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

some as part of a national closure--Woolworth's.

While the new developments including the Commons cleaned up the east side of Highland Drive, most stores, with the exception of Barnes and Noble are not ones where I shop, and the parking is a nightmare. I try to avoid Sugar House proper altogether, especially after the delay caused by the new 'Sugar Housians' as I refer to them that celebrate 'local' at all costs as manifested by the squealing and protesting of Craig Mecham's plan to clean up and improve the west side of Highland Drive.

That attitude, reflective of the new 'Sugar Housians'--all of them planner/architect wanna be's heavily involved in this process disgust me as does the preference given Westminster College development at the expense of other developers.

As other malls and shopping areas closed, including the Cottonwood Mall, particularly the closures of both ZCMI and Penney's, my shopping habits changed. The outlet stores at the Brickyard and Steinmart at Foothill Village (despite its own parking nightmares) have become my new shopping go to's--both about 10 minutes away, the former available by circumventing Sugar House, especially the 1300 East area, entirely.

So have at it folks--eliminate cars in lieu of streetcars, buses, shuttles, walking etc. and showcase local, yada, yada, yada--Sugar House died for me a long time ago.

3 Supporters

Matthew Kirkegaard in District 6

October 26, 2012, 11:12 AM

This is great. Finally, the city is realizing what amazing potential Sugar House has. I fully support this plan for Sugar House and can't wait to see it implemented. Salt Lake is well on its way to becoming a great American city and one on the cutting edge of urbanism. It is not an exaggeration to call this plan visionary, especially considering the sad state of Sugar House today.

3 Supporters

Name not shown in District 4

October 26, 2012, 11:12 AM

I support the recommendations listed completely. In particular, complete streets and the plaza. However, I am surprised at the lack of future streetcar vision. How will any extension of the new line figure into this plan?

2 Supporters

Patrick Burns in District 7

October 26, 2012, 11:03 AM

If you create a public plaza at the Sugar House Monument (which i am in favor) then put a trolley stop right through the center of it, you will lose the opportunity to use the plaza for the special events that

Sugar House Circulation and Streetscape Plan

What are your opinions of the draft "Circulation and Streetscape Amenities Plan for the Sugar House Business District"?

All Participants around Salt Lake City

are outlined in this draft. I like the idea of the trolley going to the plaza, I like the idea of a larger 'gathering place' for community events etc., but having the trolley run right through the center makes any event difficult at best, and you just took a large amount of the pedestrian biking access away. Plus, it seems that people in this state have a very difficult time understanding that they need to stay out of the way of a train coming in their direction...trolley onto the Plaza becomes a larger safety issue.

3 Supporters

Hugh Johnson in District 7

October 26, 2012, 10:24 AM

Why do we need more bike lanes? Bicyclists never ride between the lines of the ones they already have, constantly break traffic laws and do not respect traffic signals and signs, the poor dears are so downtrodden and disadvantaged, we really need to inconvenience everyone else so they can obstruct traffic on an even larger scale. Sugarhouse used to be a great place to live, but not anymore, Can't wait to put this god forsaken town in my rear view mirror.

7 Supporters

Amy Barry in District 7

October 25, 2012, 8:02 AM

I fully support closing the right hand turn road found at monument plaza. The community/neighborhood would benefit by having a true pedestrian plaza and it cannot exist with the road configured there. It was a left over design and the radius is not such that requires drivers to slow down to make the turn and, believe me they don't. People race through there without regard to pedestrians. Closing that road will change the dynamic to such that pedestrians could actually enjoy an outside area. Based on the calculations in the circulation plan the additional wait to turn right would not be excessive at all. The lose of those 18 parking stalls is also inconsequential as the majority of them do not cycle throughout the day as parking for patrons. Employees of nearby buildings end up parking there for the entire day and I believe we have more to gain with a pedestrian plaza vs. 18 parking stalls.

Additionally, I would like to advocate for a closer study of a road diet along 2100 S, specifically between 1100 E - 700 E (some of that is outside the circulation plan area). The draft plan seems to dismiss the idea based on the ADT numbers, however similar conditions existed for the road diet along 1300 E just north of 2100 S and continue to operate at levels above 20,000. With all the current and new developments along this section of 2100 S we create traffic hazards and unsafe pedestrian conditions when vehicles want to turn left and everyone queues up behind them. Having a dedicated turning lane would help move traffic and allow more visibility of pedestrian in crosswalks.

4 Supporters



PRATT Board of Directors

Juan Arce-Larreta
Chair

Ken Jones
Government Relations

Brandon Dalton
Project Coordination

Gary Peterson
Secretary

Suzanne Weaver
Treasurer

Dan Bergenthal

Walt Gilmore

Sharen Hauri

Scott L. Kisling

Jonathan Meakin

Megan Sebring

Nate Williams

Brett Mooney

Parley's Rails, Trails and Tunnels Coalition

P.O. Box 520308
Salt Lake City, UT 84152-0308
www.parleystail.org

Dear Planning Commissioners;

The Board of Parley's Rails, Trails and Tunnels (PRATT) Coalition is in favor of the recommendations made in the draft Circulation and Streetscape Amenities Plan for the Sugar House Business District as it relates to Parley's Trail and the Jordan and Salt Lake Canal Trail. Specifically, but not exclusively, we are in favor of:

- Connection of both Parley's and the Jordan and SL Canal Trails at the terminus of Phase One of the streetcar at Sugarmont Ave. and McClelland St. and the installation of pedestrian and bicycle amenities there.
- Division of large blocks into smaller blocks, to disperse traffic amongst several streets, making each street easier for a pedestrian to cross and more pleasant for walking or having a conversation. Public access easements should be established to allow pedestrian access through the blocks as shown in Figure 4.4-1 of the Plan. Pedestrian, bicycle, vehicular and trail connections should be clearly defined and signed throughout.
- Alignment of Parley's Trail as shown in section 5.9.M of the Plan. We feel this alignment offers the greatest opportunity for future development to embrace the trail and incorporate it on private property, at their expense, as a means to attract and accommodate pedestrian and bicycle traffic into the development.
- Two-way bicycle path separated from motorized traffic between McClelland and 2100 South as suggested in section 5.6.I, as part of the Jordan and Salt Lake Canal Trail.

We feel that with the recent passage of Salt Lake County Proposition 1, which funds Parley's Trail development, and with the current and near-term future development occurring in the Business District, time is of the essence in getting this Plan adopted. The difficulty in creating safe and usable trail alignment through this urban area increases with each new development project, because of the way they permanently limit the alignment options.

Thank you for your support,

Maloy, Michael

From: george chapman [gechapman2@gmail.com]
Sent: Monday, April 01, 2013 5:16 PM
To: Maloy, Michael
Subject: comments on Draft Circ/Amen Plan for Apr 10 Planning Comm.

Follow Up Flag: Follow up
Flag Status: Flagged

These are my comments on the Draft Circulation and Amenities Plan scheduled to be heard in front of the Apr 10 Planning Commission. I recommend that the Plan not be approved because it increases air pollution and the streetcar route can significantly affect the plans.

Acting on these plans without a final future streetcar route could waste a lot of money.

AIR POLLUTION INCREASES

Air pollution significantly increases by closing the right hand turn lane on Monument Plaza. The backup noted on the next to last page (backup two blocks) is not minor. The Monument Plaza should not be closed until a solution is provided that does not increase air pollution. In addition, putting raised crosswalks on Highland and McClelland creates a rolling stop and increases vehicle pollution (stop and go). There should be no road diets on Highland or 21st S.

until the problems on 13th E. (buses stop all traffic when they pick up passengers) are solved.

WIDER SIDEWALKS

Complete Streets standards (8-15 ft) should be inserted into all new construction standards to encourage pedestrians. The present Sugar House Master Plan allows 60 ft buildings next to a 4 ft sidewalk.

That does not encourage walking and biking.

HOMELESS

There is a significant homeless problem in the area due to the large parks and liquor store. Besides solving the homeless problem in the area, an increased visible police presence is important to encourage walking in the area.

THIS IS NOT DISNEYLAND

A "pedestrian-first policy" makes it sound like Disneyland. SLC is not Disneyland or Liberty Park. It is possible to create a balanced and safe plan with vehicles and bicyclists and pedestrians sharing the area. Left hand turns (much more dangerous to pedestrians) should be discouraged except at lights. On street parking should be eliminated to provide a safer lane for bicyclists.

PARKING PLAN

Parking is already a problem in the area and to protect single family homes in the area and businesses, a parking plan is required. All construction should not cannibalize on street parking or discourage pedestrians.

DROPOFF AREA

Assuming that people in the area will be willing to walk 15 minutes to mass transit is naive. Dropoff and pickup areas for taxis, shuttles and vehicles should be provided. That would encourage pedestrian activity.

EASY AND CHEAP SOLUTIONS NOW

Taking out all on street Highland Dr. parking would help eliminate backups at left hand turns and decrease air pollution. A visible police presence can be immediately provided by having a police banner and kiosk at the SLC Fire Station on Sugarmont.

I recommend that the Planning Commission send this Draft back to staff for resolution of the problems. In addition, the plan's vote should wait until the streetcar future routing is voted on by the City Council. This plan does not meet good environmental and financial and people sustainability standards.

I'd appreciate it if you included this information/my comments in your staff report.

George Chapman
1186 S. 11th E.
SLC, UT 84105
801 867 7071

Attachment G – Department Comments



Department Comments

PLNPCM2012-00799

Date	Task/Inspection	Status/Result	Action By	Comments
11/7/2012	Community Council Review	Complete	Maloy, Michael	<p>Sugar House Community Council voted and approved the following statement:</p> <p>We support the adoption of the Circulation and Streetscape Plan:</p> <ol style="list-style-type: none"> 1. The Parley's Trail Short-Term and Long-Term Preferred Alignment 2. The Jordan and Salt Lake City Canal Trail Preferred Alignment 3. The Dividing Larger Blocks component of the Sugar House Business District Circulation Plan 4. Closure of the Plaza Bypass Street (Right-turn street)
12/14/2012	Engineering Review	Complete	Weiler, Scott	<p>Sugarhouse Crossing and 2100 Sugarhouse are already under construction and yet will incorporate the new sidewalk style (colored concrete and charcoal colored pavers mixed with gray concrete) being adopted by RDA (using CRSA) for all of Sugarhouse. The 2100 Sugarhouse project (Granite Furniture remodel), is installing sidewalk this week to be consistent with the new style. Without knowing for sure whether street car will have a station at the monument plaza (2100 South/Highland Drive), we are trying to incorporate the ideas presented in the report into our decisions regarding utility and streetscape design for these two projects. Other projects, such as Wilmington Gardens and Liberty Village, have been reviewed by various city staff but are not yet under construction. With Wilmington Gardens, I will need to look at asking the developer's designer to revise its sidewalk to be consistent with the new style. Liberty Village already has the new style incorporated into its design because CRSA was involved as one of the consultants.</p>
12/20/2012	Parks Review	Complete	Fleming, Brandon	<p>Recommend approval with comments as noted within December 12, 2012 e-mail delivered to Michael Maloy, Principal Planner, in the Salt Lake City Planning Division.</p> <p>Brandon Fleming Office Facilitator/GIS Coordinator Salt Lake City Parks & Public Lands</p>
12/21/2012	Public Utility Review	Complete	Stewart, Brad	<p>While SLC Public Utilities has little to say concerning the surface treatments and uses of roadways and pedestrian ways it should be noted that any change to ROW width, alignment, or elevation of the pavement will affect drainage and the underground utilities. The costs of relocating water, sewer, storm water and other systems should always be included as part of scoping and pricing of potential projects. SLC Public Utilities is available to help identify specific concerns and solutions. Of particular interest (and potentially expensive) is making modifications that effect the Jordan Salt Lake Canal system that goes</p>

				<p>through the heart of Sugar House and under the island at 2100 S and Highland.</p> <p>Another comment outside of a utilities bailiwick – do you really want to show a 0 headway during times of no bus service?</p> <p>Thank you for including us in the review. We look forward to working with the Planning Department and developers as changes are made.</p> <p>Brad Stewart Development Engineer</p>
1/3/2013	Transportation Review	Complete	Walsh, Barry	<p>November 28, 2012</p> <p>I am not familiar with these projects and have not been involved in their development. In talking with Kevin Young, He indicated that transportation review comments have been sent directly to Fehr & Peers for the "Sugar House Circulation Plan". We have not received response to those comments to date.</p> <p>As for the " Jordan & Salt Lake Canal Trail Plan", I have forwarded this to Dan Bergenthal. Hopefully He is aware and has been involved in it development.</p> <p>Please add - Kevin Young, Dan Bergenthal, and Julianne Sabula to your E-mail list.</p> <p>Sincerely, Barry Walsh</p>
1/17/2013	Fire Code Review	Complete	Itchon, Ted	

Parks and Public Lands Circulation and Streetscape Amenities Notes

Page	Item	Suggestion
All Maps		Add Hidden Hollow and Elizabeth Sherman Parks
Regional Map		Label all parks
5		Add Hidden Hollow and Elizabeth Sherman Parks to within one mile of study area to bullet points
19	1	add 'pedestrian environment including radiant sidewalks to promote an all-season walkable community'
19	9	add 'and a diversity of tree species'
21	Existing Conditions	add 'festivals enhanced by the islands existing flowering and water-wise trees'.
25	Existing Conditions	take out "the" in front of Hidden Hollow.
27	Last Sentence	add 'could be added plus vegetation to the new realignment....'
30	Tech Constraints	add 'Removal of public and private property trees.'
31	Existing Conditions	add 'four-lane arterial lined with mature street trees.'
32	Relation to Goals	add 'Protects existing trees.'
35	Existing Conditions	add 'of blocks with established street trees...'
37	Relation to Goals	add 'Protects existing trees.'
38	1	add 'tree-canopied' and comfortable'
38	7 th bullet point	Unite parks, recreation areas, and open spaces with the trail system...
40	Widen road/sidewalk	add 'remove established trees.
42	Parley's Trail	add between " Fairmont park and " the Fairmont Aquatic Center
45		add 'Provide for protection for existing trees or relocation for trees that can be transplanted.
52	5	add '....street trees in compliance with City Code 2.26.300.'
52	5.3	Possible concerns- this has to be a priority
55	8	add '...Removal, damage or failure to protect trees during construction.'
55	5.5	Possible concern- removal of trees- this should be avoided
5	Amenities and Aesthetics	take out "Besides the environmental" and place Trees in addition to and...
1	Background	add 'making it a more all-season pedestrian-oriented experience.'
1	Background	add "pedestrian-first" and its relationship to street trees when approving new developments...'
1	Concept	add '...safe, attractive, tree-canopied, and comfortable....'
3	User	add '....safe, green and accessible....'
3	Features	add '...Amenities, Aesthetics, & Ambient Air Quality and Temperature'
5	Amenities	add 'Amenities, Aesthetics. And Ambient Air Quality and Temperature
6	Spatial	add 'Tree diversity is critical to public health and sustainability of the urban forest.'

5.D MEETING AGENDA AND MINUTES
December 12, 2012
April 10, 2013

**SECONDA MENDED SALT LAKE CITY
PLANNING COMMISSION
MEETING AGENDA**

**In Room 326 of the City & County Building at 451 South State Street
Wednesday, December 12, 2012, at 5:30 p.m.**

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in the Room 126 of the City and County Building.

A WORK SESSION is not scheduled for this meeting

The regular meeting will start at 5:30 p.m. in Room 326

APPROVAL OF MINUTES FOR NOVEMBER 28, 2012

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

Briefing

1. **PLN2012-00799 Circulation and Streetscape Amenities Plan** – A request by Mayor Ralph Becker, in behalf of Salt Lake City, requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District. (Staff contact: Michael Maloy at 801.535.7118 or michael.maloy@slcgov.com).

PUBLIC HEARING(S)

Administrative Matters

2. **PLNPCM2012-00726 The Front Climbing Club Additional Building Height Conditional Use**- A request by The Front Climbing Club, represented by Dustin Buckthal, for a Conditional Use for additional building height in order to accommodate the construction of a tall climbing wall at approximately 1460 S 400 West . The request is for an additional 30 feet, for a total of 90 feet of height. The subject property is located in the CG (General Commercial) zoning district and is located in Council District 5, represented by Jill Remington Love.(Staff Contact: Daniel Echeverria at 801-535-7165 or daniel.echeverria@slcgov.com).
3. **Petitions PLNPCM2012-00608, PLNPCM2012-00609, PLNSUB2012-00607, and PLNPCM2012-00610 Liberty Heights Fresh** - A request by Steven R. [REDACTED] for an amendment, zoning map amendment, preliminary subdivision amendment and a conditional [REDACTED] review for a mixed commercial and residential project located at approximately 1290 South 1100 East. The subject property is zoned R-1/7,000 (Single-Family Residential District) and is located in City Council District 5 represented by Jill Remington Love. (Staff contact: Ray Milliner at (801) 535-7645 or ray.milliner@slcgov.com).
4. **PLNPCM2012-00785 Salt Lake City Employee Medical Clinic Conditional Use** - A request by Salt Lake City Corporation and PEHP for conditional use approval for a proposed medical clinic to be included in the existing office building located at 230 South 500 East. The clinic would be located on the 5th floor of the building, which is located in the RO (Residential Office) zoning district and is located in Council District 4, represented by Luke Garrott (Staff contact: Casey Stewart at (801) 535-6260 or casey.stewart@slcgov.com)

Legislative Matters

5. **PLNPCM2012-00360 700 South to 900 South 700 East to 900 East Rezone** - A petition initiated by the Salt Lake City Council to rezone Approximately 189 Properties Between 700 South and 900 South and 700 East and 900 East.
 - Existing residential properties proposed to be rezoned from Low Density and Moderate Density Multi-Family residential (RMF-30 and RMF-35) to Single and Two Family Residential (R-2).
 - Existing Commercial Properties at 679 East 900 South and 705 East 900 South proposed to be rezoned from Low Density Multi-Family Residential (RMF-30) to Neighborhood Commercial (CN).

- Existing Commercial Properties at 801 South 800 East and 774 East 800 South proposed to be rezoned from Low Density Multi-Family Residential (RMF-30) to Small Neighborhood Business (SNB). The properties are located in Council District 4, represented by Luke Garrott.

(Staff contact: Ray Milliner at ray.milliner@slcgov.com or 801-535-7645).

Unfinished Business

8. **PLNPCM2011-00640 Form Based Code for West Temple Gateway** - The Salt Lake City Planning Commission will consider a petition submitted by Mayor Ralph Becker to amend the Salt Lake City Zoning Title and Map from D-2 Downtown Support District and RMF-75 High Density Multi-Family Residential District to FB-UN1 and FB-UN2 Form Based Urban Neighborhood District for properties located approximately between 700 South Street and Fayette Avenue (975 South), and between West Temple Street and 300 West Street. The purpose of the zoning amendment is to ensure future development will enhance residential neighborhoods and encourage compatible commercial development in compliance with the City Master Plan. Related provisions of Title 21A Zoning may also be amended as part of this petition. The subject properties are located in Council District 4, represented by Luke Garrott, and Council District 5, represented by Jill Remington Love. (Staff contact: Michael Maloy at (801) 535-7118 or michael.maloy@slcgov.com)
9. **TMTL2012-00013 Community Based Organizations** - A request by Mayor Becker for an amendment to the Salt Lake City Code. The purpose of this revision is to create a framework by which the people of the City may effectively organize into community associations representing a geographic neighborhood or area, or area of interest, and use this as one way to participate in civic affairs and improve the livability and character of the city and its neighborhoods. The amendment will affect sections 2.60 and 2.62 of the Salt Lake City Code. Related provisions of Title 21A- Zoning referencing sections 2.60 and 2.62 may also be amended as part of this petition. (Staff contact: Nole Walkingshaw at (801) 535-7128 or nole.walkingshaw@slcgov.com)

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com/CED/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance of the hearing in order to attend. Accommodations may include alternate formats, interpreters and other auxiliary aids. This is an accessible facility. For questions, requests or additional information, please contact the Salt Lake City Planning Office at: 801-535-7757/TDD 801-535-6220.

Appeal of Planning Commission Decision- Any person adversely affected by a final decision of the planning commission may appeal the decision by filing a written appeal with the appeals hearing officer within ten (10) calendar days following the date on which a record of decision is issued.

SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, December 12, 2012

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:33:10 PM](#) . Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Michael Gallegos; Vice Chair Emily Drown; Commissioners Bernardo Flores-Sahagun, Michael Fife, Clark Ruttinger, Marie Taylor and Mary Woodhead. Commissioners Lisa Adams, Angela Dean and Matthew Wirthlin were excused.

Planning Staff members present at the meeting were: Eric Shaw, CED Director; Wilford Sommerkorn, Planning Director; Nick Norris, Planning Manager; Nole Walkingshaw, Program Manager; Nick Britton, Senior Planner; Casey Stewart, Senior Planner, Michael Maloy, Principal Planner; Ray Milliner, Principal Planner; Daniel Echeverria, Associate Planner and Michelle Moeller, Senior Secretary.

FIELD TRIP NOTES:

A field trip was held prior to the work session. Planning Commissioners present were: Chairperson Michael Gallegos; Commissioners Michael Fife, Bernardo Flores-Sahagun, Clark Ruttinger and Mary Woodhead. Staff members in attendance were Nick Norris Daniel Echeverria and Ray Milliner.

The following locations were visited:

- 700 South and 900 South- Staff gave an overview of the proposal. The Commissioners asked if the proposal prevented duplexes. Staff stated lot size determined what could be built, but most lots would not be large enough for duplexes to be constructed.
- West Temple Gateway- Staff identified the driveway, access and use issues.
- Climbing Wall- Staff gave overview of proposal.

APPROVAL OF THE MINUTES FROM THE November 28, 2012 MEETING

MOTION [5:34:15 PM](#)

Commissioner Fife made a motion to approve the November 28, 2012 minutes. Commissioner Drown seconded the motion. Commissioners Taylor, Woodhead and Flores-Sahagun abstained. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:34:52 PM](#)

Chairperson Gallegos stated this was the last meeting of the Planning Commission for the year and wished everyone a happy holiday season. He stated the City Council also held their last meeting for the year on December 11, and asked Mr. Sommerkorn to report on any items that were approved or reviewed by the Council.

Mr. Wilford Sommerkorn, Planning Director, stated the City Council approved the Design Guidelines for the Historic Districts which included the residential, commercial and sign guidelines. He stated the City Council had approved additional areas in the TSA zoning as well as the Signature Books rezone.

Vice Chairperson Drown stated she had nothing to report at this time.

REPORT OF THE DIRECTOR [5:36:15 PM](#)

Mr. Wilford, Sommerkorn, Planning Director, stated there were a couple of items previously approved that needed some changes made. He stated there was also a previously approved plan development being modified that Staff wanted to make the Commission aware of. Mr. Sommerkorn asked Mr. Britton and Mr. Joyce to present the subject items.

Mr. Nick Britton, Senior Planner reviewed the wording that needed to be changed in the Parking and Transportation Demand Management ordinance as outlined in the memo given to the Commissioners (located in the case file). He stated the current language would correct the language to be in line with what was intended by the ordinance in the beginning.

The Commissioners stated they understood the proposed changes and the intent of the language.

Mr. Everett Joyce, Senior Planner, reviewed the approved Plan Development for Rowland Hall and explained the three phases of the project. He stated Rowland Hall had requested a temporary use in Phase two and three which would consist of another soccer field and a parking lot both of which are allowed in the ordinance. Mr. Joyce stated the soccer field and the parking lot would be in place until the Applicant was ready to start the second

phase of building the gymnasium. He stated the temporary use would be limited to five years at which time the project would be reviewed and re-evaluated.

Mr. Sommerkorn stated the phase two and three areas were shown as grass in the approved petition therefore, their request was not largely changing the proposal and fit within the minor modification provision of the ordinance.

The Commissioners asked about parking in the area and if it would increase the traffic for the neighborhood.

Staff explained the proposed parking lot would alleviate some of the parking that was currently on the street.

The Commission and Staff discussed the parking arrangements for Rowland Hall and how parking would be accommodated after the gym was constructed.

Mr. Sommerkorn reviewed the request by the City Council for Staff to redesign the Master Planning Process and stated Staff had been working diligently on it. He stated Staff would be sending items to the Commission for their comment via email. Mr. Sommerkorn stated a briefing was scheduled for January 8, and asked the Commission to send their comments to Staff prior to this meeting.

Mr. Nick Norris, Planning Manager stated there would be an open house tomorrow December 13, at the City Library to view a short film regarding the changes to downtown and also provide an opportunity for citizens to tell their downtown story. He explained a video log was being created to help establish what the communities' values were for downtown.

The Commission asked if the film was available for public view other than at the Open House.

Staff stated individuals would need to check with KUED for availability.

BRIEFING [5:47:46 PM](#)

[PLN2012-00799 Circulation and Streetscape Amenities Plan](#) – A request by Mayor Ralph Becker, in behalf of Salt Lake City, requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District. (Staff contact: Michael Maloy at 801.535.7118 or michael.maloy@slcgov.com).

Mr. Michael Maloy, Principal Planner reviewed the purpose for the proposal and turned the time over to Ms. Hutchinson for a presentation. He stated the proposal would be brought back to the Commission at a later date for approval.

Ms. Robin Hutchinson, Director of Transportation, introduced Mr. John Nepsted, Consultant and Mr. Ed Butterfield, RDA. She reviewed the circulation and Streetscape plan as outlined in the Staff Report (located in the case file).

The Commissioners asked questions regarding how the pedestrian first policy was addressed in the proposal.

Ms. Hutchinson reviewed the recommendations that improved the pedestrian environment in a number of locations.

The Commission and Ms. Hutchinson discussed the effects to the business on 2100 South and if bicycle lanes would be added to the Sugarhouse business district.

The Commission asked when the proposal would be brought before them for approval.

Staff stated it would most likely be at the last meeting in January.

The Commission and Ms. Hutchinson discussed if parking would be available along the street car route. Ms. Hutchinson stated parking would not be provided as the intent was to reduce single occupant vehicles.

PUBLIC HEARING [6:17:04 PM](#)

PLNPCM2012-00726 The Front Climbing Club Additional Building Height Conditional Use- A request by The Front Climbing Club, represented by Dustin Buckthal, for a Conditional Use for additional building height in order to accommodate the construction of a tall climbing wall at approximately 1460 S 400 West . The request is for an additional 30 feet, for a total of 90 feet of height. The subject property is located in the CG (General Commercial) zoning district and is located in Council District 5, represented by Jill Remington Love.(Staff Contact: Daniel Echeverria at 801-535-7165 or daniel.echeverria@slcgov.com).

Mr. Daniel Echeverria, Associate Planner reviewed the petition as outlined in the Staff Report (located in the case file). He stated it was Staff's recommendation that the Planning Commission approve the petition as presented.

The Commission asked for clarification on the language in the Staff Report that stated there would be a ninety foot climbing wall. They asked if it was a ninety foot building with a smaller wall.

Staff stated the building would enclose the climbing wall and that the Applicant could better address the height of the climbing wall. He stated the building would not be taller than ninety feet.

Mr. Dustin Buckthal, Applicant, and Mr. Rob Merrick, Architect, reviewed the height of the wall and the building and stated the building would not go over the ninety feet.

The Commission asked if there were any foreseen parking issues.

Mr. Buckthal reviewed the available parking and explained additional parking was available on site as well as street parking in the area.

Mr. Merrick stated the proposal met the parking requirements for the building size.

PUBLIC HEARING [6:22:14 PM](#)

Chairperson Gallegos opened the Public Hearing seeing there was no one present to speak for or against the petition; Chairperson Gallegos closed the Public Hearing.

DISCUSSION [6:22:32 PM](#)

The Commissioners asked about the signage allowed on the site.

Mr. Norris stated the signage regulations for the CG zoning district determine the type and size of signs allowed in the area,

MOTION [6:23:14 PM](#)

Commissioner Fife stated in regards to Conditional Use PLNPCM2012-00726, based on the findings listed in the Staff Report and the testimony given, he moved that the Planning Commission approve the proposed Conditional Use with the five conditions listed in the Staff Report. Commissioner Drown seconded the motion. The motion passed unanimously.

[6:23:55 PM](#)

PLNPCM2012-00785 Salt Lake City Employee Medical Clinic Conditional Use - A request by Salt Lake City Corporation and PEHP for conditional use approval for a proposed medical clinic to be included in the existing office building located at 230 South 500 East. The clinic would be located on the 5th floor of the building, which is located in the RO (Residential Office) zoning district and is located in Council District 4, represented by Luke Garrott (Staff contact: Casey Stewart at (801) 535-6260 or casey.stewart@slcgov.com)

Mr. Casey Stewart, Senior Planner reviewed the petition as outlined in the Staff Report (located in the case file). He stated it was Staff's recommendation that the Planning Commission approve the petition as presented

PUBLIC HEARING [6:26:38 PM](#)

Chairperson Gallegos opened the Public Hearing seeing there was no one present to speak for or against the petition; Chairperson Gallegos closed the Public Hearing.

MOTION [6:26:51 PM](#)

Commissioner Woodhead stated in regards to PLNPCM2012-00785, Conditional Use request by the Salt lake City PEHP Medical Clinic, based on the findings listed in the Staff Report and the testimony given, she moved that the Planning Commission approve the petition subject to the conditions listed in the Staff Report. Commissioner Flores-Sahagun seconded the motion. The motion passed unanimously

[6:27:43 PM](#)

PLNPCM2012-00360 700 South to 900 South 700 East to 900 East Rezone - A petition initiated by the Salt Lake City Council to rezone Approximately 189 Properties Between 700 South and 900 South and 700 East and 900 East.

- Existing residential properties proposed to be rezoned from Low Density and Moderate Density Multi-Family residential (RMF-30 and RMF-35) to Single and Two Family Residential (R-2)
- Existing Commercial Properties at 679 East 900 South and 705 East 900 South proposed to be rezoned from Low Density Multi-Family Residential (RMF-30) to Neighborhood Commercial (CN).
- Existing Commercial Properties at 801 South 800 East and 774 East 800 South proposed to be rezoned from Low Density Multi-Family Residential (RMF-30) to Small Neighborhood Business (SNB).

The properties are located in Council District 4, represented by Luke Garrott. (Staff contact: Ray Milliner at ray.milliner@slcgov.com or 801-535-7645).

Mr. Ray Milliner, Principal Planner reviewed the petition as outlined in the Staff Report (located in the case file). He stated it was Staff's recommendation that the Planning Commission forward a favorable recommendation to the City Council for petition PLNCM2012-00360.

PUBLIC HEARING [6:32:37 PM](#)

Chairperson Gallegos opened the Public Hearing

Ms. Mary Bishop, East Liberty Park Community Council, stated careful review to determine what the best zoning for each block was needed. She stated each street and property needed to be reviewed to determine what was the best use for each area.

Mr. Darryl High, Liberty Park Community Council, stated they were worried about the impacts to the residential uses in the area and how they would be protected. He stated it may impact any growth for the 9th and 9th business district and future growth for the City as well.

The Commission asked if the Community Council was proposing zoning for single family or multiple family dwellings.

Mr. High stated the Community Council debated the issue at their last meeting as there was room for improvement in the area and some of the properties could be better used if they were allowed to have multiple family dwellings.

Ms. Bishop stated there were so many different types of properties in the area and the blocks were large so it would be a benefit to look at each property as an individual before deciding what it should be zoned.

Commissioner Woodhead asked how the Community Council felt about the proposal to combine lots in order to create larger multifamily dwelling units.

Ms. Bishop stated the Community Council saw each street as an individual zoning issue that needed to be address very carefully and the zoning be flexible.

The following individuals spoke in support of the proposal: Mr. Larry Bishop

The following comments were made:

- The down zone of the general neighborhood would be good for the area and allow for more multifamily homes.
- Leave the zoning on the current multifamily homes as is.

The following individuals spoke in opposition of the proposal: Mr. Jerry Hatch, Mr. Norm Elliott, Ms. Clara McKenna, Mr. John Luker and Mr. Tosh Hatch

The following comments were made:

- Maintaining the low density residential zoning would keep the integrity of the neighborhood, keep if family orientated.
- Parking would be an issue
- Late night business traffic would fuel late activities at Liberty Park which would not be a good thing.
- Keep the home and land values intact.
- Rezoning to high density would change the character of the neighborhood.
- 705 East and 900 South zoning needs to stay low moderate density zoning.
- Proposal would be detrimental to the area.
- Traffic and late hours from the business would cause negative issues in the neighborhood.
- Rezone would be a detriment to the neighboring properties due to noise, parking and activities in the area.
- Single family residents would be better for the area

Chairperson Gallegos asked Staff to readdress the intent of the rezoning.

Mr. Milliner stated the intent was to take subject parcels and rezone them from a multi family zone and reduce them to single and two family zoning. He explained this would allow for single family or duplexes to be constructed, currently if the lot size allowed a multi family or apartment style structure could be constructed.

Chairperson Gallegos asked if this was preserving the integrity of the existing neighborhood.

Mr. Milliner stated yes, that was the intent of the proposal.

The Commission and Staff discussed the commercial zoning in the area and what the proposal would allow. It was stated that the proposal would change the zoning to

neighborhood commercial which would allow for business that would support the neighborhood such as a neighborhood grocery or other small retail type uses with a height limit of twenty five feet. Staff gave examples of other areas that are similar to this zoning.

Chairperson Gallegos closed the Public Hearing.

DISCUSSION [6:59:15 PM](#)

The Commission stated they had the following concerns:

- After listening to the Public comments it may seem that miss information was sent out.
- Changing the zoning at 705 East 900 South could have a negative effect on the neighborhood.
- What the effect would be of down zoning the housing in the area.
- There was a conflict regarding the 700 East parcels between the community council and the residents. The Council was saying that the lower density zoning on 700 East did not make sense for future use of these properties.
- Higher density residential and lower density commercial had relatively the same impact.
- Single family housing could be successful if it was close to the park.

The Commissioners and Staff discussed how and why this area was chosen for the rezone and if the City Council needed to host meetings with the public to understand the public's concerns before moving ahead with the proposed rezone. Staff stated public outreach had been done and this was the first time he had heard the request for multiple family zoning. The Commission stated they were not certain that the Community had enough information to have an informed opinion on the proposal.

Commissioner Fife stated the comments were directed to the parcel at 705 East and 900 South however, the general feeling was that the public did not want intensification of uses in the neighborhood and this proposal prevented the intensification of uses in the neighborhood.

The Commission discussed possibly tabling the proposal to better inform the public. Staff reviewed the public outreach done for the proposal and the response to the outreach. The Commission stated there was a good response to the petition and the noticing standards were met.

The Commission discussed possible motions and language that could be added to the motion to clarify what was being requested.

The Commission and Staff discussed the zoning of the parcel at 705 East and 900 South, its history and what the proposal was requesting.

MOTION [7:15:24 PM](#)

Commissioner Woodhead stated in regards to the Zoning Map Amendment PLNPCM2012-00360, She moved that the Planning Commission forward a positive recommendation for the zoning map amendment to the City Council with the exception that the property at 705 East 900 South be zoned small neighborhood business as opposed to the zoning proposed in the Staff Report. She stated the motion was based on the testimony, plans presented, and the findings written in this staff report. Commissioner Fife seconded the motion. Commissioners Fife, Ruttinger, Taylor and Woodhead voted “aye”. Commissioners Drown and Flores-Sahagun voted “nay”. The motion passed 4-2.

[7:16:45 PM](#)

PLNPCM2011-00640 Form Based Code for West Temple Gateway - The Salt Lake City Planning Commission will consider a petition submitted by Mayor Ralph Becker to amend the Salt Lake City Zoning Title and Map from D-2 Downtown Support District and RMF-75 High Density Multi-Family Residential District to FB-UN1 and FB-UN2 Form Based Urban Neighborhood District for properties located approximately between 700 South Street and Fayette Avenue (975 South), and between West Temple Street and 300 West Street. The purpose of the zoning amendment is to ensure future development will enhance residential neighborhoods and encourage compatible commercial development in compliance with the City Master Plan. Related provisions of Title 21A Zoning may also be amended as part of this petition. The subject properties are located in Council District 4, represented by Luke Garrott, and Council District 5, represented by Jill Remington Love. (Staff contact: Michael Maloy at (801) 535-7118 or michael.maloy@slcgov.com)

Mr. Michael Maloy, Principal Planner reviewed the petition as outlined in the Staff Report (located in the case file). He stated it was Staff’s recommendation that the Planning Commission forward a favorable recommendation to the City Council for petition PLNPM2011-00640.

The Commission asked Staff to review the comments from Mr. Jamison.

Mr. Maloy stated the comments were sent in a letter to the Commission regarding a number of uses that were allowed in the D2 zone that would no longer be allowed in the FBUN2 zone. He stated Mr. Jamison was requesting that those uses be reintroduced as Conditional Uses in the proposed zone.

Chairperson Gallegos stated the public hearing for this item was held on October 24, 2012, he asked the Commission for discussion regarding the vehicle access and opening up the public comment regarding vehicle access in the area.

The Commission agreed to open the public hearing.

PUBLIC HEARING [7:40:49 PM](#)

Chairperson Gallegos opened the public hearing for comments regarding vehicle access. He stated this was not the last time public comments would be heard and explained that the City Council would take public comments when this petition was heard at their meeting.

The following individuals spoke to the proposal: Mr. Paul Christensen, Mr. Will Jamison, Mr. Reid Jacobson

The following comments were made:

- Restrictions on parking and access would restrict the uses of the properties on 300 West.
- Snow removal in the alleys would be difficult.
- People in the alleys would be more dangerous than people walking on a sidewalk with a curb cut.
- There are conflicts in existence currently regarding required setbacks.
- More time needs to be spent in determining what can be done on the properties in the area.
- The narrow widths of the lot limited the ability to access properties from the alley and provide adequate off street parking
- Some parking should be required for all properties.
- Access from only the alley way was not ideal.
- Access from the street should be allowed for optimal parking and use of the property.
- Cub cuts would not be a hindrance to the pedestrian use of the area but would better serve the businesses in the area.
- Option 3 would be the most ideal option for the area

The Commission asked for clarification on option 3.

Staff reviewed Option 3 and its aspects as outlined in the petition.

Chairperson Gallegos closed the Public Hearing.

Mr. Maloy explained there would be pedestrian access to the properties on 300 West and on street parking allowing access to the businesses. He stated the reason this was an RDA exercise was to change what was there as it was not presently working. Mr. Maloy stated the goal was to create a walkable neighborhood with pedestrian friendly businesses.

Commissioner Woodhead stated she was not convinced that the proposal was optimal for 300 West as it was a vehicle friendly street. She stated the notion that people could not pull off of 300 West in to a business seemed a little bit of a stretch. Commissioner Woodhead stated this proposal would work on other streets in the neighborhood and on the interior streets but not on 300 West. She reviewed the existing business on the street, the access that was currently in place and stated requiring a new business to have different access did not seem ideal.

Audience members stated they were under the impression that the Public Hearing was still open for the proposal and asked the Commission to let them speak.

Chairperson Gallegos stated there would be a Public Hearing at the City Council meeting where further issues could be addressed.

It was asked when the City Council meeting would be held.

Mr. Sommerkorn stated the time and date of the meeting would be determined by the City Council. He stated the soonest it would be heard would be around February of 2013.

The Commissioners stated they were not ready to forward a recommendation on the proposal as there were small issues such as parking on 300 West and what Conditional Uses would be allowed in the zoning. They asked if the item should be tabled and further discussion held to clarify the concerns.

Mr. Norris stated based on what had been heard and the additional Public Comments it would be Staffs preference to hear the rest of the concerns of the public so that we can work out the issues prior to moving ahead with approval. He stated requiring alley access was a big change for the City that we may not be ready for but other options could be put in place. Mr. Norris stated 300 West as it was today would not remain as such in the future and would eventually be changed to a pedestrian orientated street.

Chairperson Gallegos stated the item was tabled for Staff to provide additional information that was requested by the Commission, it was not a continuation of the Public Hearing. He stated Staff had returned with the information however, there were still some things that needed clarification and discussion. Chairperson Gallegos asked the

Commission what they would like to do at this point, open up the Public Hearing, table the issue or make a motion to forward a favorable recommendation to the City Council.

Mr. Sommerkorn stated the individuals that did not get a chance to speak could send their comments to Michael Maloy to incorporate them into the proposal.

The Commission stated they were comfortable with opening the Public Hearing to address the additional concerns.

MOTION [8:09:34 PM](#)

Commissioner Fife made a motion to reopen the public hearing. Commissioner Taylor seconded the motion. Commissioners Taylor, Fife, Ruttinger, and Drown voted "Aye". Commissioners Woodhead and Flores-Sahagun voted "nay". The motion passed 4-2.

PUBLIC HEARING [8:10:36 PM](#)

Chairperson Gallegos opened the Public Hearing.

The following individuals spoke in opposition of the proposal: Mr. Abe Shaw, Mr. Mark Broadbent, Mr. Will Jamison and Mr. Rich Broadbent.

The following comments were made:

- The proposal was written for future development and did not take existing business owners into consideration
- Incorporate existing businesses into the plan and review what would be best
- Proposed zoning was too limited
- Food processing should be added back in as a use
- Proposal was too restricting to uses and possible business in the area
- Current uses not in the proposal need to be added as Conditional Uses
- Businesses just want to continue and possibly expand if needed

Chairperson Gallegos closed the Public Hearing.

DISCUSSION

The Commission and Staff discussed the area that was covered by the proposal.

The Commission gave the following direction to Staff:

- Add food processing back into the proposal as a use.
- Review a combination of both alley and street access.
- Review the parking availability and requirements.

MOTION [8:25:20 PM](#)

Commissioner Fife stated in regards to PLNPCM2011-00640, he moved to table the petition to a future Planning Commission meeting until a time that was determined by Staff. He stated the future meeting would not include a Public Hearing but would be to hear updates on the requested changes. Commissioner Flores-Sahagun seconded the motion. The motion passed unanimously

[8:33:49 PM](#)

TMTL2012-00013 Community Based Organizations - A request by Mayor Becker for an amendment to the Salt Lake City Code. The purpose of this revision is to create a framework by which the people of the City may effectively organize into community associations representing a geographic neighborhood or area, or area of interest, and use this as one way to participate in civic affairs and improve the livability and character of the city and its neighborhoods. The amendment will affect sections 2.60 and 2.62 of the Salt Lake City Code. Related provisions of Title 21A- Zoning referencing sections 2.60 and 2.62 may also be amended as part of this petition. (Staff contact: Nole Walkingshaw at (801) 535-7128 or nole.walkingshaw@slcgov.com)

Mr. Nole Walkingshaw, Program Manager reviewed the petition as outlined in the Staff Report (located in the case file). He stated it was Staff's recommendation that the Planning Commission forward a favorable recommendation to the City Council for petition PLNCM2012-00013.

Staff and the Commission discussed the term Community Council, its purpose in the ordinance and the importance of having it recognize a variety of organizations. They discussed how the organizations would be notified and who would get notification.

MOTION [8:44:22 PM](#)

Commissioner Drown moved to open the Public Hearing. Commissioner Taylor seconded the motion. The motion passed unanimously.

PUBLIC HEARING [8:44:46 PM](#)

Chairperson Gallegos opened the Public Hearing

Ms. Ester Hunter, Central City Community Council, expressed the following:

- Need to expand the definition of Community Councils,
- The early notice on all application is key to public involvement,
- Community Councils represent neighborhoods and communities as an entity,
- All Community Council feedback is not equal; encourage feedback standard be kept such as
 - When was notice given to neighborhood
 - How feedback was taken
 - How many in meeting what were the comments

Ms. Hunter explained the way the Central City Community Council notifies the public of items and how they get people involved in the process.

Ms. Judy Short, Sugar House Community Council, stated it was important to let people know what was happening in the city and the Community Councils are a way to do that. She stated an email notifying the Community Councils of applications could be sent. Ms. Short stated Open City Hall was not the best resource; they would like the Planner to meet with Community Councils at the beginning of the process.

Commissioner Flores-Sahagun stated the Community Council should discuss their issues with the Developer during the review period.

Mr. Walkingshaw explained the pre-application meetings that were held where issues could be addressed however, all the details may not be discussed at these meeting or the projects may never come about. He stated the best time to start the conversation was when the application was deemed complete and ready to be processed.

The Commission and Staff discussed the options for notifying the Community Councils by email and at what time it would happen during the process.

Chairperson Gallegos closed the Public Hearing.

The Commissioners and Staff discussed the requirement for Community Councils to reach out to individuals in order to encourage them to be involved in organizations and agreed this would be done by the City not the individual Community Councils. They discussed the notification and participation for items and its difficulty.

MOTION [9:02:47 PM](#)

Commissioner Drown stated in regards to TMTL2012-00013, based on the findings listed in the staff report and testimony, she move that the Planning Commission transmit a favorable recommendation to the City Council. Commissioner Woodhead seconded the motion. Commissioners, Drown, Woodhead, Flores-Sahagun and Fife voted “aye”. Commissioner Taylor voted “nay” The motion passed 4-1.

The meeting adjourned at [9:03:48 PM](#)

**AMENDED SALT LAKE CITY
PLANNING COMMISSION
MEETING AGENDA**

**In Room 326 of the City & County Building at 451 South State Street
Wednesday, April 10, 2013, at 5:30 p.m.**

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building.

APPROVAL OF MINUTES FOR MARCH 27, 2013

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

BRIEFING

1. **PLNPCM2011-00682 Plan Salt Lake** - The Salt Lake City Planning Division is developing a new city-wide vision and comprehensive plan. The purpose of Plan Salt Lake is to coordinate existing city policies, establish the roles of different plans and help guide the decision making process. Staff would like to present the anticipated project scope of work and schedule and solicit feedback on the proposed stakeholder committee. (Staff contact: Elizabeth Buehler at 801-535-6313 or elizabeth.buehler@slcgov.com). Case Number PLNPCM2011-00682.

PUBLIC HEARING(S)

Unfinished Business

2. **PARLEY'S MEETINGHOUSE** - A request by Brad Gygi on behalf of the Church of Jesus Christ of Latter Day Saints to demolish the existing church and construct a new church on the property. The property is located at approximately 2350 South 2100 East. Due to the nature of the property and the proposal, the project requires Planned Development, Conditional Use, Special Exception, and Conditional Building and Site Design approval from the Planning Commission. The church building and parking lot will be located in similar locations to the existing church building and parking lot. The subject property is located in a R-1/7,000 (Single-Family Residential) District and is also located in Council District 7 represented by Søren Simonsen. (Staff contact: Lex Traughber at (801)535-6184 or lex.traughber@slcgov.com file numbers PLNSUB2013-00016 and PLNPCM2013-00027)

Legislative Matters

3. **Circulation and Streetscape Amenities Plan** - Mayor Ralph Becker is requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities. This type of project must be reviewed as a Master Plan Amendment. The plan affects properties located in Council District 7, represented by Søren Simonsen. (Staff contact: Michael Maloy at 801-535-7118 or michael.maloy@slcgov.com. Case number PLNPCM2012-00799.)

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com/CED/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance of the hearing in order to attend. Accommodations may include alternate formats, interpreters and other auxiliary aids. This is an accessible facility. For questions, requests or additional information, please contact the Salt Lake City Planning Office at: 801-535-7757/TDD 801-535-6220.

Appeal of Planning Commission Decision- Any person adversely affected by a final decision of the planning commission may appeal the decision by filing a written appeal with the appeals hearing officer within ten (10) calendar days following the date on which a record of decision is issued.

SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, April 10, 2013

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:32:20 PM](#). Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Michael Gallegos; Vice Chair Emily Drown Commissioners Lisa Adams, Michael Fife, Bernardo Flores-Sahagun, Clark Ruttinger, Marie Taylor, Matthew Wirthlin and Mary Woodhead. Commissioner Angela Dean was excused.

Planning Staff members present at the meeting were: Nick Norris, Planning Manager; Elizabeth Buehler, Principal Planner; Michael Maloy, Principal Planner; Michelle Moeller, Senior Secretary and Paul Neilson, City Attorney.

FIELD TRIP NOTES:

A field trip was canceled or this meeting.

[5:32:33 PM](#)

APPROVAL OF THE MINUTES FROM THE March 13, 2013 and March 27, 2013 MEETINGS

MOTION [5:32:39 PM](#)

Commissioner Fife made a motion to approve the March 13, 2013 minutes. Commissioner Flores-Sahagun seconded the motion. Chairperson Gallegos Vice Chair Drown; and Commissioners Flores-Sahagun, Taylor and Woodhead abstained from voting as they were not in attendance at the meeting. The motion passed unanimously.

[5:33:02 PM](#)

Commissioner Woodhead made a motion to approve the March 27, 2013 minutes. Commissioner Drown seconded the motion. Commissioners Wirthlin, Fife and Ruttinger abstained from voting as they were not in attendance at the meeting. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:33:36 PM](#)

Chairperson Gallegos stated he had nothing to report at this time

Vice Chairperson Drown stated she had nothing to report at this time.

REPORT OF THE DIRECTOR [5:33:44 PM](#)

Mr. Nick Norris, Planning Manager, explained a motion was required to appoint two individuals to the Downtown Master Plan Committee. He reviewed the Committee and the necessity to keep the number of appointments to two Commissioners.

The Commission and Staff discussed the number of meeting and time commitment that would be involved with being a member of the Committee. The Commission discussed who the two members should be. It was stated that anyone could attend the meetings however, careful consideration was required to ensure a Planning Commission quorum would not be present at the meetings.

Commissioners Wirthlin made a motion that Commissioners Fife and Dean be appointed to represent the Commission on the advisory committee for Downtown Master Plan. Commissioner Woodhead seconded the motion. The motion passed unanimously.

BREIFING [5:37:31 PM](#)

PLNPCM2011-00682 Plan Salt Lake - The Salt Lake City Planning Division is developing a new city-wide vision and comprehensive plan. The purpose of Plan Salt Lake is to coordinate existing city policies, establish the roles of different plans and help guide the decision making process. Staff would like to present the anticipated project scope of work and schedule and solicit feedback on the proposed stakeholder committee. (Staff contact: Elizabeth Buehler at 801-535-6313 or elizabeth.buehler@slcgov.com). Case Number PLNPCM2011-00682.

Ms. Elizabeth Buehler, Principal Planner reviewed the petition as presented in the Staff Report (located in the case file). She stated the petition would be brought back to the Commission for further review and approval in November. She stated Staff was requesting for one or two members of the Planning Commission to be appointed to the Champions Group which would help discussed the plan on a quarterly basis and spread the word about the plan through the community.

The Commission and Staff discussed what the word equity meant in the context of the proposal. Staff stated it meant making sure that all members of the City's diverse community were considered.

Commissioners Woodhead and Chairperson Gallegos expressed interest to be part of the Champions Group.

[5:41:00 PM](#)

Commissioner Fife made a motion to appoint Commissioner Woodhead and Chairperson Gallegos to the Champions Group for Plan Salt Lake. Commissioner Drown seconded. The motion passed unanimously.

[5:41:31 PM](#)

PUBLIC HEARING

Chairperson Gallegos stated the Parley's Meetinghouse item had been postponed to a later date.

The Commission and Staff discussed when the item would be brought back to the Commission for review. It was stated that the date was unknown.

[5:41:53 PM](#)

Circulation and Streetscape Amenities Plan – Mayor Ralph Becker is requesting the City adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The plan will improve transportation in the Sugar House Business District by making better use of public transit, managing parking supply, and increasing walkability and on-street cycling opportunities. This type of project must be reviewed as a Master Plan Amendment. The plan affects properties located in Council District 7, represented by Søren Simonsen. (Staff contact: Michael Maloy at 801-535-7118 or michael.maloy@slcgov.com. Case number PLNPCM2012-00799.)

Ms. Robin Hutchinson, Director of Transportation reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending a favorable recommendation be sent to the City Council regarding the petition.

The Commissioners and Ms. Hutchinson discussed the benefit of breaking up city blocks. Ms. Hutchinson stated it was to move traffic more efficiently and give people a more direct route to where they were going.

The Commissioner and Ms. Hutchinson discussed why bicycling on busy streets such as Highland was encouraged and what the benefits were. Ms Hutchinson stated it depended on the cyclist and the City is trying to accommodate all cyclists. She reviewed the complete street ordinance for the city which required all modes of transportation be reviewed when street changes were proposed.

Mr. Preston Stinger, Fehr and Peers, stated the proposed changes promoted more pedestrian friendly areas along the roadways

The Commission and Applicant discussed where bicycle lanes would be located, where the street car would run and how the Transportation Department decided what mode of transportation received the most benefit. They discussed the pros and cons of a pedestrian orientated community and the effects on the community because of the changes to transportation in these areas.

PUBLIC HEARING [6:07:15 PM](#)

Chairperson Gallegos opened the Public Hearing;

Ms. Judy Short, Sugarhouse Community Council, stated plans for the future needed to be made and this proposal did not address growth. She stated hopefully with all the other proposed transportation plans everything would come together. Ms. Short stated closing the right turn lane at the Monument Park may cause traffic get worse rather than better. She stated one missing item was a parking district and hoped the City was continuing to look into it. Ms. Short stated the Community Council approved the plan and supported a favorable recommendation.

The following individuals spoke in favor of the petition: Ms. Amy Barry, Mr. Soren Simonsen and Mr. Bill Cordray.

The following comments were made:

- Monument plaza road should be closed to all but pedestrians
- Traffic issues in Sugarhouse are a continued problem
- Important that the circulation plan is adopted to help promote walkability in Sugarhouse and heighten pedestrian safety
- Large blocks should be broken up
- Increase intersection density to better facilitate vehicle, bicycle and pedestrian movements
- Street car should be intergraded into the Shopko block

- Need to further expand the study and broaden the way transportation is addressed in Sugarhouse
- Bicycle improvements should be made on 2100 South and 600 East
- Remove all references to the Streetcar in Monument Plaza as the community had rejected that part of the plan
- Parking district should be reviewed and considered
- 1300 East should be treated as a residential street not a conduit to the University's, 700 East should be the main thorough fair

The following individuals spoke in opposition of the petition: Mr. George Chapman and Mr. Jim Johnson

The following comments were made:

- Traffic on Highland is terrible and the plan will make it worse
- On-street parking needs to be removed to allow traffic to flow
- Vehicles will use other routes creating traffic issues in those areas
- Plan would increase air pollution with proposed road diets
- Increases the danger to bicyclist and pedestrians
- Right hand turn lane at the Plaza should not be removed
- Street parking needs to remain around the Plaza

The Commission discussed parking in the area and what the options where for business and patrons. They discussed parking structures underneath existing buildings.

Mr. Ed Butterfield, RDA, state there would be one level of paid public parking in the Meacham development.

Chairperson Gallegos closed the Public Hearing.

Ms. Hutchinson stated the Transportation Department was discussing initiating a study regarding the parking district in Sugarhouse. She reviewed what a parking district was and what would be studied.

Mr. Stinger stated one of the goals was to promote the existing parking structures and coordinate with owners of future parking structures to allow public parking.

The Commission and Applicants discussed leasing options for parking, bus routes, public transportation and reducing the size of the Shopko block. They discussed the Shopko

parking area, the parking requirements for Shopko, redevelopment options for the area and developing drop off areas for pedestrians.

Ms. Hutchinson stated the proposal would benefit air quality by promoting alternative modes of transportation. She stated she would like to work one on one with Mr. Johnson regarding parking for his business.

The Commission and Applicant discussed the Streetcar on Monument Plaza, removing the language from the proposal and the possibility of a route to the University.

DISCUSSION [6:50:38 PM](#)

The Commissioners discussed the adding language to the motion to remove the reference suggesting the Streetcar not go into Monument Plaza, language encouraging, development of smaller blocks in the Shopko area and encouraging the development of a parking plan.

MOTION [6:53:18 PM](#)

Commissioner Fife stated regarding petition PLNSUB2012-00799 the Circulation and Streetscape Amenities Plan for the Sugar House Business District ,based on the findings listed in the Staff Report, a summarization of items one through four of the recommendations, testimony received, plans presented and discussion among the Commission, He move that the Planning Commission transmit a favorable recommendation to the City Council in regards to PLNSUB2012-00799, a request by Mayor Ralph Becker to adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan with the following changes: language be added to remove references to the Streetcar going into Monument Plaza, as the Shopko area is redeveloped small blocks are encouraged and encourage a parking study to come up with parking solutions for the Sugarhouse Business District. Commissioner Woodhead seconded the motion. Commissioner Taylor voted “nay”. Commissioners Drown, Adams, Fife, Flores-Sahagun, Ruttinger, Wirthlin and Woodhead voted “aye”. The motion passed unanimously.

The meeting adjourned at [6:55:07 PM](#)

6. ORIGINAL PETITION



Petition Initiation Request

Transportation Division
Community & Economic Development Department

To: Mayor Ralph Becker

From: Wilf Sommerkorn, Planning Director *WS*

Date: March 25, 2013

Cc: Eric Shaw, Community and Economic Development Director; Mary DeLaMare-Schaefer, Community and Economic Development Deputy Director, DJ Baxter, RDA Director; Robin Hutcheson, Transportation Director; Cheri Coffey, Assistant Planning Director; Michael Maloy, Principal Planner

Re: Initiate Petition to Adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan

The Transportation Division Staff, together with the Planning Division Staff, is requesting initiation of a petition to adopt the Circulation and Streetscape Amenities Plan for the Sugar House Business District as an addendum to the Sugar House Community Master Plan. The purpose of the Plan is to increase multi-modal circulation through the formal adoption of specific transportation projects to implement recommendations from the Sugar House Community Master Plan.

The proposed plan will be based on research and recommendations prepared by Fehr & Peers, working under the direction of the Salt Lake City's Redevelopment Agency (RDA) and Community and Economic Development Department (Transportation Division), which conducted a robust public engagement and visioning process in conjunction with a technical analysis of the feasibility of specific projects to address community goals.

As part of the process, the draft plan will be taken through the formal City adoption process including citizen input, input from the Transportation Advisory Board and other applicable advisory boards and public hearings with the Planning Commission and City Council.

If you have any questions, please contact me. Thank You

Concurrence to initiate the zoning text amendment petition as noted above.



Ralph Becker, Mayor

3/26/13

Date