
M E M O R A N D U M

DATE: February 9, 2006
TO: City Council Members
FROM: Russell Weeks
RE: Trax Connection – Delta Center to Intermodal Hub
CC: Cindy Gust-Jenson, Rocky Fluhart, DJ Baxter, Louis Zunguze, Alex Ikefuna, Tim Harpst, Gary Mumford, Mary Guy-Sell, Doug Dansie, Ralph Jackson

This memorandum pertains to issues that may be raised in a February 14 briefing about the proposed light-rail connection between the Delta Center Trax station at South Temple and 400 West streets and the Intermodal Hub at 200 South and 600 West streets. Representatives from the Utah Transit Authority as well as Mayor Ross C. Anderson's Administration are expected to attend the briefing. The briefing is in advance of a scheduled February 21 public hearing on the issue. This memorandum contains a number of attachments that may be pertinent to the discussion.

KEY POINTS

- The key issue before the City Council might be whether it is in Salt Lake City's interest to pursue immediate construction of two light-rail stations between the Delta Center Trax station at South Temple and 400 West streets and the Intermodal Hub at 200 South and 600 West streets.
- According to a number of representations from UTA officials, the transit agency now appears to agree with Mayor Ross C. Anderson's Administration that two stations should be built along the planned connection and that the first station to be built would be at 125 South 400 West – with some *caveats*.
- The Administration's written transmittal indicated that City and UTA officials agreed two stations should be built along the connection but that they disagreed on which station should be built first.
- However, according to a letter from UTA received Friday, the transit agency's main concerns now center on completing agreements – including accords on funding the project – between the City and UTA by the end of April and finishing construction of the light-rail connection by late 2007. (Please see Attachment No. 1.)
- The Administration's transmittal contains a proposed resolution authorizing the extension of the light-rail system and the addition of two new stations at 525 West 200 South and 125 South 400 West, pursuant to Planning Division Petition No. 400-04-52. The City and UTA filed the petition. (Please see Attachment No. 2.)
- If the City Council adopts the proposed resolution after the February 21 public hearing, significant details would remain to be worked out. The details include negotiation of an interlocal agreement addressing issues outlined in the Utah

Transit Authority letter such as budget, funding, and construction management of the proposed Trax extension; potential negotiation of criteria which, when met, would trigger construction of the second station; and negotiation of a public-way use agreement to grant UTA the use of City streets and related property.

- UTA has indicated that it would like to have the proposed extension ready to operate when UTA's commuter rail line between Ogden and Salt Lake City opens. UTA's publicly stated deadline for the commuter rail line to open is sometime between May and September 2008. However, the UTA letter indicates a potential for the commuter rail line to open in late 2007.

MATTERS AT ISSUE/QUESTIONS FOR CONSIDERATION

- Again, UTA now appears to agree that two stations should be built on the proposed light-rail extension and that the first station built should be at 125 South 400 West.
- UTA's position on construction of a second station at 525 West 200 South appears to be that an interlocal agreement would contain negotiated criteria involving ridership numbers and development that would determine when the second station would be built. However, there has been some oral indication from UTA officials that initial construction of the Trax extension could include construction of a concrete base for the second station so that, in effect, everything except a station's "street furniture" might be included in initial construction. UTA's position raises two points:

- Previous interlocal agreements between the City and UTA have included definitions of what would be "betterments" to light-rail projects. In the Main Street to University project, "betterment" was defined as "any change in the Project requested by any Stakeholder other than UTA after the execution of the ... contract where the total of the changes requested within the same change order results in a net increase to the contract price for the Project ..." (Please see Attachment No. 3.) It should be noted that the Salt Lake City Redevelopment Agency financed construction of the light-rail station on 900 South 200 West. A question is then: How much of the proposed second station would be considered a "betterment?"
- Criteria for determining the appropriate level of riders has not been negotiated. The approach to the criteria could determine whether the second station would open for operation in the near future or the distant future.
- Operators of the Gateway Mall parking garage and some Capitol Hill residents have voiced concerns over locating a light-rail station at 125 South 400 West. Mall parking operators have voiced concerns over the effect on northbound vehicles' ability to turn left on 400 South into a parking garage. Some Capitol Hill residents have voiced concerns over the potential of a light-rail station to slow southbound automobile traffic on 400 West Street to the point where vehicles start to flow through residential neighborhoods.
 - City Council staff has encouraged the Administration to request a written response from the Gateway Mall parking operators about their position pertaining to a light-rail station at 125 South 400 West.
 - The Administration is prepared to provide additional information on the potential effect a station would have on southbound automobile traffic

along 400 West. It should be noted that the Transportation Advisory Board considered the issue in 2004.

- UTA officials have indicated that the letter to Salt Lake City from the Transit Authority is the Authority's position for negotiation of an interlocal agreement between the City and UTA.
- Besides agreement on the construction of a station at 125 South 400 West the letter proposes:
 - That all agreements between the City and UTA be signed by the end of April.
 - That the connection between the Delta Center and the Intermodal Hub be finished by the end of 2007.
 - That construction costs for the project be borne in the following way: 28 percent Salt Lake City, 28 percent UTA, 44 percent federal dollars.
 - That Salt Lake City's financial exposure would be about \$8.5 million.
 - That Salt Lake City turn over ownership of the Intermodal Hub at 600 South 200 West to UTA.
- The apparent change in UTA's previous positions raises some questions to consider:
 - As a matter of public policy is it in Salt Lake City's best interest to have the two stations built simultaneously, or should the second one be built at a later date?
 - Would it cost more to build a second station simultaneously and operate it, or to build a second station at a later date?
 - As a matter of public policy, should Salt Lake City pay construction costs for the second station or operating costs? (UTA estimates it would cost \$1 million to build a station, and \$150,000 to operate and maintain it.)
 - As a matter of public policy, is it in Salt Lake City's best interest to turn over ownership of the Intermodal Hub to UTA?
 - Although UTA appears to have revised its previous position, are there issues involving businesses and residents near the proposed 400 West Street station that need to be addressed?
 - City Council Members previously have heard arguments in favor of a single light-rail station. To what extent are the issues raised previously mitigated by new information or information that the City Council was not previously aware of?

Background

Issues involving the proposed light-rail connection between the Delta Center Trax station at South Temple and 400 West streets and the Intermodal Hub at 200 South and 600 West streets appear to have moved rapidly in the past several weeks. The issue in a variety of respects appears to remain fluid.

It should be noted that the UTA letter attached to this memorandum and Administration transmittal reflects the position of the UTA Planning and Development Committee and UTA administrators. The full UTA Board of Trustees has yet to take a formal position. The Planning and Development Committee is made up of UTA Board Members.

It also should be noted again that the City Council briefing scheduled for February 14 originally was scheduled to address issues involving the number, the location of stations along the proposed light-rail connection between the Delta Center and the Intermodal Hub, and the timing of their construction. Although UTA appears to have moved toward placing a higher priority on other issues involved in the project, the number of stations and when they should be built are part of budgetary issues and issues of joint or separate responsibilities of the City and UTA.

To recap, a connection between the Intermodal Hub at 600 West 200 South and the light-rail system has been contemplated for a number of years. According to the September 1, 1998 study *Salt Lake City Intermodal Center Final Environmental Assessment* by the Sear-Brown Group methods of connecting the Intermodal Hub to the light-rail system included high frequency bus shuttles and extending the light-rail system to the Intermodal Hub. (Please see Attachment No. 4.)

The Administration and UTA have discussed issues involved in Petition No. 400-04-52 for about two years. The Salt Lake City Transportation Advisory Board voted to support the concept of a light-rail extension with two stations running in the middle of 400 West Street and 200 South Street in 2004. The Salt Lake City Planning Commission adopted a motion on November 30, 2005, to recommend that two stations be built as part of the development of the connection. However, the Planning Commission recommended that the option of building one station first and the other later be considered.

As late as November 22, 2005, UTA appeared to support construction of a single station on 200 South Street east of 500 West Street. (Please see letter UTA letter to Planning Commission in Planning Division Staff Report, Section 6 titled *Intermodal Hub Trax Extension Analysis Report*.) According to the Administration transmittal, the transit agency revised its position more recently to support a two-station, phased concept. However, the Administration and the transit agency differed on which station should be built first – UTA advocated building the station at 525 West 200 South first; the Administration favored building a station at 125 South 400 West first, according to the transmittal. As of the writing of this memorandum, UTA appears to agree that the station at 125 South 400 West should be built first.

Budgetary matters may not have been contemplated for the February 14 briefing, but in light of UTA's letter outlining its position on the project, it might be worth noting that most preliminary figures estimate construction of the project at roughly \$30 million to \$33 million. It should be noted that the figures include construction costs of building two stations.

If the proposed shares of construction costs become 28 percent City, 28 percent UTA, and 44 percent federal funding, Salt Lake City's share of the total cost could be about \$7.5 million to \$8.5 million. It should be noted that the Administration has estimated construction cost at \$9 million, to include the potential for inflation at a rate of 10 percent. Of that, the City has about \$2.4 million in Redevelopment Agency funds already allocated, and \$2 million in funds through a UTA cash contribution from about 2001. The Administration has requested roughly another \$4.1 million in funds in the *10-Year Capital Improvement Program*. The request is broken down roughly as \$1.8 million in Class C Road funds for improvements to 200 South Street, \$1.15 million in RDA funding, and \$1.15 million from the City's general fund. It should be noted that the \$4.1 million request actually is projected to help pay off \$6.5 million the City lent to the Intermodal Hub enterprise fund from the general fund in 1999.



February 10, 2006

Salt Lake City Council
City & County Building
451 South State Street
Salt Lake City, Utah 84111

Re: Intermodal Hub and TRAX Connection

Dear Council Members:

Salt Lake City and UTA have been working together over the past several years to design, construct and operate the Intermodal Hub at 600 West and 300 South along with the light rail transit (LRT) TRAX Connection between the Hub and the existing Delta Center LRT Station. Recent discussion has focused on several issues including project schedule, agency funding participation and number of stations. Presented in the following sections of this letter is the UTA position with respect to each of these issues. As outlined below, it is of critical importance to UTA that decisions regarding these matters be made quickly so that the Intermodal Hub and TRAX Connection can be completed in time for revenue operation when commuter rail begins service.

I. HISTORY

When Salt Lake City (City) made the decision to shorten the viaducts coming into downtown for economic and development opportunities, it became necessary to relocate the Amtrak operation from Rio Grande Station. After considerable study and deliberation, the decision was made to create a new Intermodal Hub on the west side of 600 West between 200 South and 400 South. This new location also required that rail operations of both Union Pacific and Amtrak would need to be adjusted and a new light rail connection to the existing TRAX line would be required. The City entered into an interlocal agreement (ILA) with UTA to facilitate federal funding participation in the project. A letter of no prejudice (LONP) for approximately \$40 million was secured from the Federal Transit Administration (FTA). An LONP grants the recipient authority to incur costs without prejudice prior to future Federal Grant approval. The authority to incur costs however does not constitute an FTA commitment that future Federal funds will be approved or authorized for the project.

Included in the LONP was a budget of \$12 million to design and construct a several block LRT TRAX connection to the Intermodal Hub from 400 West along 200 South to the Hub on 600 West. It was agreed in the ILA between the City and UTA that the Hub and TRAX Connection would be funded with FTA bus grants and the City would fund the local match. FTA bus grant funds would pay 80 percent with the City providing the remaining 20 percent local share. However, FTA does not guarantee the source of funding nor its matching ratio. No funding was assumed from UTA.

UTAH TRANSIT AUTHORITY

Initial planning for the West/East light rail transit (LRT) line was based on a corridor that extended from the University of Utah to Salt Lake City International Airport. It was decided that the LRT line would run along 400 South to 400 West, north on 400 West to North Temple and then west along North Temple to the Airport. An environmental Record of Decision was obtained for the planned West/East alignment.

As the West/East LRT line was eventually implemented, it did not extend along 400 South west of Main Street. No LRT line was therefore built along 400 West as originally planned. It therefore became necessary for the LRT TRAX Connection to include not only the segments on 600 West and 200 South, but also the segment along 400 West between 200 South and South Temple. Funding for the segment along 400 West, however, was not included in the original ILA budget for the Intermodal Hub.

The City has proceeded over the past several years to construct facilities at the Intermodal Hub. The cost to date has been approximately \$22 million. Greyhound commenced operation from the Hub location in August of 2005. Amtrak has been operating out of a temporary station along 600 West at the south end of the Hub site. UTA began operating local bus service to the Hub in December of 2005.

The original LONP expired October 31, 2005. A new LONP was negotiated with FTA for \$45 million total Federal and local matching funds which included \$30.5 million for the entire length of the Hub TRAX Connection along 600 West, 200 South and 400 West. Initially, FTA took the position that bus grant funds could be used to construct the Intermodal Hub, but not for construction of the TRAX Connection. Based on further discussion, FTA accepted a funding proposal submitted by UTA that allows bus funds to be applied to construction of the 600 West portion of the TRAX Connection. Environmental clearance for this TRAX Connection has been approved by FTA.

While the new LONP was being negotiated, UTA submitted a request to FTA to allow the use of approximately \$5 million total (Federal and local UTA) in unused funding for the Medical Center LRT Extension in order to construct a storage track along 400 West. In January of 2006, UTA received notice that the grant amendment was approved.

II. SCHEDULE

UTA is currently constructing a commuter rail line from Weber County to the Intermodal Hub in Salt Lake City. This project is scheduled to be completed by September of 2008 or earlier. Depending upon winter weather conditions and construction progress, it is possible that commuter rail operation to the Hub could open in late 2007. Recent agreement has apparently been reached to construct the track realignment project in the vicinity of Grant Tower simultaneously with the commuter rail project.

UTA considers it critical to have the Intermodal TRAX connection in place at the time that commuter rail commences operation to the Hub. UTA also believes that this is the City's desire. It is therefore of great importance that a mutual agreement be reached in the very near future on funding and responsibility for completing the design and constructing the Hub TRAX Connection. Delay resulting from lack of agreement on schedule, funding and stations may have already foreclosed some of the options for completing final design and construction of the TRAX Connection.

UTA is prepared to work with the City to achieve the objective of having the TRAX Connection in operation by late 2007. Decisions regarding schedule, funding and stations need to be incorporated into an ILA by April

2006 in order to move forward with the project and open in time to meet the anticipated Commuter Rail schedule in late 2007. The critical milestones to achieve this objective follow:

- Interlocal Agreement April 20, 2006
- Advertise for Construction April 30, 2006
- Start Construction July 15, 2006
- Substantial Completion Late 2007

III. FUNDING FOR THE LRT TRAX CONNECTION

Under the current ILA, the City is responsible for the estimated full \$30.5 million (or whatever the actual costs are to construct the project) and then working together with UTA in seeking annual Federal matching funds to reimburse the City for up to 80% of the project cost. Past Federal grants have ranged from \$1 to 3.5 million per year. The FY06 appropriation is \$1.5 million. Currently the City has over matched the project by approximately \$4 million plus the costs of the current ongoing design efforts of \$1.7 million. Short falls in Federal grant reimbursements have been covered by the City. Financing costs have been absorbed by the City because they are not allowable for grant reimbursement.

The City's commitment for the project under the current ILA would require the obligation of an additional \$25.5 million; \$30.5 million less UTA's pledge of \$5 million in Medical Center funds. Assuming that the Federal funds continue to be appropriated at an average estimated amount of \$2 million per year, the time value of money or finance cost that the City will have to absorb could be in the range of approximately \$7.5 million. Since the Federal appropriations amount can not be guaranteed and a new LONP will need to be received from FTA every 5 years, there is inherent risk in determining the actual costs to the City.

UTA and the City have been working for some time to establish an alternative funding strategy for the LRT TRAX Connection from the Hub to the Delta Center. A funding proposal was developed and submitted to FTA in the Spring of 2005. This proposal was accepted by FTA as the basis for transferring \$5 million of remaining Medical Center funds to the TRAX Connection on 400 West. Under this proposal, the federal share is 44 percent. The local share is split with 28 percent (approximately \$8.5 million) from the City and 28 percent from UTA. A new ILA will need to be executed between the City and UTA in order to incorporate this revised funding approach,

Based on the most current cost estimate, the \$8.5 million in local share that would be paid by the City is approximately equal to the cost of design and construction for 200 South. This amount is also approximately equal to the estimated cost for street reconstruction and utilities for the entire alignment. Funds provided by UTA and FTA would pay for design and construction of the LRT TRAX portion of the project.

It should be acknowledged that the delay in moving this project forward has already escalated the costs. In fact, the design team has now estimated that the \$30.5 million cost estimate that was performed last May 2005 based upon 35% completed plans has now increased by 5 to 10 percent due to the inflating construction climate and the escalating costs of materials. As the design progresses, estimates may again be higher due to advancement of the design, continuing delays, and escalating material costs and will only be known when the design team completes an updated cost estimate. The current design includes some betterments that may have to be deleted or deferred from the project to meet the budget. Once a baseline scope and budget for the project is agreed to in

the ILA, any betterments or desires beyond the baseline will need to be deleted, deferred or otherwise paid for at the requesting agencies expense.

As discussed earlier, UTA and the City Staff have developed an alternative funding proposal to the one contained in the current ILA. This proposal is based upon UTA and the City each funding approximately 28 percent of the project with the remaining 44 percent of the funding coming from FTA. UTA recommends this funding assignment or split of costs with the City as it is consistent with the funding proposal already submitted to FTA. Under this alternative funding proposal, UTA would assume the City's risk of getting reimbursed by FTA for the federal share of the funding. In exchange for assuming this greater funding responsibility and the inherent risk in timing and securing future federal funding appropriations, UTA would assume control of the LRT TRAX connection project, ownership of the Hub from the City, and complete the remaining Hub plaza and other project improvements. The City would be reimbursed for its current overmatch from future Federal funds as agreed to in the ILA. UTA would pay the construction and financing costs for the TRAX portion of the project and future project improvements to the Intermodal Hub. Under this proposal, the City would have no further financial obligation beyond the approximately \$8.5 million to construct the roadway and utility elements of the project.

IV. POTENTIAL RIDERSHIP RELATED TO INTERMEDIATE LRT STATIONS

The Hub TRAX Connection will have a terminal station at the Hub on 600 West south of 300 South. The TRAX Connection will connect to the existing Delta Center Station on South Temple at 400 West. There has been considerable analysis and discussion regarding the number of intermediate stations between the Hub and the Delta Center. UTA submitted a letter to the Planning Commission in December of 2005 recommending a single station on 200 South between 400 West and 500 West. The City prefers two stations with one at 125 South 400 West and the second at 525 West 200 South.

Based on analysis and discussions that have taken place since the presentation to the Planning Commission, UTA is prepared to agree to two stations along the TRAX Connection with one being constructed initially and the second to be completed at a future date. UTA is prepared to support the station at 125 South 400 West as the first station with the station at 525 West 200 South to be constructed some time in the future. Criteria would be established in the new ILA stipulating when the second station would be constructed.

The UTA Board of Directors has established policies and goals related to investment per rider (IPR) and total transit ridership. It is UTA's position that to initially construct and operate two intermediate stations along the LRT TRAX Connection would not generate sufficient ridership to be consistent with established goals and objectives; it would be dictating to UTA to operate an inefficient transit system. The second intermediate station should therefore not be constructed until sufficient development has occurred to generate additional ridership that would meet UTA ridership and IPR goals.

To determine the eligibility of the second station today, UTA has analyzed the number of jobs that the 525 West 200 South second station would add to the number of jobs within a ¼ mile walk distance of the first station. The results of this analysis indicate that presently there would be less than 300 added jobs within ¼ mile walk distance of the second station, resulting in perhaps 150 new riders per day. However, the models also indicate that this new stop would reduce the commuter rail riders by 75 per day, thus there would be only 75 net new riders at the second station when the TRAX Connection starts operation. Commuter rail passengers would likely be frustrated riding TRAX trains that stop at a station with few or no passengers getting on or off.

In addition to the concern about low passenger boardings at the second station, UTA has also completed analysis that indicates a reduction in cost effectiveness for the system with the minimal passenger activity at the second station. This is because the low potential ridership does not justify the added capital and operating costs that would be involved. Based on these findings, UTA is not prepared to provide funds for construction and operation of the second station.

V. BUS SHUTTLE SYSTEM

UTA has analyzed the requirements for a bus shuttle system should the LRT TRAX Connection not be built in time for the opening of commuter rail. UTA currently operates buses and routes in the downtown area that could be modified to serve the Intermodal Hub. UTA remains committed to constructing and operating the LRT TRAX Connection between the Intermodal Hub and the Delta Center. However, if agreement with the City regarding funding, schedule and stations cannot be reached in time to meet the scheduled opening of commuter rail, UTA is prepared to operate a bus system that would provide a circulation system to Downtown for commuter rail passengers.

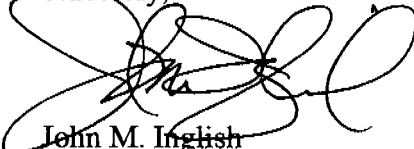
VI. RECOMMENDATION

UTA looks forward to working with the City Council and staff in order to reach an agreement for the design and construction of the TRAX Connection to the Hub so that light rail will be in service when the commuter trains roll into downtown Salt Lake City. As documented in this letter, UTA has recommended appropriate solutions to the questions of schedule, funding and stations for the project. Although UTA has no responsibility for participating in funding of the Intermodal Hub and TRAX Connection under the current ILA, UTA is willing to provide up to 28 percent of the project funding along with assuming responsibility and risk for seeking reimbursement over time from FTA for the 44 percent federal portion of the project. This proposal is contingent, however, on UTA assuming ownership of the Intermodal Hub in return for the additional risk and investment in the project.

Due to the limited time now remaining to design and construct the Intermodal Hub TRAX Connection, it is imperative that agreement between the City and UTA be reached immediately and incorporated into a new ILA between the parties. If such an agreement cannot be reached on the schedule discussed above, UTA is prepared to provide the alternative of a bus shuttle system to transport commuter rail riders to downtown and the University.

UTA looks forward to working with the City to address these issues and move forward with this important project that will provide enhanced transportation access and promote future development for Downtown Salt Lake City.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. English", is written over a large, stylized, circular flourish or scribble.

John M. English
General Manager/CEO

SALT LAKE CITY INTERMODAL HUB



TRAX CONNECTION

CITY COUNCIL BRIEFING

February 7, 2006

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TABLE OF CONTENTS

SECTION I - Salt Lake City Administration's City Council Briefing

- A. Discussion
 - Issue Origin
 - Analysis
 - Salt Lake City Intermodal Hub TRAX Extension Analysis Report
 - Salt Lake City Intermodal Hub TRAX Extension Traffic Operations Report
 - Public Process
 - Public Input
 - Community Council Recommendations
 - Transport Advisory Board Recommendation
 - Planning Commission Recommendation
 - Salt Lake City Administration's TRAX Connection Recommendations
 - Future Hub Briefing Issues
 - TRAX Connection Funding
 - Phased Station Construction Criteria
 - Hub Ownership
 - Hub/TRAX Interlocal Agreement
- B. Interim Station Options
 - Recommendation
 - Station Options
 - Two Stations
 - Phasing Two Stations
 - One Station
- C. Development Criteria
 - Traffic Impacts
 - Property Access
 - Pedestrian Access
 - Bicycle Access
 - On-Street Parking
 - Depot District Development
 - Homeless Care Provider Access
- D. Basis for Recommendations
 - Route
 - Alignment
 - Traffic Movements
 - Overhead Contact System
 - Station Design
 - Streetscape Design
 - Mid-Block Pedestrian Crossings
 - Stations Locations

SECTION II - Salt Lake City Community Development Department's City Council Briefing (Planning Commission Recommendation)

SECTION I
SALT LAKE CITY
ADMINISTRATION'S
CITY COUNCIL BRIEFING

A. DISCUSSION

COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer

DATE: February 7, 2006

FROM: D.J. Baxter, Senior Advisor to the Mayor

RE: TRAX Connection – Delta Center to Intermodal Hub

STAFF CONTACT: Mary Guy-Sell, Hub Project Manager, at 535-6244 or mary.guy-sell@slcgov.com

RECOMMENDATION: That the City Council schedules a briefing to hear the Administration's recommendations for the Hub TRAX Connection

DOCUMENT TYPE: Briefing

BUDGET IMPACT: The Administration will be requesting additional funding for the roadwork, sidewalks, and utilities associated with construction of the TRAX Connection

DISCUSSION:

Salt Lake City (City) and the Utah Transit Authority (UTA) are working jointly to extend the light rail (TRAX) line from its existing terminus at the Delta Center to the Intermodal Hub, located at 300 South 600 West (*Fig. 1*). The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed so that its opening can coincide with the opening of commuter rail service at the Intermodal Hub.

The primary point of contention on this project has been the number and location of stations to be built between the Delta Center and the Intermodal Hub. Both the Salt Lake City Administration and the Utah Transit Authority recommend two stations to be located between the Delta Center and the Intermodal Hub. The recommendation includes developing one station with the TRAX extension project and one in the future when mutually agreeable criteria are met. The Salt Lake City Administration and the Utah Transit Authority do not agree on which station would be built first nor the criteria that would trigger construction of the second station.

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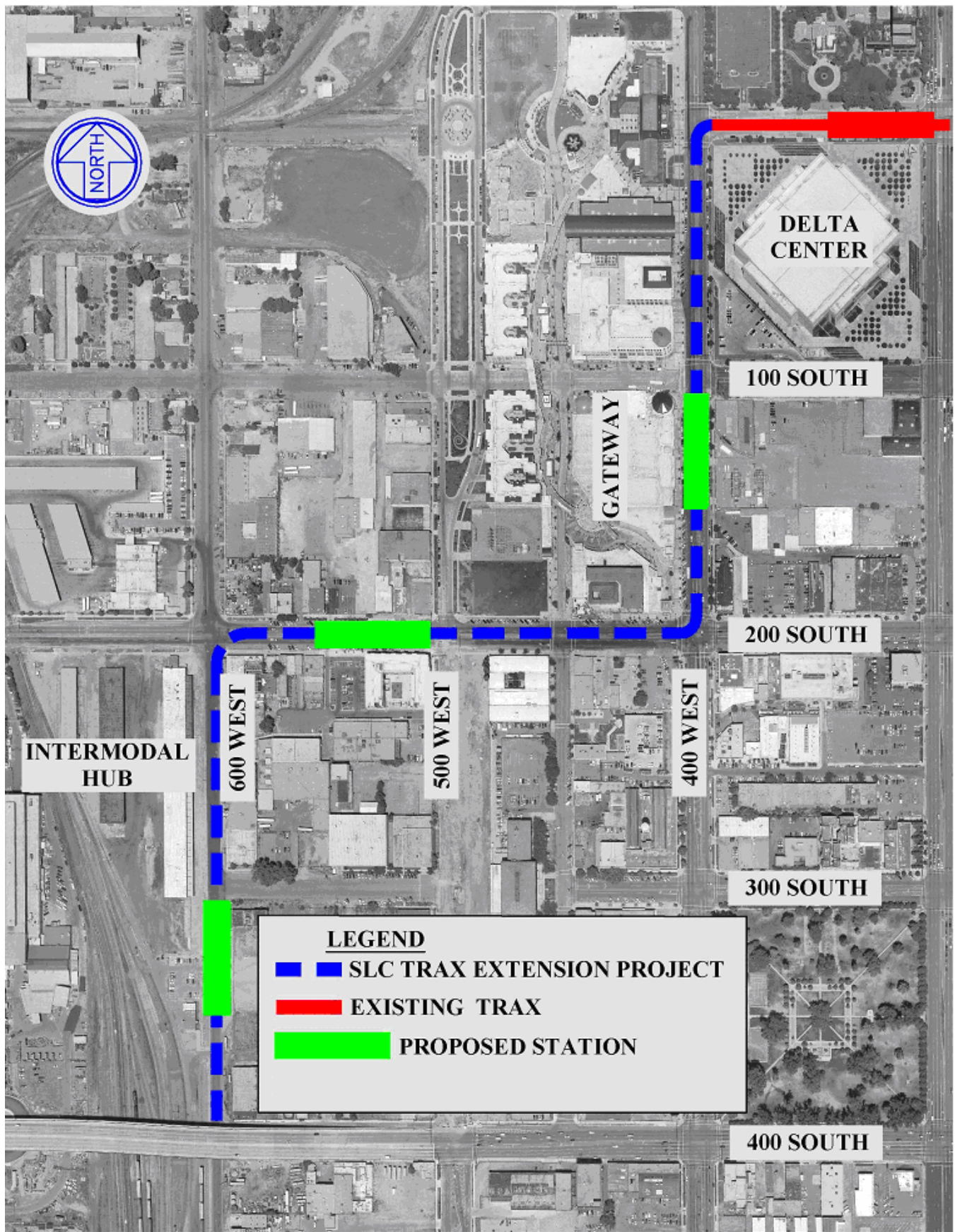


Figure 1 – Hub TRAX Connection Overview

The stations will be located at 125 South 400 West and 525 West 200 South, continuing the “every other block” station pattern already established in the downtown. The bases for the two-station recommendation include maximizing access to the transit system in a neighborhood that represents Salt Lake City’s best (and, perhaps, only) opportunity for new medium- and high-density residential and mixed-use development and providing easy transfer points to future expansions of the rail transit system.

The Administration’s core contention is this: construction of a rail line or extension is, at minimum, a 50-year planning decision that will dramatically affect the form and pace of development well into Salt Lake City’s future. The Administration believes that adequate demand exists today for a station on 400 West, and that within the near future, development will provide enough additional demand to warrant a second station at 525 West on 200 South. At the very least, Salt Lake City should ensure that the line is built so it can accommodate the second station as easily and inexpensively as possible when it is warranted.

The Utah Transit Authority believes that adequate demand exists today for a station at 525 West on 200 South and that a future station at 125 South on 400 West will be warranted if development occurs as anticipated by the City.

Issue Origin

The TRAX Connection will be jointly funded, designed, and constructed by the City and UTA. The TRAX Connection will operate within Salt Lake City streets. UTA will operate and maintain the system. An interlocal agreement between the City and UTA will be necessary to address design, construction, budget, funding, management, station locations, and alignment. A Public Way Use Agreement will be needed to grant UTA use of the City streets and related property.

Analysis

Salt Lake City Administration is prepared to make recommendations for the Hub TRAX connection for consideration by the City Council. These recommendations are based on exhaustive analysis by the Hub TRAX connection design team and extensive input from the community. The design team includes Parsons Transportation Group (engineering consultant), UTA staff, City Planning, City Transportation, City Public Utilities, City Engineering, and the Mayor’s Office.

Salt Lake City Intermodal Hub TRAX Extension Analysis Report

The Parsons Transportation Group, as a consultant to the City, undertook a thorough analysis of the TRAX Connection (refer to “Section II – Salt Lake City Community Development Department’s City Council Briefing” for a copy of the full report). The team was in agreement on the following recommendations (refer to “D. Basis for Recommendations” for further detail).

- a. Route (*Fig. 1*): 400 West (South Temple to 200 South), 200 South (400 West to 600 West), and 600 West (200 South to 350 South) as previously determined in the University to Airport Final Environmental Impact Statement and the Intermodal Hub Environmental Assessment.
- b. Alignment: Double track, center running to match the existing downtown system.
- c. Traffic Movements: Preserve existing traffic movements at major intersections.
- d. Overhead Contact System: Low-profile catenary to minimize costs and accommodate 500 West intersection width.
- e. Station Design: Canopies, seating, and landscaping to match existing downtown stations.
- f. Streetscape Design: Furniture and paving patterns to match existing downtown systems.

- g. Mid-block Pedestrian Crossings
 - i. 350 West across South Temple in conjunction with existing Delta Center station
 - ii. 150 South across 400 West in conjunction with station at that location
 - iii. Rio Grande (450 West) across 200 South recommended with or without station at that location
 - iv. 550 West across 200 South recommended with or without station at that location
 - v. 350 South across 600 West in conjunction with the Hub Station
- h. Hub Station (*Fig. 1*): 325 South 600 West, along the west edge of 600 West
- i. Interim Stations (*Fig. 1*): The final issue, the interim station locations between the Delta Center and the Hub, has generated extensive debate. The final report placed equal weight on the attributes of each option.
 - i. Single Interim Station: Minimizes costs and travel time.
 - ii. Two Interim Stations: Maximizes urban land use opportunities and access to the system.

Salt Lake City Intermodal Hub TRAX Extension Traffic Operations Report

The Parsons Transportation Group, as a consultant to the City, completed the Traffic Operations Report for the TRAX Connection in conjunction with the TRAX Analysis Report. The analysis concluded that minimum acceptable levels of service are maintained at all intersections along and adjacent to the alignment, under all station location options. A copy of the full report is available from Salt Lake City Transportation upon request.

Public Process

The team sought and received input from Community Councils, the Mayor's Bicycle Advisory Committee, Downtown Alliance, Transportation Advisory Board, Planning Commission, business and property owners along the TRAX route, and the general public. All of this input and the design team's analysis were taken into consideration in developing the Administration's recommendations. Several city and community organizations have taken a formal position on the number of stations. Those groups and their associated positions are as follows:

- Capital Hill Community Council: One Station (Section II – Salt Lake City Community Development Department's City Council Briefing)
- People's Freeway Community Council Recommendation: Two Stations
- Downtown Community Council: Two Stations (Section II – Salt Lake City Community Development Department's City Council Briefing)
- Transportation Advisory Board Recommendation: Two Stations, Phased (Section II – Salt Lake City Community Development Department's City Council Briefing)
- Planning Commission Recommendation: Two Stations, Possibly Phased (Section II – Salt Lake City Community Development Department's City Council Briefing)

Salt Lake City Administration's TRAX Connection Recommendations

- a. Route (*Fig. 1*): 400 West, 200 South, and 600 West
- b. Alignment: Double track, center running
- c. Traffic Movements: Preserve existing traffic movements at major intersections.
- d. Overhead Contact System: Low-profile catenary
- e. Station Design: match existing downtown stations
- f. Streetscape Design: match existing downtown systems
- g. Mid-block Pedestrian Crossings
 - i. 350 West across South Temple in conjunction with existing Delta Center station
 - ii. 150 South across 400 West in conjunction with the station
 - iii. Rio Grande (450 West) across 200 South without a station
 - iv. 550 West across 200 South recommended with the station
 - v. 350 South across 600 West in conjunction with the Hub Station
- h. Hub Station (*Fig. 1*): 325 South 600 West
- i. Two Stations
 - i. 125 South 400 West (*Fig. 2*): Construct with the TRAX Connection
 - ii. 525 West 200 South (*Fig. 3*): Construction timing based upon mutually agreeable "Phased Station Construction Criteria" (see below under Future Hub Briefing Issues) jointly developed by the City and UTA.

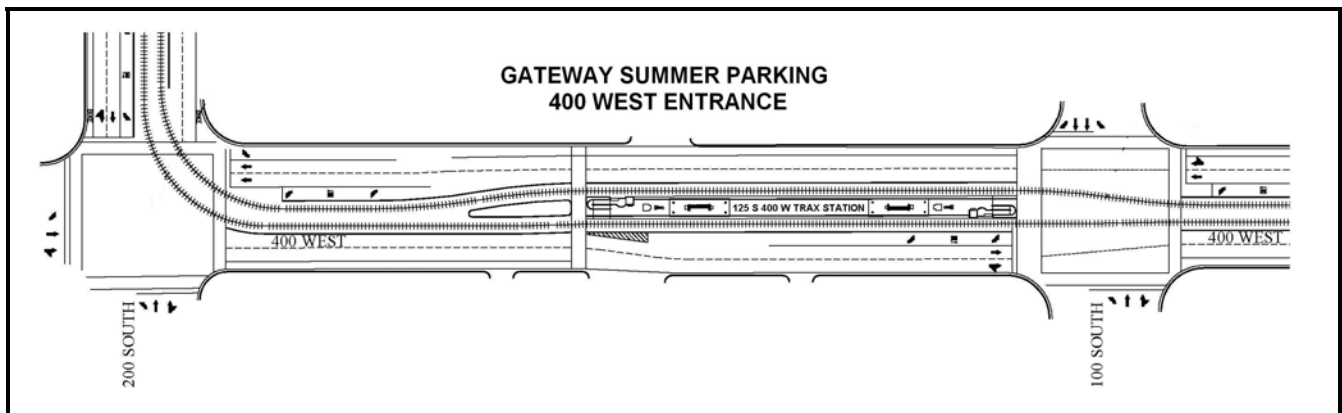


Figure 2 - 125 South 400 West Station (construct with TRAX Connection)

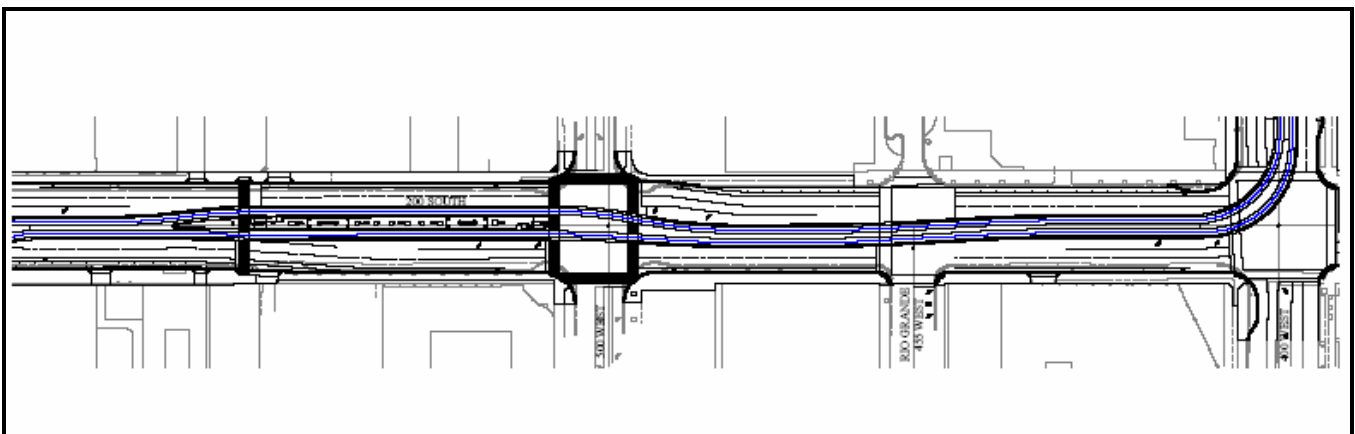


Figure 3 – 525 West 200 South TRAX Station (future construction)



Future Hub Briefing Issues

The following issues relate to the TRAX Connection, but are more appropriately addressed after the Council has made a decision on the number of stations. Therefore, the Administration, with the support of the Council's Intermodal Hub Subcommittee, recommends that the Council set a future date for briefing and discussion of these issues.

TRAX Connection Funding

The most recent cost estimate, dated June 14, 2005, for the TRAX Connection is approximately \$30 Million. Due to significantly higher construction costs in 2005, we expect that costs may have increased as much as 10% over the original estimate, resulting in a revised cost estimate of \$33 Million. The TRAX team is working to reduce the scope of the project to bring it back within the \$30 Million budget. An updated estimate will be completed with final design.

The City Administration requests City funding for approximately \$9 Million (this amount includes the 10% escalation factor). The City has already secured \$4.4 Million (\$2.0 Million from UTA and \$2.4 Million from RDA) of the \$9 Million. Anticipated appropriation requests were identified in the 10-year budget proposal submitted in fall of 2005 (less the escalation factor). This funding request is also consistent with the funding proposals presented to the Council in prior budget years (less the escalation factor).

UTA would fund approximately \$24.0 Million (this amount includes the 10% escalation factor) including securing FTA monies currently estimated at \$5.0 Million.

Phased Station Construction Criteria

Should the Council recommend two interim stations with one station to be constructed in the future, a phased station construction criteria agreement with UTA will need to be negotiated. Below are two recommendations for establishing criteria -

- a. Ridership: Second station triggered when Delta Center, 400 West, and Hub station ridership reaches specified average weekday boardings, as determined by the City and UTA.

or

- b. Development: Second station triggered when existing and future development within ¼ mile of the TRAX Connection alignment reaches a specified number of residents, employees, and visitors, as determined by the City and UTA.

Hub Ownership

The City and UTA have always contemplated that UTA would ultimately assume ownership and operation of the Hub. UTA has requested that the City negotiate the transfer of the Hub ownership as part of the Hub and/or TRAX interlocal agreement.

Hub/TRAX Interlocal Agreement

- Project Budget (includes construction and project management): Currently estimated at \$33.0 Million (includes 10% escalation factor for above-normal construction cost increases).
- Funding: FTA grant (20% - local, 80% Federal)
- Station Locations: 125 South 400 West (build with TRAX Connection), 525 West 200 South to be constructed at a future date based upon mutually agreeable criteria jointly developed by the City and UTA.
- Scope: Based upon 65% Design and Engineering documents which will be mutually agreed upon by the City and UTA.
- Design: Parsons, as a consultant to the City, will complete final design with review and input jointly provided by the City and UTA.
- Construction Method: UTA anticipates contracting with a Construction Manager/General Contractor for construction of the TRAX Connection.
- Public Way Use Agreement: UTA's use of City streets for TRAX.
- Hub Ownership: The Hub is currently owned and managed by the City. UTA has requested that the City transfer ownership and management of the Hub to UT

B. INTERIM STATION OPTION

B. INTERIM STATION OPTIONS

Salt Lake City Administration's TRAX Connection Recommendations

There has been significant debate between supporters of two stations (525 West 200 South and 125 South 400 West) and supporters of a single station on 200 South. The Administration supports a line configured for two stations because of the long-range development opportunities in this neighborhood. The configuration of this rail extension will influence the form and pace of development for decades to come. As such, the line should be designed with long term planning, cost, and ridership considerations in mind.

Salt Lake City Administration is recommending two stations (*Figs. 4 and 5*) because the stations will:

1. Optimize existing and future high density development in the Depot District area.
2. Increase public transit ridership through accessibility and visibility on 200 S. and 400 W..
3. Optimize "user friendliness" and predictability by matching the existing downtown TRAX station spacing with one station every two blocks.
4. Optimize safety and user friendliness by matching the existing downtown station layouts.
5. Support future development of rail transit in Salt Lake City with potential connections on 400 and 600 West Streets.
6. Preserve the 500 West right-of-way for the completion of the Park Blocks as defined in the Gateway Development Master Plan and supported by both the City Administration and the Planning Commission.

Organizations supporting the two station locations include UTA, the Downtown Community Council, the Transportation Advisory Board, the majority of businesses along the TRAX connection (including a majority of businesses within the Gateway development), the Salt Lake City Planning Commission, and the Salt Lake City Administration. The UTA, TAB, Planning Commission, and the City Administration support a phased approach by building one station with the TRAX connection and the second station to be constructed based upon mutually agreeable criteria jointly developed by the City and the UTA.

Opposition to the two stations and support of a single 200 South station comes from three sources:

1. Capitol Hill: The Capitol Hill Community Council has voiced concern that a TRAX station on 400 West will decrease the level of service on 400 West and increase traffic on Victory Road; thereby increasing traffic through the Capitol Hill neighborhood. The Airport/University FEIS initially recommended a station on 400 West. The Hub TRAX connection engineering consultant team evaluated the traffic impacts a 400 West station would impose on Victory Road and determined that the 400 West stop would not increase traffic on Victory Road or in the Capitol Hill neighborhood. The City Transportation Division agrees with and supports this conclusion. TAB thoroughly reviewed the Capital Hill Community Council's concerns with the 400 West station and voted to support the two station recommendation.
2. Boyer Company: The Boyer Company would like to maintain its left turn access (from northbound traffic on 400 W) into the Gateway Summer Parking Garage located at approximately 150 South 400 West. The Boyer Company supports a single station alternative to be located on 200 South at Rio Grande Street. Refer to "C. Development Criteria" for discussions regarding the Boyer Company's request for a left turn access from northbound traffic on 400 West into the Summer Parking Garage.

3. Dakota Lofts Residents: Some Dakota Lofts residents have expressed concern over station noise from a 400 West station. However, they are more concerned about maintaining their on-street parking along 400 West. If the 400 West station is not constructed, the Boyer Company has requested that the left turn access into their summer parking be provided. In order to accommodate the left turn access, the on-street parking in front of the Dakota Lofts will have to be eliminated and the sidewalk substantially narrowed to allow room for the left turn lane which, in turn, places the northbound traffic lanes adjacent to the narrowed sidewalk.

Two Stations: 525 West 200 South and 125 South 400 West (Figs. 4 and 5)

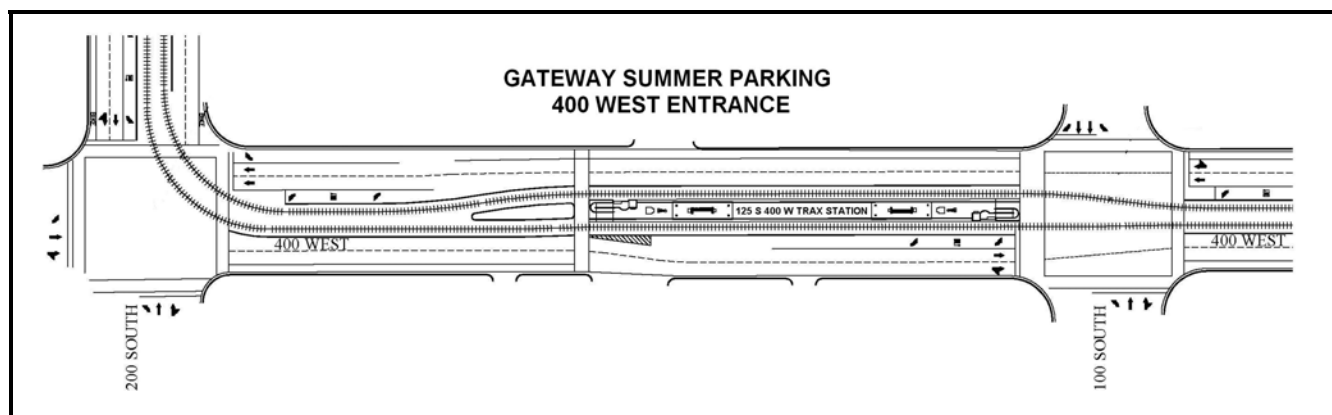


Figure 4 - 125 South 400 West Station (construct with TRAX Connection)

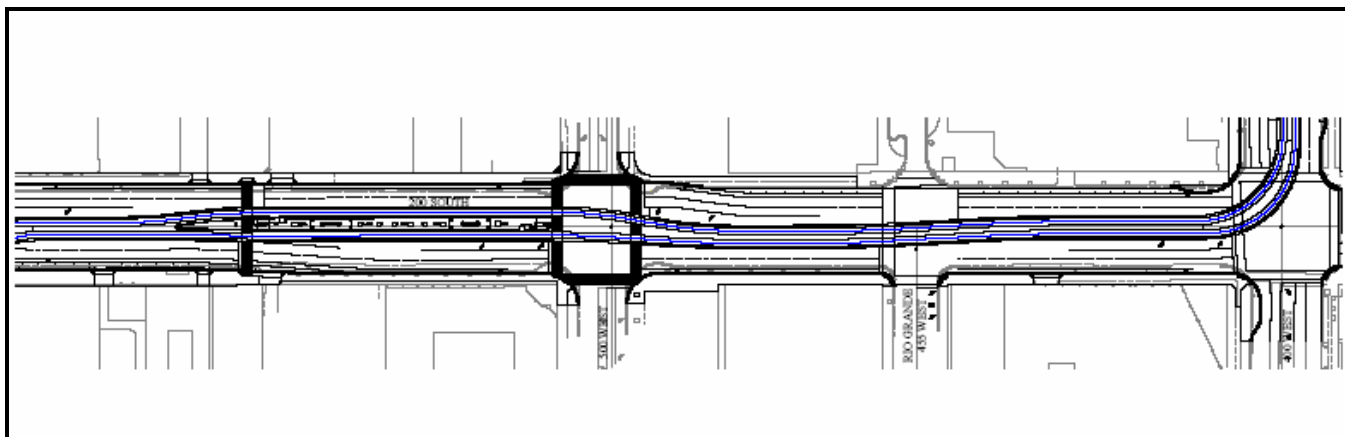


Figure 5 – 525 West 200 South TRAX Station (future construction)



There is a general consensus among the Hub TRAX design team that two stations would function the same as the existing downtown TRAX stations. The typical layout for the downtown TRAX stations is for one end of the station to abut an intersection and the other end of the station to fall at approximately mid-block with a signalized mid-block crosswalk. The existing downtown stations are spaced at one station every two blocks. The City Administration believes the short- and long-term benefits to the Depot District community and to public transit ridership far outweigh the arguments against the two-station scenario.

Two Stations Pros

1. Two stations optimize current and future development plans for the Gateway area.
 - a. Redevelopment of the blighted Gateway Area was initially conceived in 1978. In 1998, the Gateway Development Master Plan (GDMP), which includes the Intermodal Hub and TRAX Connection, was adopted.
 - i. The GDMP is comprised of two documents; the “Gateway Specific Plan” and “Creating an Urban Neighborhood.”
 - ii. The GDMP promotes 24-hour mixed-use urban neighborhood with high-density residential and commercial transit-oriented development (TOD).
 - iii. Throughout the development of the Gateway project, City planning staff reiterated to the Boyer Company that left-in/left-out access would be eliminated along 400 West and 200 South once the TRAX line was constructed.
 - b. The City, guided by the GDMP, is promoting high density residential and commercial development in the Gateway area.
 - c. Based on the type of development projected for the area and the current timeline for TRAX and commuter rail, SLC is projecting an increase of 10,000 – 15,000 residents in the Depot District over the next 10 – 20 years. According to UTA, this will result in an increase in daily transit ridership of 5,000 – 7,500. These projections do not take into account the additional increase in ridership due to employment and visitors to the area.
 - d. Other communities have found that development intensifies and land values increase adjacent to TRAX stations.
 - e. The locations of the two stations maximize the development potential along the TRAX extension corridor with their proximity to existing mixed-use, transit-oriented development projects and vacant properties.
 - f. Because of the concerns of many of the city’s existing neighborhoods, Salt Lake City’s opportunities for medium- and high-density residential development are limited. The Depot District/Gateway area is one of the few areas of Salt Lake City where higher-density development projects are likely to be met with enthusiasm. As such, this area represents one of Salt Lake City’s few remaining opportunities to create a vibrant urban neighborhood, home to enough residents to support the goods and services needed by a downtown residential neighborhood.
2. Two stations will promote public transit ridership.
 - a. Increased development and density will result in increased transit ridership.
 - b. An increased number of access points, with minimal additional delay, will also result in increased ridership.
 - c. The existing station spacing throughout the downtown is one station every two blocks. The two-station configuration continues that pattern.
 - d. Stations on both 400 West and 200 South will increase the visibility of the system and promote accessibility by providing additional access points adjacent to two existing high-traffic destinations, the Delta Center and the Gateway Development. In particular, the 400 West station would sit immediately adjacent to The Gateway’s largest concentration of restaurants, the Cineplex Theaters, and the Clark Planetarium – all high-traffic destinations.
 - e. Closer station spacing increases the use of the system throughout the downtown (residents carrying packages, employees at lunch, visitors to conventions, etc.) and places more residences, offices, and retail outlets within a shorter walking distance of a station.
 - f. The 30-second delay to the average commuter riding commuter rail into SLC is a negligible proportion of their overall commute time.

- g. The two-block (1600 linear feet) spacing of the TRAX stations exceeds the average spacing of downtown light rail stations in other cities with successful public transit systems and should be considered the maximum acceptable spacing for downtown SLC.
 - Portland – 960 lf
 - Denver – 1145 lf
 - Seattle – 1535 lf
 - h. The single station option would create a three-block spacing equivalent to 2400 lf, or almost ½ mile.
3. The 400 West station supports future development of rail transit within SLC and will assist in completing a downtown loop (*Fig. 6*) if this option is selected.

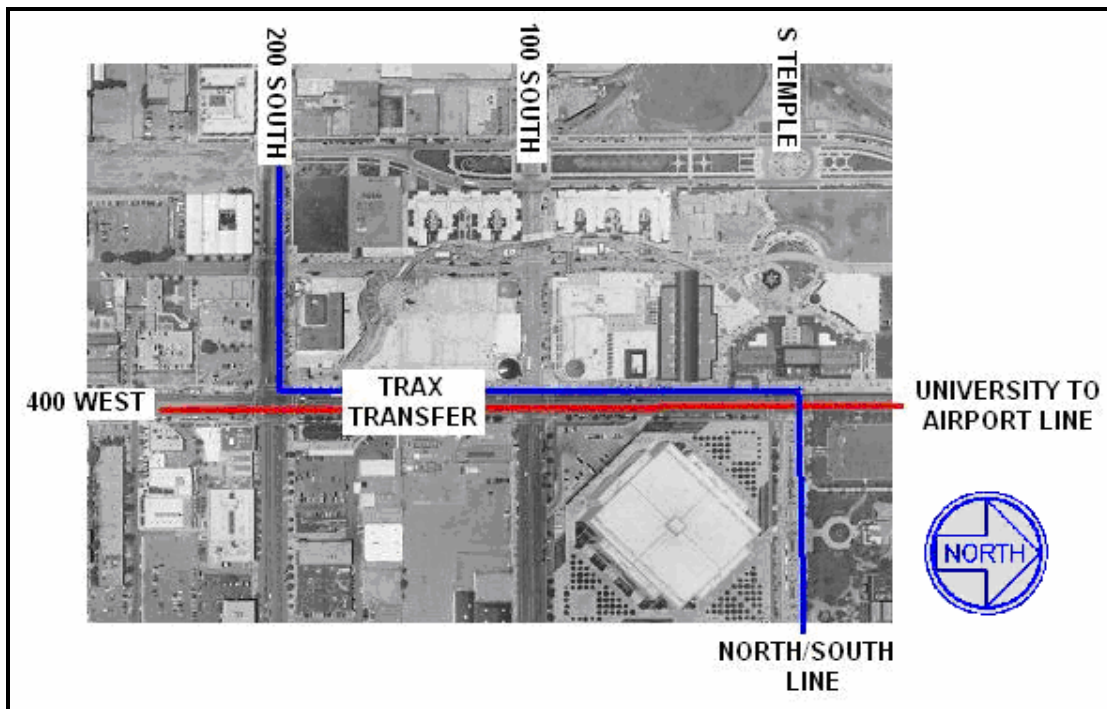


Figure 6 – TRAX Transfer

- a. The 400 West station will provide flexibility for a cross-platform transfer from one line to the other.
- b. If the University line (U-line) were to continue to the airport via 400 West, as currently approved in the FEIS, passengers could transfer between the airport and the north/south lines at 400 W, similar to the U-line and North/South line transfer at the Gallivan station on Main Street. Without this transfer, airport riders would have to travel additional distance out of direction, thereby slightly reducing ridership.
- c. If the TRAX line or a downtown streetcar line were continued south to 700 S or 400 S along 400 West, the 400 West station would provide an optimal transfer point between the two lines.

Two Station Cons

1. Increased costs to build two stations instead of one.
2. Increase travel time by 30 seconds. Salt Lake City contends that commuter rail passengers (20 – 45 minute ride) will not be deterred from using commuter rail due to a 30 second delay at the second interim station. Instead, the Administration firmly believes that TRAX ridership will increase with the two station scenario.
3. Increased UTA operations and maintenance costs.
4. Two station configuration eliminates any possibility of left turn access into 400 West entrance to The Gateway's Summer Parking facility.

Phasing Two Stations

The City Administration and UTA support a phased approach to construction of the two stations. One of the two stations would be constructed with TRAX and the second would be constructed at a later date, based upon a set of mutually agreeable criteria to be jointly developed by SLC and UTA. The City recommends constructing the 125 South 400 West station (*Fig. 7*) with the TRAX Connection.

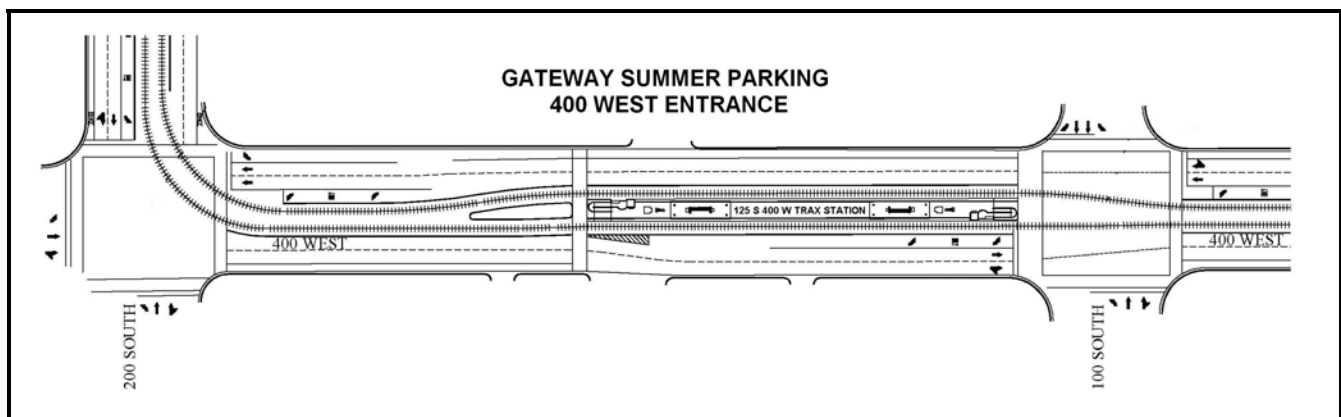


Figure 7 - 125 South 400 West Station (construct with TRAX Connection)



The 125 South 400 West station is recommended because -

- Significant existing development adjacent to the station.
- The station can support the overflow of Delta Center crowds.
- Gateway businesses and employees support the station.
- The Boyer Company supports the station if the decision is to build two stations.
- The station has multiple opportunities for interconnections with other transit extensions.
- The opportunity for future development at this location is modest, and substantially lower than the opportunities available at the 525 West 200 South station site.

The City recommends constructing the 525 West 200 South station (*Fig. 8*) in the future based on mutually agreeable criteria jointly developed by SLC and UTA. At the very least, the tracks at this station location should be “wowed” and the station infrastructure provided as part of the TRAX extension project to accommodate completing the station in the future with minimum construction impacts.

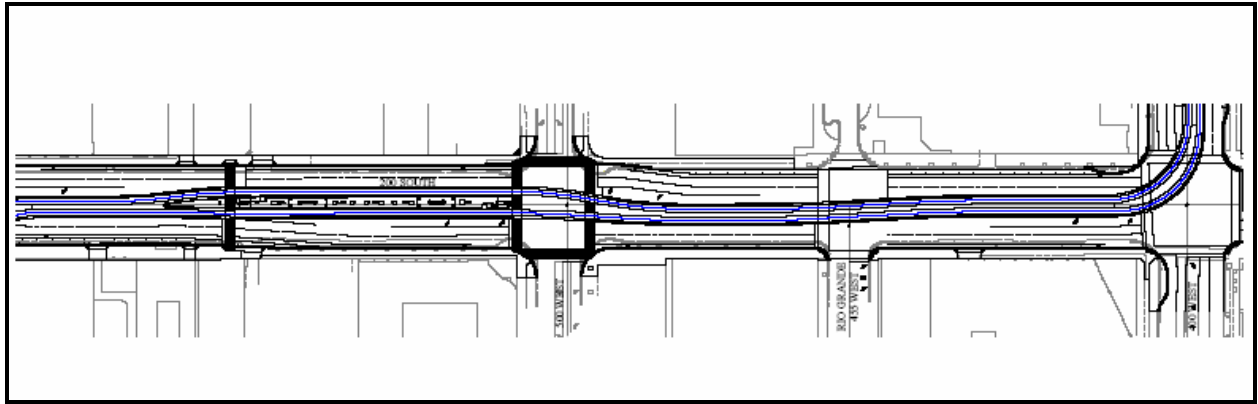


Figure 8 – 525 West 200 South TRAX Station (future construction)



- The existing development at this location is modest.
- The opportunity for future development at this location is significant.
- The station's proximity to the Hub limits the likelihood it would be used as a transfer station to another line. It is hard to imagine a transit routing that would provide access to this station, but not continue another 2 blocks to the Intermodal Hub, the more likely transfer point.

UTA recommends constructing the 525 West 200 South station (*Fig. 8*) with the TRAX Connection and constructing the 125 South 400 West station (*Fig. 7*) in the future based on criteria jointly developed by SLC and UTA.

Salt Lake City should ensure that the line is built so it can easily accommodate these stations when they are warranted. If the Council believes that the second station will be warranted at some time in the near future, there is an argument that supports building them both now, as the costs of building the second station will only increase over time, both because of inflation and because of the need to construct it under a separate contract while maintaining train and vehicle traffic. Furthermore, some businesses have noted that constructing both stations now avoids the second round of impacts that will come from undertaking another construction project at a later date.

One Station: Rio Grande Street (approximately 450 West) and 200 South

There is a general consensus among the Hub TRAX team that a single station at Rio Grande on 200 South would be compromised and would not function the same as the existing downtown TRAX stations. The station cannot follow the typical layout (see below), nor is the station spacing (one station every three blocks) the same as the downtown station spacing (one station every two blocks).

425 West 200 South (*Fig. 9*): The midpoint between the Delta Center and the Hub is 425 West 200 South. This station location is not feasible due to the 90 degree turn onto/from 400 West. It requires at least 40 feet beyond the turn to bring the tracks parallel. The station could shift west 40 feet to meet this need, but the general consensus is that the obstacles to this station would exceed the obstacles to the 460 West 200 South station option, and make it infeasible.

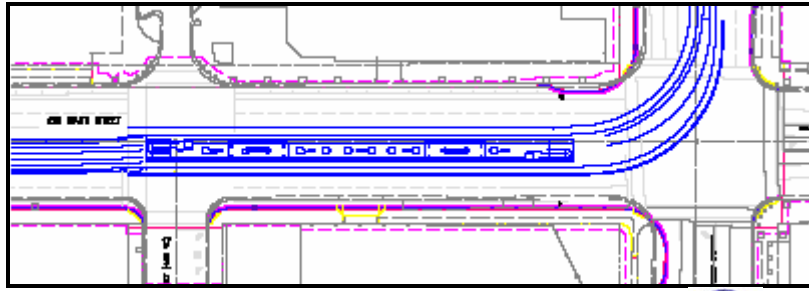


Figure 9 – 425 West 200 South Station Alternate

475 West 200 South (Fig. 10): The west end of this station would abut the existing 500 West intersection. The existing 500 West intersection is 66 feet west of the 500 West right-of-way identified in the Gateway Development Master Plan and preserved for the 500 West Park Blocks. The Gateway Development Master Plan would have to be amended to allow this station to be built. Neither SLC Administration nor the SLC Planning Commission recommends amending the Gateway Development Master Plan to accommodate a TRAX station at 475 West 200 South.

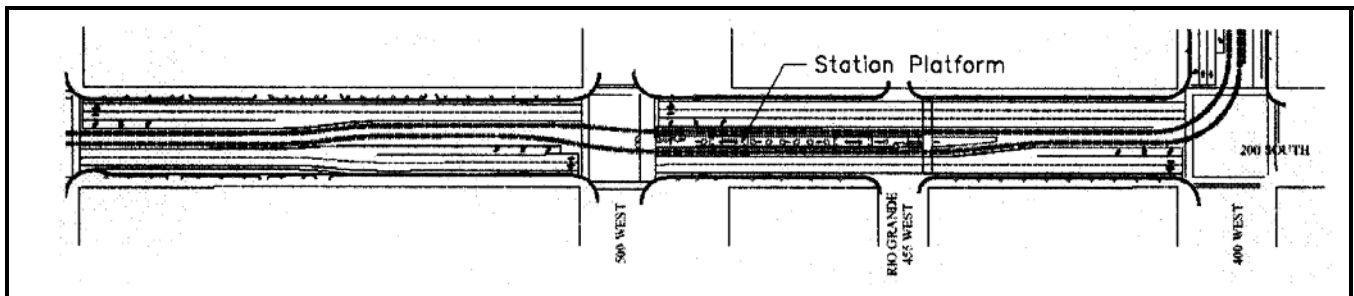


Figure 10 – 475 West 200 South Station Alternate

460 West 200 South (Fig. 11): The west end of the station would be shifted 66 feet east of the existing 500 West intersection to align with the preserved 198-foot right-of-way. There are various obstacles to providing a TRAX station at this location.

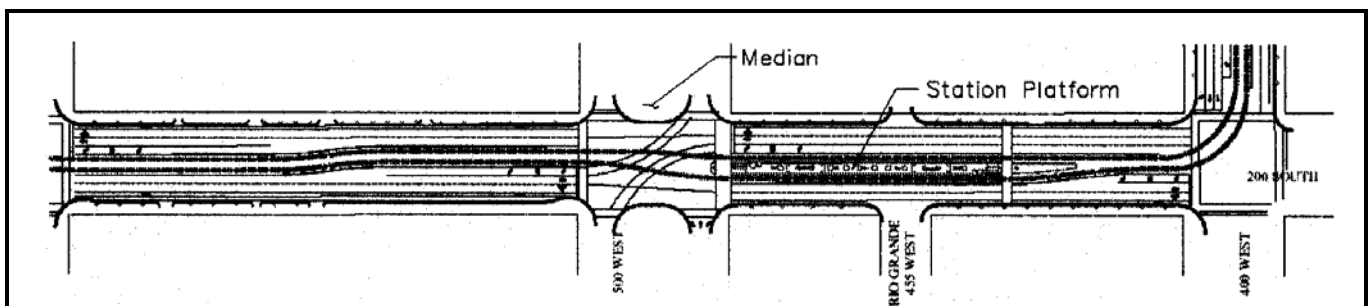


Figure 11 – 460 West 200 South TRAX Station Alternate

1. Precludes a direct pedestrian crosswalk across 200 South connecting the Rio Grande sidewalks. It is possible, but not advisable, to design a crosswalk through a TRAX station because of the elevation change between the street and station. A ramp system was evaluated but because UTA uses different styles of TRAX trains having door openings at different locations, all of the

platform edges would have to accommodate a TRAX door opening/closing. SLC Transportation identified several irresolvable safety concerns with such a configuration.

2. Would lead to westbound trains backing across the west and north crosswalks and through the intersection of 400 West and 200 South periodically when a pedestrian is in the crosswalk accessing the east end of the station platform or crossing 200 South.
3. Limits the length of the eastbound-to-northbound left turn lane at 400W/200S which limits the number of vehicles that can turn and may cause left turning vehicles to back into the eastbound through lane.
4. The proximity of the signalized crosswalk at the east end of the station to the 200 South Summer Parking driveway could lead to periodic blockage of the access to and egress from the driveway.
5. The west end of the station platform would have to be elongated by 66 feet to connect to the crosswalk at the existing 500 West intersection. This would need to stay in place until such time that the intersection at 200 South/500 West is widened.
6. Neither crosswalk would align with both the end of the station and the intersection and would therefore increase the frequency of pedestrians crossing to/from the station without using the crosswalks and traffic signals.

One Station: 125 South 400 West or 525 West 200 South

Single stations at either of these locations are exactly one-third of the distance between the Delta Center station and the Hub Station.

Single Station Pros

1. Reduces initial construction costs.
2. Decreases TRAX travel time by 30 seconds.
3. Decreases UTA operations and maintenance costs.
4. If a single station were sited at 525 West 200 South, with no provision made for a future station on 400 West, this would provide for the possibility of a 400 West left turn into Gateway's Summer Parking facility.

Single Station Cons

1. Does not optimize existing and future high density development in the Depot District area.
2. Decreases transit passenger accessibility within the Depot District.
3. Decreases "user friendliness" because station spacing does not match the existing downtown TRAX station spacing with one station every two blocks.
4. Increases passenger safety risks and transportation impacts.[explain]
5. Does not provide 400 West transfer point to support options for future expansion of rail transit in Salt Lake City.
6. 475 West 200 South station would preclude implementation of Park Blocks through 200 West and is contrary to the Gateway Development Master Plan.

C. DEVELOPMENT CRITERIA

C. DEVELOPMENT CRITERIA

1. Traffic Impacts:

One of SLC Transportation's criteria for all transit, roadway and development projects requires a Level of Service (LOS) of "D" or better. All impacted intersections were evaluated by the consulting engineer and meet the LOS of D, or better. The 400 West 200 South intersection is the critical intersection with respect to traffic flow along the TRAX extension.

In evaluating the impacts of

- a. a single station east of the existing 500 West intersection (475 West)
- b. a single station east of a widened 500 West intersection (460 West)
- c. 2 stations, one at 125 South 400 West and another at 525 West 200 South
- d. a left turn traffic signal at 150 South 400 West and a station along 200 South

all scenarios have a similar impact to the function of the 400 West 200 South intersection. A left turn traffic signal at 150 South 400 West will eliminate the possibility of a mid-block pedestrian crosswalk at that location. Some additional impacts triggered by a station at 460 West 200 South are noted in III- Station Location Options. Assuming a healthy growth rate in traffic volume, in the year 2020 the intersection operates at the poor end of Level of Service D in each case, with each scenario having between 46 and 50 seconds of delay per vehicle on average. This level of service is already common at most major intersections in the downtown during peak hours.

2. Property Access:

Maintaining property access was an essential element of the Hub TRAX connection analysis. The center running alignment preserves existing driveway access points for all properties. All properties with driveways are impacted by the elimination of non-intersection left-turns, but this impact is minimal for most vehicles since U-turns with protective signaling will be available at the intersections.

Utah Paper Box: Utah Paper Box, located on the east side of 400 West between 100 and 200 South, is serviced by large semi-trucks which currently use the middle of the street when backing into their docks. In discussions with Utah Paperbox, it was determined that a widened driveway will be provided to mitigate for the narrower useable street.

Gateway Summer Parking: All garage entrances into Gateway's Summer Parking garage would be preserved. However, both the northbound left turn from eastbound 200 South and the westbound left turn from northbound 400 West into the Summer Parking garage would be eliminated. The Boyer Company is particularly concerned with the loss of the 400 West left turn access. It should be noted that in 1999, the Boyer Company commissioned "The Gateway Salt Lake City Traffic Impact Study" as required by Salt Lake City for development projects. The Boyer Company's document states –

"Based on the constraints outlined in this section, the following assumptions have been made in terms of parking access:

- 4. West/East LRT built as planned on 400 West, limiting access on 400 West to right-in/right-out only."**

Although the Boyer Company was aware that the TRAX line would restrict access along 400 West to right-in/right-out only, the City wanted to ensure that elimination of the left turn access would not preclude patrons from accessing the Summer Parking garage. The TRAX

team analyzed alternative options for northbound traffic on 400 West wanting to access the Summer Parking garage:

- a. left on 200 South and turning right into the Summer Parking garage
- b. left on 100 South and turning left into the Summer Parking garage
- c. U-turn on 100 South and turning right into the Summer Parking garage
- d. take 300 West (instead of 400 West) to 100 South, make a left turn onto westbound 100 South, make a left turn from westbound 100 South onto southbound 400 West and then a right turn into the Summer Parking garage. The Boyer Company contends that the majority of traffic driving northbound on 400 West and making a left into the Summer Parking garage on 400 West are coming from I-15. With appropriate signage at the freeway off-ramps, Gateway patrons could be directed to 300 West instead of 400 West for accessing the Summer Parking garage.

Parsons has also made the following recommendations to improve parking access to Gateway Summer Parking:

Access to the Gateway Summer Parking could be improved by more conspicuous signing for the 200 South and 100 South entrances. The 100 South entrance could be converted to a two lane entrance; there is no booth for exiting, the exit (for monthly passes only) is often blocked off, and this entrance actually provides quicker access to available parking. While performing a left-turn across 100 South is probably easier than across 400 West, the one drawback to accessing the 100 South entrance to Summer Parking with a left turn is the minimal queue space available in the center lane. But 100 South has two through lanes in each direction and the traffic volumes are 30% of those on 400 West. "Exit" signing within the garage emphasizing the 200 South exit to help familiarize parking patrons with that entrance/exit.

The Boyer Company has requested consideration of a left turn access into the Summer Parking from 400 West if a station is not approved at 125 South 400 West. Salt Lake City and UTA have developed criteria for the Boyer Company to analyze. Once the TRAX team receives the analysis, they will review it to determine whether or not the left turn is feasible. The following issues regarding the left turn have already been identified:

- a. The signal can operate without adding to the delay that will already exist at 400 West 200 South.
- b. The time length of the left turn signal phase will need to be restricted based on the number of vehicles capable of entering the parking structure without backing onto the sidewalk or street. This has not been evaluated, but the ticket vending and payment stations will likely need to be relocated to maximize the value of a signal
- c. The east curb of 400 West adjacent to the Dakota Condominiums, 150 South to 200 South, will need to be shifted approximately 4 feet 6 inches to the east to allow room for a southbound to eastbound left turn bay at the intersection of 200 South and 400 West. This will result in a loss of all 6 on-street parking stalls at that location and narrow the width available for sidewalk from the existing 15 feet 6 inches to 11 feet. There is an existing 6 foot wide fire stairwell along the building. Unless it could be reconfigured, there would be only a 5 foot wide area adjacent to the stairwell for the walkable portion of the sidewalk. Additionally, the business entrances may have to be modified due to these impacts.
- d. The southeast corner of 400 West 200 South would need to be reconfigured to allow the northbound traffic lanes to slide eastward to align with the relocated receiving lanes to the north that would be located further to the east due to the left turn lane into the parking structure.

- e. Payment responsibility for the cost of a left turn signal into the parking garage would need to be identified. A signal at this location is not included in the LRT extension project budget nor needed to provide general access to the Gateway. One similar accommodation was made at 550 South Main where the abutting property owner who made the request was responsible for the signal cost.
 - f. A left turn signal and a TRAX station cannot co-exist at this location.
 - g. A cost estimate for installing a signal and making the other changes noted above has not been prepared.
3. **Pedestrian Access:**
Pedestrian access at all intersections has been preserved. In addition, mid-block pedestrian crossings with signals are recommended at both station locations and at Rio Grande across 200 South. Due to Salt Lake City's large block size and the addition of TRAX, the mid-block pedestrian crossings provide safe and important pedestrian connections that promote a walkable community and support higher density development and higher transit ridership.
 4. **Bicycle Access:**
200 South and 600 West have existing bike lanes adjacent to the TRAX connection route. These bike lanes will remain. The issues critical to the safety of bicyclists are on-street parking and rail crossings.
 5. **On-Street Parking:**
Throughout preliminary engineering, the goal has been to maximize the amount of on-street parking along the TRAX route within the constraints of minimum sidewalk width, maintaining dedicated lanes for through traffic, turning movements (left and right), bike lanes, and station location. The one exception to this is the south side of 200 South between 400 West and 500 West where no parking currently exists and the City indicated a preference for maintaining the status quo.

The Boyer Company has requested consideration of a north-to-west left-turn from 400 West into the Gateway Summer parking if a station is not planned at 125 South 400 West. They also emphatically prefer that a station not be built at this location, so that a left turn can be accommodated. The left turn would require the elimination of on-street parking in front of the Dakota Lofts and would reduce the adjacent sidewalk by 4 feet 6 inches. (See related comments above in Section 2).

Parking is planned to be provided on the south side of 200 South from 600 West east to the mid-block crossing. The impact to Thomas Electric is that currently his operations include deliveries by 1-ton and semi-trucks. 1-ton trucks back into the delivery door to off-load. Semi-trucks pull curbside between the delivery door and Woodbine in a designated delivery/loading zone. This delivery/loading zone would be eliminated due to the mid-block crossing which will be immediately west of the Woodbine driveway. It is possible to convert 1 or 2 of the standard parking stalls in front of Thomas Electric into a loading zone.

6. **Depot District Development:**
The TRAX connection should support the existing and future development in the Depot District in accordance with the goals of the Gateway Development Master Plan. The existing layout of the Downtown LRT system is one station every two blocks. The proposed two-station scenario will continue this established spacing. The Gateway Master Plan and current zoning both identify this area as the emerging recipient for high-density development in the

City. Both stations are adjacent to easily developable sites. The 525 West 200 South station is adjacent to property (north) that has been consolidated by one land owner (approximately 7 of the 10 acres on the block). The 125 South 400 West site is adjacent to the Frank Edwards site (approximately 2.5 acres) that is available for development and the Utah Paper Box site that also has future development potential. The Westgate Building is presently being converted to housing. Zoning on both sites allows for high-density housing with unrestricted density to maximize the site potential.

7. Homeless Care Provider Access:
SLC Administration, the Planning Commission, and the City Council have all expressed their support for preserving the co-location of homeless care provider services in the Depot District and providing accessible public transportation to people using those services.
 - a. The recommended two station scenario provides access to a TRAX station within one block of the homeless care provider services.
 - b. The single station alternative at approximately Rio Grande and 200 South provides direct access to the homeless care providers located to the south of the station.

D. BASIS FOR RECOMMENDATIONS

D. BASIS FOR RECOMMENDATIONS

1. ROUTE: 400 West, 200 South, 600 West

The light rail connection route was previously determined in the environmental documents for the Airport/University line (West - East Light Rail Project Final Environmental Impact Statement, completed in 1999) and the Intermodal Hub project (Salt Lake City Intermodal Center Environmental Assessment completed in 1998). The route will extend from the Delta Center south on 400 West, west on 200 South and south on 600 West to the Intermodal Hub as illustrated in *Figure 12*.

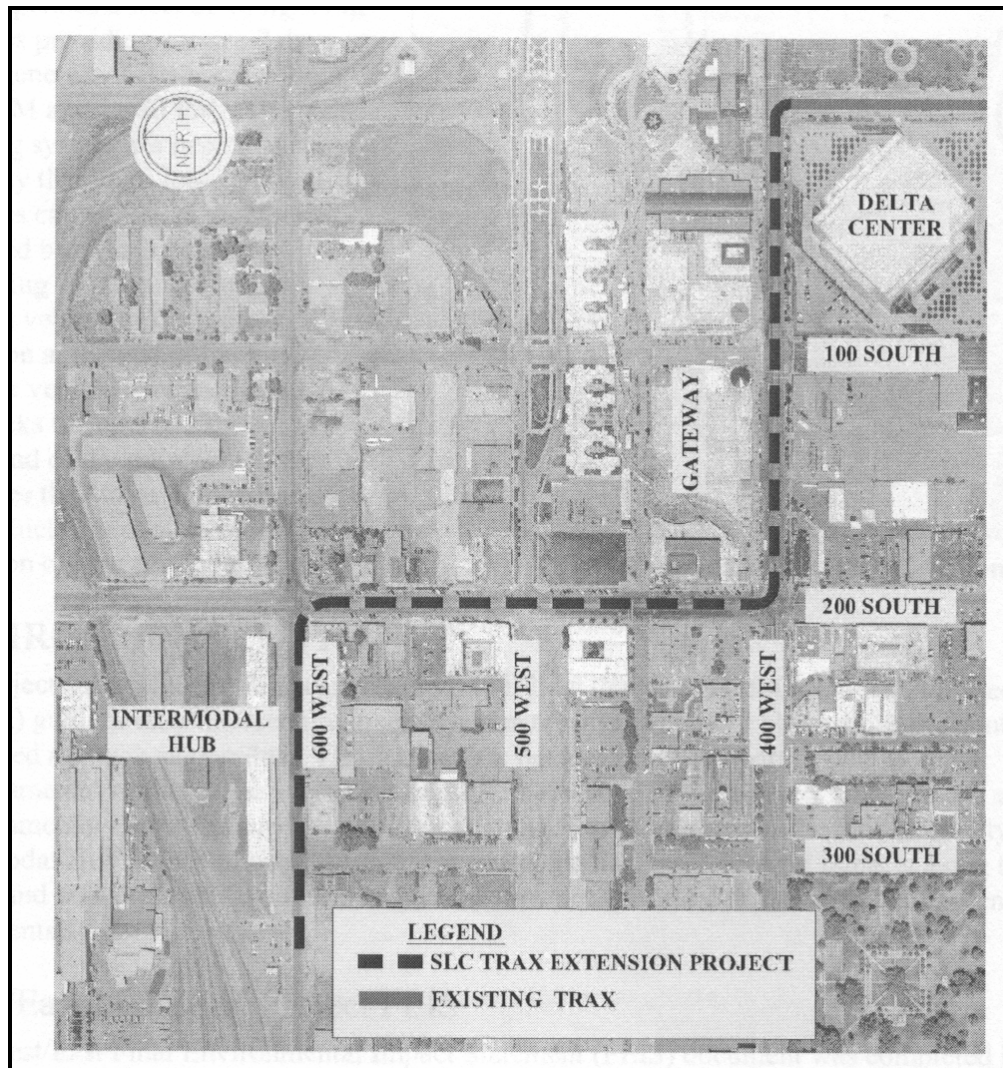


Figure 12 – Light Rail Connection Route

2. ALIGNMENT: Center Running

Three light rail alignment configurations were evaluated: “center running (*Fig. 13*),” “side running (*Fig 14*),” and “combination running (*Fig. 15*).” Center running is recommended because it has the least impacts on driveway access, bicycle paths, sidewalks, utilities, and it has been used throughout all of downtown and along the majority of the remaining UTA system. The Hub station is an exception to the center running alignment. Side running is recommended at the Hub because of the

existing rail systems on the west side of 600 West and because it eliminates a street crossing for thousands of daily passengers between buses, commuter rail, and light rail.

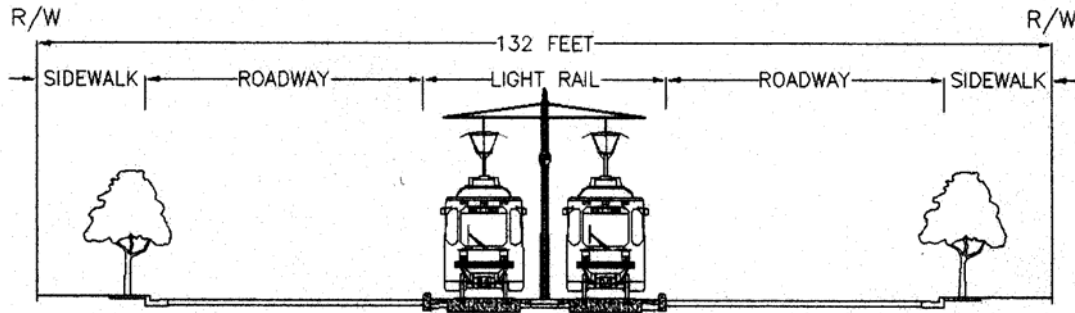


Figure 13 – Center Running

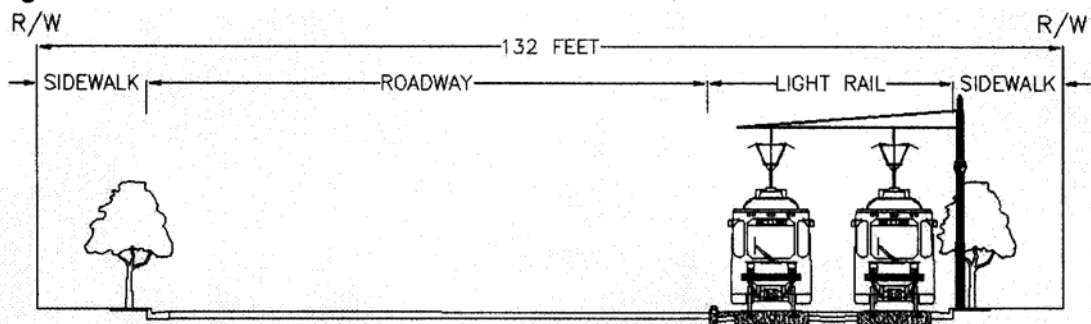


Figure 14 – Side Running

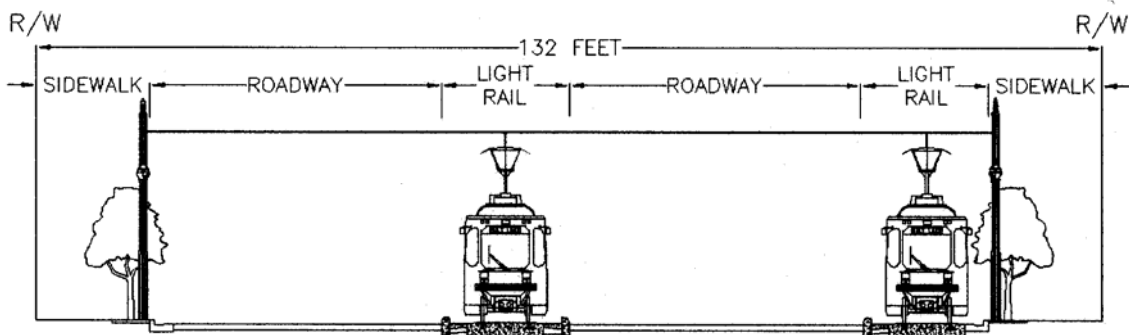


Figure 15 – Combination Running

3. TRAFFIC MOVEMENTS

All existing traffic movements at major intersections have been preserved. Traffic movements at Rio Grande and 200 South have been limited to right turn only. Through and left turn movements from northbound on Rio Grande onto 200 South have been eliminated for the following reasons:

- Rio Grande Street north of 200 South is a one-way (northbound) privately-owned street. The Boyer Company has not expressed any interest in maintaining the through-traffic access from south of 200 South on Rio Grande.
- The existing and future traffic counts from northbound traffic on Rio Grande south of 200 South heading either straight on Rio Grande Street or turning west onto 200 South is negligible. The traffic impacts to preserving those traffic movements are significant.

4. OVERHEAD CONTACT SYSTEM: Low-profile Catenary

Three different overhead contact systems were evaluated; full-depth (standard) catenary, low-profile catenary, and trolley wire. All three have been used within Salt Lake City:

- Full-depth (standard) Catenary: 2100 S to 1300 S (Sandy/Salt Lake line)
- Low-profile Catenary: University light rail line
- Trolley Wire: Main Street and South Temple

Low-profile catenary is recommended because it minimizes costs and the number of poles while maintaining an urban feel to the system.

5. STATION DESIGN: Match Existing

The architecture of the light rail stations will match the existing architecture of the other Salt Lake Light Rail Transit (LRT) stations.

- Canopies
- Seating
- High-block (ADA access)
- Trash receptacles
- Ticket vending
- Trees

6. STREETSCAPE DESIGN: Match Existing

Street lights, landscaping, and public furniture will match the existing elements in the downtown. The sidewalk paving patterns will meet the administrative guidelines for the downtown.

- Cactus light poles along 400 West and 200 South
- Asparagus light poles along 600 West
- Trees
- Trash receptacles

7. MID-BLOCK PEDESTRIAN CROSSINGS

Mid-block pedestrian crossings at TRAX stations increase pedestrian access and safety to/from the stations while decreasing the likelihood of jaywalking. Additionally, once the TRAX line is in place a mid-block pedestrian crossing at the intersection of Rio Grande and 200 South is essential for safely accommodating the existing and future pedestrian crossings at that intersection.

- a. 150 South 400 West in conjunction with station
- b. Rio Grande (450 West) and 200 South
- c. 550 West 200 South in conjunction with station
- d. 350 West South Temple at existing station
- e. 350 South 600 West in conjunction with the Hub Station

8. STATION LOCATIONS: Hub station at 325 South 600 West with two stations; 125 South 400 West (future build) and 525 West 200 South.

The following station locations were evaluated during preliminary engineering:

- a. 25 South 400 West (Airport/University FEIS): This station was identified in the Airport/University FEIS as a connection point between the Airport/University line and the

Sandy line. It was anticipated at that time that the University line would continue down 400 South to 400 West, turn north to North Temple, then west along North Temple to the Airport. Early on, this station location was eliminated because both the University and Sandy lines utilize the Delta Center station.

- b. 125 South 400 West (Fig. 16): This station was considered as part of a two-station scenario because it follows the existing station pattern throughout the downtown (1 station/2 blocks), is adjacent to the Gateway development to the west, and developable property to the east, provides a station loading alternate for Delta Center events, and provides future direct transit connections along West.

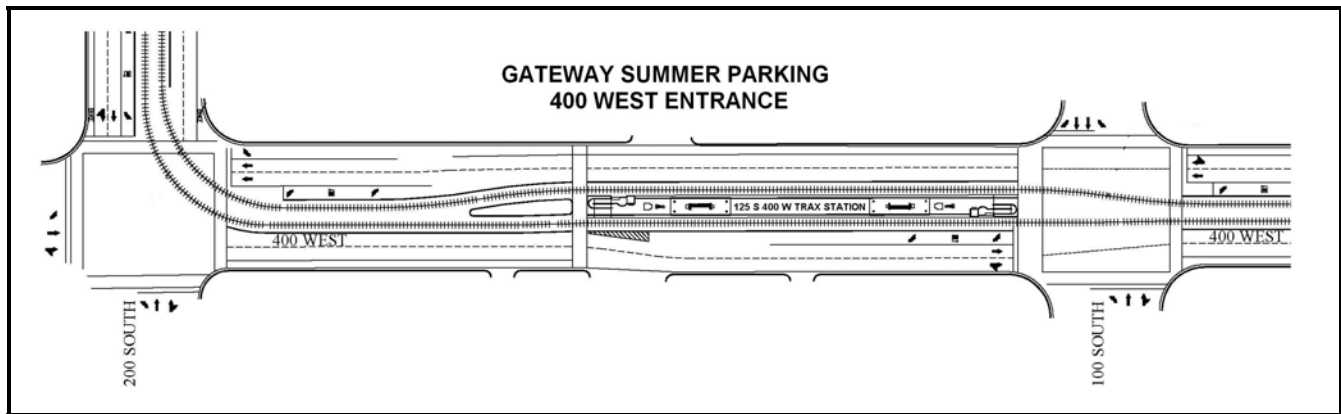


Figure 16 - 125 South 400 West Station Recommendation

- c. 475 West 200 South (Fig. 17): This station was considered because it is approximately halfway between the existing Delta Center station (325 West South Temple) and the proposed Intermodal Hub Station (325 South 500 West), and it is adjacent to the Gateway development. This station is only feasible if the existing 500 West ROW is narrowed by amending the Gateway Development Master Plan which provides for the widening of 500 West to allow for the 500 West Park Blocks.

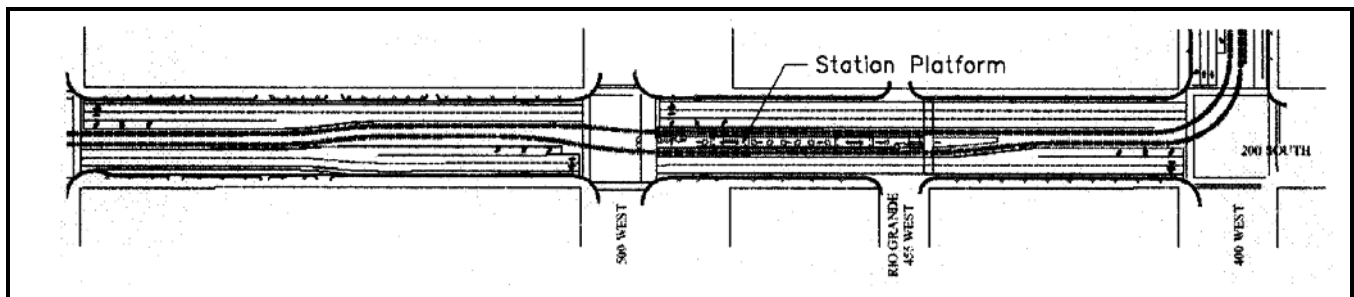


Figure 17 – 475 West 200 South Station Alternate

- d. 460 West 200 South (Fig. 18): This station was considered as an alternate to the 475 W 200 S station.

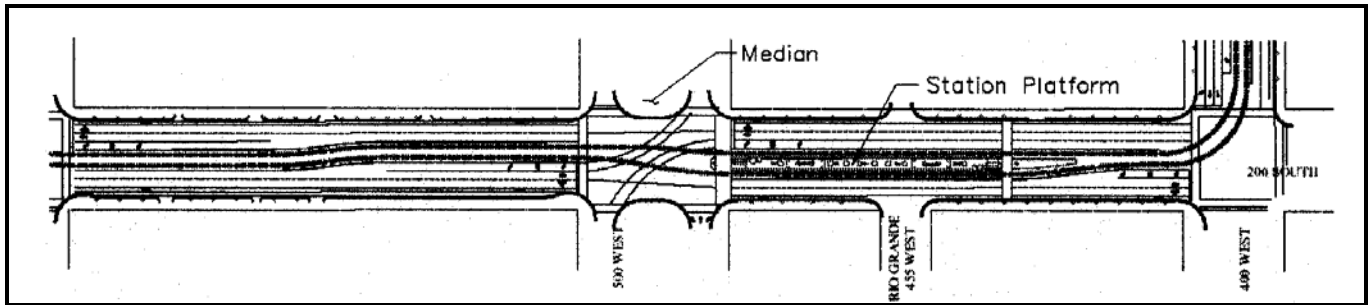


Figure 18 – 460 West 200 South TRAX Station Alternate

- e. 525 West 200 South (Fig. 19): This station was considered as part of a two-station scenario because it follows the existing station pattern throughout the downtown (1 station/2 blocks), is adjacent to significant development opportunities to the north, and existing/future development to the south.

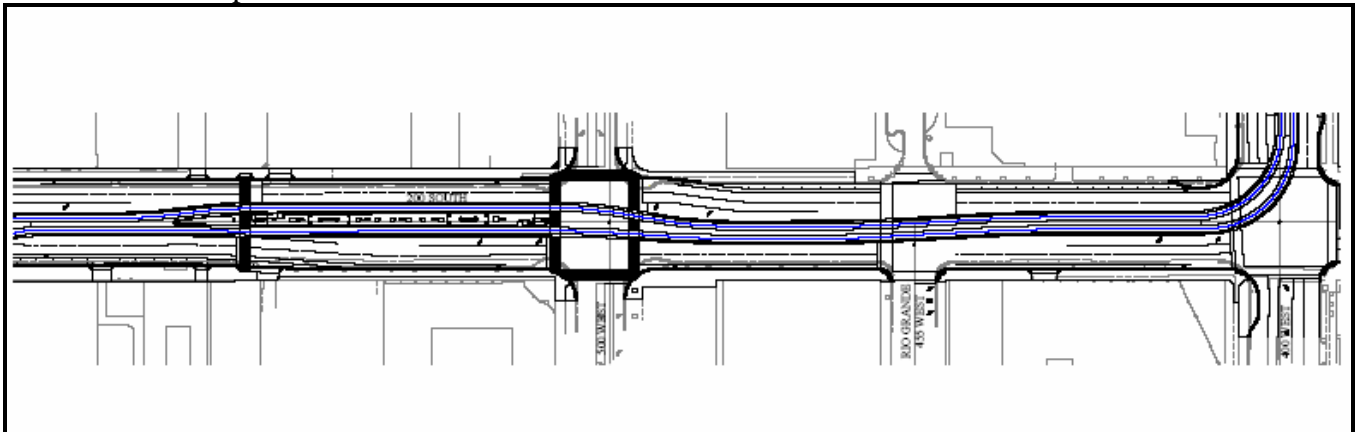


Figure 19 – 525 West 200 South TRAX Station Recommendation

- f. 325 South 600 West (Intermodal Hub) (Fig. 20): This station is a part of the Intermodal Hub.

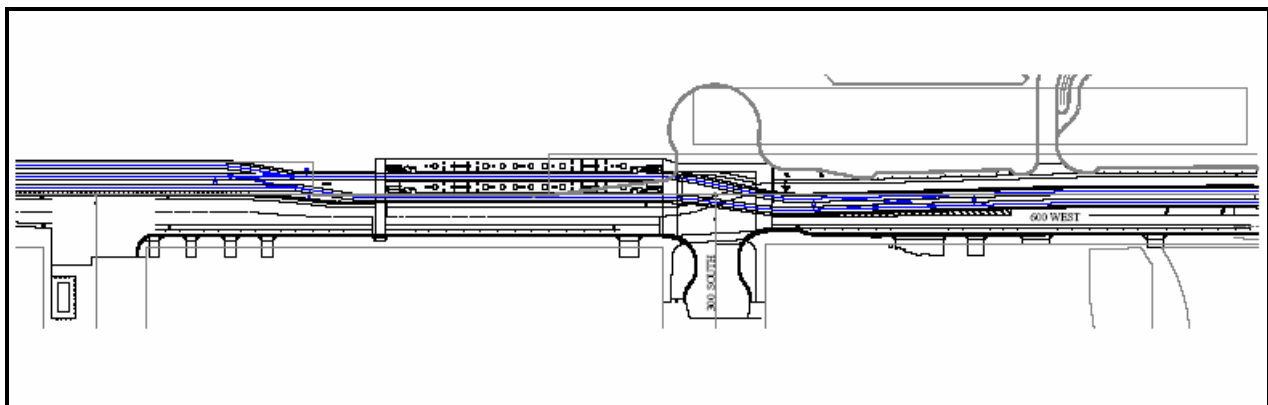


Figure 20 – 325 South 600 West Intermodal Hub TRAX Station

SECTION II
COMMUNITY DEVELOPMENT
DEPARTMENT'S
CITY COUNCIL BRIEFING

(PLANNING COMMISSION RECOMMENDATION)

A. LOUIS ZUNGUZE
DIRECTOR

BRENT B. WILDE
DEPUTY DIRECTOR

SALT LAKE CITY CORPORATION
DEPT. OF COMMUNITY DEVELOPMENT
OFFICE OF THE DIRECTOR

ROSS C. "ROCKY" ANDERSON
MAYOR

COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer **DATE:** January 30, 2006

FROM: Louis Zunguze, Community Development Director

RE: **Petition 400-04-52** by Salt Lake City and the Utah Transit Authority (UTA) for final determination of the Light Rail Intermodal Hub extension configuration and TRAX stop locations

STAFF CONTACT: Doug Dansie, Principal Planner, at 535-6182 or doug.dansie@slcgov.com

RECOMMENDATION: That the City Council schedule a briefing and a Public Hearing

DOCUMENT TYPE: Briefing

BUDGET IMPACT: Impacts vary depending on the final decision and/or expectations for the City to participate in the construction of Light Rail Transit (LRT) stations

DISCUSSION:

Issue Origin: Petition 400-04-52 was initiated by Salt Lake City and UTA to determine the final configuration of the light rail extension between the Delta Center and the Intermodal Hub and to determine the number and location of TRAX stops. City Council action is required because the request has land use implications and because the extension of TRAX will require the long-term financial and public property commitment of the City.

Analysis: The project involves the construction of a light rail transit (LRT) alignment connecting the existing Utah Transit Authority (UTA) light rail terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at approximately 300 South and 600 West. (The Intermodal Hub LRT station will be located at approximately 325 South 600 West.)

The City, UTA, and TRAX extension consultants have examined three different alignment options for the TRAX extension along the proposed route: side-running (track on the east side), split-running (track in center and on east side on 400 West), and center-

running track. The side-running and split-alignment options were eliminated because both alternatives severely affect development potential of adjacent blocks by blocking all vehicular access and interfering with the operation of the Delta Center. Therefore, the center track alignment has been chosen as the preferred alignment. The center alignment tends to restrict left-turn lanes but allows options for on-street parking, does not block driveways, and is consistent with the majority of the existing TRAX system.

A station location at 75 South 400 West was considered as an option but eliminated because of its proximity to the Delta Center station. A station at 475 West 200 South was also considered but eliminated due to its impact on the 500 West Park Blocks and right-of-way.

The design team considered three separate alternatives for the number of stations to be located between the Delta Center and the Intermodal Hub: no stations; only one station on 400 West or 200 South; or two stations with one on 400 West and one on 200 South. Although there is only one viable location for a station on 400 West (125 South 400 West), there are two possible sites on 200 South that must be considered. These sites are located at 460 West and 525 West.

A final determination of the number and location of the station(s) must be made. The alternatives and general pros and cons are discussed below.

Alternative 1 – No Stations: This alternative provides no station between the Delta Center and the Intermodal Hub, a distance of 4,350 feet (0.82 miles).

<i>NO STATIONS</i>	
PRO	CON
<ul style="list-style-type: none"> • This alternative provides the fastest service between the Intermodal Hub and the Delta Center. 	<ul style="list-style-type: none"> • This option does not have significant support because it does not provide the benefit of transit access. • The lack of intermediate stops does not serve existing or potential development in the area.

Alternative 2 – One Station: There are three possible options to be considered under the one-station alternative. The possible station locations are:

- 125 South 400 West – Option 1
- 460 West 200 South – Option 2
- 525 West 200 South – Option 3

Option 1

ONE STATION OPTION 1– 125 SOUTH 400 WEST	
PRO	CON
<ul style="list-style-type: none"> • This configuration provides immediate access to Clark Planetarium and the Delta Center. • This option maintains a two-block spacing from the Delta Center station, consistent with the rest of downtown. • This option accommodates development potential on the block south of the Delta Center. • All travel lanes will be maintained. The northbound left turn at 100 South could be accommodated at the station with a protected left turn signal (something that has not been done or is not possible at other stations on the system). • This configuration provides good development opportunities to the Utah Paper Box block (300-400 West 100-200 South). • Having a station on 400 West would provide a visual cue that access to the transit system is available. 	<ul style="list-style-type: none"> • The Boyer Company would like to maintain a mid-block northbound left turn into their 400 West “Summer” parking garage, which is impossible with a station at that location. <i>(The creation of such a left turn lane would have similar impacts as a station because it would also add an extra mid-block traffic signal. In either case, the same number of through travel lanes that presently exist will still exist on 400 West.)</i> • Some residents have expressed concern that LRT would slow traffic on 400 West, which they view as the throughway from the north to bypass Capitol Hill. <i>(A traffic modeling analysis of LRT and a station on 400 West shows virtually no shifting of traffic from 400 West to other Capitol Hill streets would occur.)</i> Other transportation actions in the future will also affect this northern access, (e.g., an HOV off-ramp at 100 South, potential extension of 500 West to Beck Street, closure or signaling of Victory Road). • This option, without a station on 200 South, places a station four blocks from the Hub, leaving a wide gap between stations.

Option 2

ONE STATION OPTION 2 – 460 WEST 200 SOUTH	
PRO	CON
<ul style="list-style-type: none"> • At the time of the Planning Commission hearing, the UTA expressed a desire to see this single-station option implemented because it provided the fastest travel time that met the maximum spacing requirement of ½ mile between stations. It is adjacent to a 90° curve, where trains must slow down. • With this option, the station is equidistant (three blocks) between the Delta Center and the Intermodal Hub and provides adequate coverage. • This configuration places a station close to the Rio Grande Street intersection, providing access/egress to and from the Rio Grande area. 	<ul style="list-style-type: none"> • Because of technical issues, the station would be positioned east of the intersection of 500 West (anticipating the Park Block alignment), which creates a short left-turn pocket at 400 West. • The station in this configuration does not align well with crosswalks and poses significant technical and safety issues such as having a crosswalk cutting through the platform, reducing the length of the east-to-north left turn lane on 400 West and requiring trains to stop at more precise positions at the platform. The Transportation Division does not recommend this configuration. • With or without a station, infrastructure will eliminate the possibility of cross-vehicular traffic on Rio Grande. (However, opportunities for pedestrian crossings remain.)

Option 3

ONE STATION OPTION 3 - 525 WEST 200 SOUTH	
PRO	CON
<ul style="list-style-type: none"> • This option accommodates the future development of the Park Blocks and will not affect the intersection at 400 West, 200 South, the most critical of all intersections, from a traffic control standpoint, involved with the TRAX extension project. • The site is two blocks from the Intermodal Hub and adjacent to parcels of land that have significant development potential. 	<ul style="list-style-type: none"> • This option, without a station on 400 West, places a station four blocks from the Delta Center, leaving a wide gap between stations. • This option accommodates all auto traffic movements but requires the elimination of on-street parking on the south side of 200 South adjacent to the station to maintain the eastbound-to-northbound left turn lane.

<ul style="list-style-type: none"> • The station is located just after a 90° turn onto 200 South, which already requires that trains slow. 	
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Alternative 3 – Two Stations: Under this alternative, stations would be located at 125 South 400 West and 525 West 200 South to achieve the best spacing between stations.

TWO STATIONS - 125 SOUTH 400 WEST AND 525 WEST 200 SOUTH	
PRO	CON
<ul style="list-style-type: none"> • The spacing of these stations is consistent with the spacing of Downtown stations (two blocks apart). • The Gateway Master Plan anticipates high-density residential mixed-use development to accommodate large numbers of people living in the area. • More TRAX stops make an urban neighborhood more walkable. • This neighborhood is the only one in the City where high-density housing does not have zoning issues or neighborhood opposition. It is likely that student, medical center, or downtown service housing could easily develop in this area, making pedestrian access to LRT critical. • With stations located on 400 West and 200 South, the LRT extension serves two different rider markets. For example: the City Center and Temple Square stations have identical spacing as these proposed stations, yet because they are on different streets they provide their own separate visual cues to transit access and serve riders that would not necessarily see (or use) another station around the corner. 	<ul style="list-style-type: none"> • Two stations add approximately 30 seconds to the travel time from the Intermodal Hub to the Delta Center. • Two stations will increase operations and maintenance costs. • The UTA has stated that two stations will decrease ridership. However, the geographical area involved in this case is too small for UTA's standard ridership modeling tools to quantify this statement. • This configuration will not accommodate a mid-block left-turn lane into the Gateway "Summer" parking garage.

Associated Issue:

Standardized Left-Turn Lane at 150 South 400 West: The Boyer Company has proposed a protected turn lane across the light rail tracks to accommodate northbound left turns into the Gateway on 400 West. This proposal, if implemented, would affect the station location decision because a mid-block left-turn lane and a station cannot both be built on 400 West at 125 South. When the original Gateway complex was built, the developers conducted a traffic study based on the assumption of future LRT on 400 West. The project was approved with the expectation of right-in/right-out access only on 400 West (no left turn).

If a station is built at 125 South 400 West, motorists traveling northbound on 400 West can access Gateway parking by making a left turn at 200 South and then turning right into the parking garage. Other options include continuing north on 400 West, turning left onto 100 South, then turning left again into the parking structure on 100 South or performing a U-turn at 100 South to access the "Summer" parking garage entrance.

<i>LEFT-TURN POCKET ON 400 WEST</i>	
PRO	Con
<ul style="list-style-type: none">• Allows the owners of the Gateway to maintain a northbound left turn from 400 West into their "Summer" parking garage.	<ul style="list-style-type: none">• The traffic effects of an extra traffic signal on 400 West, required to accommodate mid-block left turns, are similar to a LRT station at the same location.• The left-turn lane moves all traffic lanes east, requiring the removal of on-street parking and narrowing of the sidewalk in front of businesses at the Dakota Lofts.• A left turn <u>in</u> may be provided but not a left turn <u>out</u> (because of space constraints).

Recommendation: The Planning Commission review involved a balancing act based upon two differing philosophies for the area:

- A) The area Master Plan calls for high-density development, which compliments the rest of Downtown and should accordingly be served with two stations.
- B) The area is currently less dense than the Downtown core; therefore only one station should be built to allow transit access to reach the core Downtown more quickly.

Because of the long-term desire to increase densities in this portion of Downtown and

technical difficulties with the 460 West 200 South one-station alternative, the Planning Commission voted to forward a favorable recommendation for construction of two stations, constructed in a phased approach of one station now and a second station in the future when mutually agreed upon by both the Utah Transit Authority and Salt Lake City. Because of noted negative impacts, the Planning Commission also recommended disallowing the proposed 150 South 400 West northbound left-turn lane into the Gateway “Summer” parking garage (refer to prior section labeled “*Associated Issue: Standardized Left-Turn Lane at 150 South 400 West*”).

Master Plan Considerations: The Gateway Master Plan calls for the general area to develop as a high-density mixed-use area of the City (second only to Main Street).

PUBLIC PROCESS:

Open House: Open Houses were held for the public in January 2004 at the Union Pacific Depot and in April 2005 at the Intermodal Hub. The Open Houses provided an opportunity for the public to view the project. There were approximately 150 people at the first Open House and 125 people at the second. The first Open House was primarily to let people know the scope of the project. Comments were received at the second Open House regarding the number of stations, arguing both sides of the issue. Other issues discussed at both Open Houses included Commuter Rail, Transit Oriented Development ordinances, the Intermodal Hub, and Bus Rapid Transit.

Transportation Advisory Board: The Transportation Advisory Board recommended the phased development of two stations, located at 125 South 400 West and 525 West 200 South, at their April 5, 2004, meeting.

Planning Commission: A Planning Commission briefing and Public Hearing was held in January 2004, with no formal action taken. A final Public Hearing was held on November 30, 2005. At that meeting, the Planning Commission voted to forward a positive recommendation to the City Council “supporting a two-station alignment with a recommendation that the two stations [*125 South 400 West and 525 West 200 South*] be phased based upon demand following the recommendation of UTA”. The Planning Commission further clarified that the City and UTA jointly determine when the second station is warranted.

The Planning Commission also recommended that the Transportation Division and City Council consider the northbound left-turn lane across the LRT tracks into the Gateway at 150 South 400 West be “disallowed,” therefore making any modifications to the streetscape to accommodate the left turn unnecessary.

RELEVANT ORDINANCES:

Because this proposal involves the long-term lease or franchise of a public street, the street closure process is being used as the decision making process for LRT alignment. This course of action is consistent with two previous decision making processes involving the North-South and University light rail lines. The City Council is also involved in associated funding decisions.

Per Salt Lake City Code, Section 2.58 and Utah Code, Title 10-9-305, streets may be closed and disposed of by the City after following proper procedure as outlined in Section 2.58 of City Code. The Planning Commission reviews the request and recommends whether the property should be declared surplus. The City Council has final approval of all street closures. The Mayor, or his designee, will be responsible for the actual lease/sale of the street.

UPDATE:

Subsequent to the Planning Commission decision, the Administration has continued to work with UTA with the intent of reaching a unified agreement consistent with the Planning Commission recommendation. The results of these discussions will be presented to the City Council in a supplemental transmittal from the Administration.

TABLE OF CONTENTS

1. Chronology
2. Proposed Resolution
3. City Council Public Hearing
 - a. Notice
 - b. Mailing list
4. Planning Commission Hearing
 - a. Original Notice and Postmark
 - b. Staff report (includes PC minutes from January 28, 2004 and TAB minutes from April 5, 2004)
 - c. Agenda
 - d. Minutes Nov. 30, 2005
5. Original Petition

1. Chronology

Chronology

October 20, 2003	The project was initiated
November 3, 2003	Joint meeting with UTA and technical staff to begin project.
January 2, 2004	Notices for open house sent to Community Council Chairs and interested parties.
January 4, 2004	Notice of Open House printed in Newspaper.
January 8, 2004	Public open house for the Transit Oriented Development Plan for the Depot District and the Light Rail extension from the Delta Center to the Salt Lake City Intermodal Hub. Held in the Union Pacific Depot Grand Hall located at 400 West South Temple at the Gateway in Salt Lake City.
January 13, 2005	Notices for Planning Commission sent to Community Council Chairs, adjacent land owners and interested parties.
January 28, 2004	The Salt Lake City Planning Commission held a public hearing.
April 5, 2004	Transportation Advisory Board was briefed on the issue and made a recommendation.
May 2004 - October 2005 Negotiations with UTA (interlocal and funding).	
March 29, 2005	Notices for open house sent to Community Council Chairs and interested parties.
April 7, 2005	Public open house for the Transit Oriented Development Plan for the Depot District, the Light Rail extension from the Delta Center to the Salt Lake City Intermodal Hub, the Intermodal Hub Bus Terminal, commuter rail, bus rapid transit, and U of U Honors Think Tank analysis of the area surrounding the Hub.. Held in the Hub Bus Terminal in Salt Lake City.
November 15, 2005	Notices for Planning Commission sent to Community Council Chairs, adjacent land owners and interested parties.
November 30, 2005	The Salt Lake City Planning Commission held a public hearing and voted to forward a positive recommendation to the City Council in support of two stations.
December 6, 2005	Staff requested a resolution from the City Attorney's Office.

December 22, 2005

Received resolution from Attorney's Office

December 14, 2005

The Planning Commission ratified the minutes of the November 30, 2005 meeting.

2. Proposed Resolution

RESOLUTION NO. _____ OF 2005
AUTHORIZING THE EXTENSION OF THE LIGHT RAIL SYSTEM AND THE
ADDITION OF TWO NEW STATIONS AT 525 WEST 200 SOUTH AND 125 SOUTH
400 WEST, PURSUANT TO PETITION NO. 400-04-52

WHEREAS, Salt Lake City has constructed (or is constructing) an intermodal hub to facilitate bus, light rail and commuter rail users; and

WHEREAS, in order to make bus, light rail and commuter rail systems work together, the existing light rail must be extended from its current terminus to the intermodal hub; and

WHEREAS, the Salt Lake City Council has studied the matter and has decided that this resolution is in the best interest of the City.

NOW THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah, as follows:

1. Extension of the light rail line from its current terminus to the intermodal hub is approved; and
2. The City Council does hereby approve the construction of two (2) additional light rail stations at approximately 525 West 200 South and 125 South 400 West; and
3. The Salt Lake City administration is hereby authorized to negotiate and draft an agreement with the Utah Transit Authority that is consistent with this resolution.

Passed by the City Council of Salt Lake City, Utah, this _____ day of March, 2005.

SALT LAKE CITY COUNCIL

By _____
CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date December 22, 2005
By Melanie Ruiz

3. City Council Public Hearing

3a. Notice

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is currently reviewing **Petition 400-04-52**. Salt Lake City and the Utah Transit Authority (UTA) are jointly working to connect the existing terminus of the light rail line at the Delta Center, located at approximately 325 West South Temple, to the Intermodal Hub located at 300 South 600 West. The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by the Spring of 2008 to coincide with the opening of commuter rail service at the Intermodal Hub. The route of the light rail extension will be along 400 West, 200 South, and 600 West.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the number and location of stations along that route. During this hearing, the Planning staff may present information on the petition and 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 PM

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

If you have any questions relating to this proposal, please attend the meeting or call Doug Dansie at 535-6182 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. If you are the owner of a rental property, please inform you tenants of this hearing. We comply with all ADA guidelines. Assistive listening devices and interpreter services provided upon 24 hour advance request.

3.b Mailing List



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Jim Jenkin, Member
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J & D INVESTMENTS OF
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WASATCH HOMELESS HEA CARE, INC
404 S 400 W
Suite
SALT LAKE CITY, UT 84101-2201

REDEVELOPMENT AGENCY SALT LAKE CIT
522 S 400 W
Suite
SALT LAKE CITY, UT 84101-2239

GATEWAY 2001 LLC
30 E BROADWAY ST
Suite 201
SALT LAKE CITY, UT 84111-2227

GATEWAY 2001, LLC
30 E BROADWAY ST
Suite 201
SALT LAKE CITY, UT 84111-2227

WRIGHT, MICHAEL J
1335 S COLONIAL CIR
Suite
SALT LAKE CITY, UT 84108-2202

WRIGHT, MICHAEL J & CYNTHIA L; JT
1335 S COLONIAL CIR
Suite
SALT LAKE CITY, UT 84108-2202

CARPENTER BUILDING C COMMON AREA N
9 E EXCHANGE PL
Suite 900
SALT LAKE CITY, UT 84111-2709

GATEWAY 2001 LLC
9 E EXCHANGE PL
Suite 900
SALT LAKE CITY, UT 84111-2709

STATE OF UTAH
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SALT LAKE CITY, UT 84101-1104

358 OFFICE PLAZA ASS LLC
358 S RIO GRANDE ST
Suite
SALT LAKE CITY, UT 84101-1141

ROOTS BUILDING PARTN
360 S RIO GRANDE ST
Suite
SALT LAKE CITY, UT 84101-1106

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HOWA CONSTRUCTION IN
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327 W 200 S # 301
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LAKIS, DAVID M &
Sidwell No. 1501261031
327 W 200 S # 404
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PIERPONT LOFTS CONDOMINIU
Sidwell No. 1501184102
1035 S 800 W
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VAN, KENNETH L; TR
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LAG PROPERTIES LC; ET AL
Sidwell No. 1501252001
329 W PIERPONT AVE # 200
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MOUSHEGIAN, KIRK G
Sidwell No. 1501261019
327 W 200 S # 307
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TIRE TOWN PHASE I, LC
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366 S 500 E # 201
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KIMBALL DEVELOPMENT LLC
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1035 S 800 W
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HARMER, ERIC A
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KIMBALL DEVELOPMENT LLC
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1035 S 800 W
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KIMBALL DEVELOPMENT LLC
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KIMBALL DEVELOPMENT LLC
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GREEK ORTHODOX CHURCH OF
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KIMBALL DEVELOPMENT LLC
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KIMBALL DEVELOPMENT LLC
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GOLDBERG, ALLAN; ET AL
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375 W 200 S # 100
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UTAH POWER & LIGHT CO
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700 NE MULTNOMAH ST #700
PORTLAND OR 97232

UTAH POWER & LIGHT CO
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TTT INVESTMENT COMPANY LL
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STEWART, GARY L
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3065 FAWN DR
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180 S 300 W
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SALT LAKE COUNTY
Sidwell No. 1501177011
2001 S STATE ST # N4500
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STATE OF UTAH, THE
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450 N STATE OFFICE BLDG
SALT LAKE CITY UT 84114

REDEVELOPMENT AGENCY OF S
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451 S STATE ST # 418
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SALT LAKE COUNTY
Sidwell No. 1501131004
2001 S STATE ST # N4500
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GATEWAY 2001 LLC
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358 OFFICE PLAZA ASS LLC
358 S RIO GRANDE ST
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ROOTS BUILDING PARTNERSHIP
360 S RIO GRANDE ST
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VENTURE 404 WEST LLC
420 E SOUTH TEMPLE ST
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WIFCO LC
1947 E ST MARYS DR
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DEPOMAX PROPERTIES H LLC
9134 S WILLIAMSBURG CT
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RODGERS, SEAN W
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346 W PIERPONT AVE
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VAN, KENNETH L; TR
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WAGNER, PETER A & AMANDA J; JT
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Suite E122
SALT LAKE CITY, UT 84101-1768

WALTON, OLIVIA F
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Suite E117
SALT LAKE CITY, UT 84101-1763

362 WEST PIERPONT LL
362 W PIERPONT AVE
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451 S STATE ST
Suite

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Suite
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KHODADAD, MOHAMMAD
358 S WESTTEMPLE ST
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CHIARAMONTE, JODY L
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WU, FENG PING & LIANG, SHU-NUAN; JT
7761 S PARK GLEN CT
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WEST JORDAN, UT 84084-5512

MCLAUGHLIN, DUSTIN
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MATTHEWS, DUANE
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MILLO TIRE TOWN LLC
366 S 500 E
Suite 201
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TIRE TOWN MIXED USE PH 1 COMMON ARE
366 S 500 E
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TIRE TOWN PHASE I, L
366 S 500 E
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UFFENS MARKETPLACE U OWNERS ASSO(
366 S 500 E
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UFFENS, LLC
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MW PROPERTIES, LTD;
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1035 S 800 W
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1035 S 800 W
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PIERPONT LOFTS CONDO OWNERS ASS
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MEDICAL GROUP INSURA SERVICE INC
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GREEK ORTHODOX CHURCH GREATER SALT LAKE CITY
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GREEK ORTHODOX CHURCH GREATER SALT LAKE CITY
279 S 300 W
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PHILIP G MCCARTHEY L
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REDEVELOPMENT AGENCY SALT LAKE CIT
451 S STATE ST
Suite 418
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REDEVELOPMENT AGENCY SALT LAKE C
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E JEX & JEANNINE HEP

680 N 900 E

Suite

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HEPWORTH, E JEX & JE (JT)

680 N 900 E

Suite

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623 W 100 SOUTH, LLC

663 W 100 S

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HOWA CONSTRUCTION IN

663 W 100 S

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THOMAS, RICHARD M & CHRISTINE C; JT

549 W 200 S

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SL BEEHIVE, LLC

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SEVENTH & SECOND ACQ LC

560 S 300 E

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502 W 300 S

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BRIDGES LP, THE

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COHEN, ALAN S & ORLENE; JT

235 S 600 W

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CENTRO CIVICO MEXICA

155 S 600 W

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INTERMOUNTAIN REAL E UTAH LLC

235 S 600 W

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OAC FAMILY LIMITED P

235 S 600 W

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ZEBRA INVESTMENTS, L

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STATE OF UTAH

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TIRE TOWN PHASE I, LC
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KIMBALL DEVELOPMENT LLC
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1035 S 800 W
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KSL BROADCAST HOUSE TRIAD
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HARMER, ERIC A
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KIMBALL DEVELOPMENT LLC
Sidwell No. 1501184055
1035 S 800 W
SALT LAKE CITY UT 84104

KIMBALL DEVELOPMENT LLC
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KIMBALL DEVELOPMENT LLC
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GREEK ORTHODOX CHURCH OF
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KIMBALL DEVELOPMENT LLC
Sidwell No. 1501184053
1035 S 800 W
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KIMBALL DEVELOPMENT LLC
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KIMBALL DEVELOPMENT LLC
Sidwell No. 1501184081
1035 S 800 W
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GOLDBERG, ALLAN; ET AL
Sidwell No. 1501182001
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JOLEY, CHRISTOPHER W
Sidwell No. 1501261023
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KIMBALL DEVELOPMENT LLC
Sidwell No. 1501184075
1035 S 800 W
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GILLMAN, J WAYNE
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FORCE, THOMAS L &
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CRANE ASSOCIATES
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Sidwell No. 1501184078
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CORP OF PB OF CH JC OF LD
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SALT LAKE CITY UT 84101

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Sidwell No. 1501260005
366 S 500 E # 201
SALT LAKE CITY UT 84102

BLACK DOT, LLC
Sidwell No. 1501181002
5335 S CASTLEGATE DR
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CARPENTER, KIP
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ARTSPACE AFFORDABLE HOUSI
Sidwell No. 1501181011
353 W 200 S # 114
SALT LAKE CITY UT 84101

CARLISLE, RANDALL C &
Sidwell No. 1501260013
308 W 300 S # 202
SALT LAKE CITY UT 84101

ALLEN-MILLO PROPERTIES, L
Sidwell No. 1501260003
366 S 500 E # 201
SALT LAKE CITY UT 84102

ARTSPACE AFFORDABLE HOUSI
Sidwell No. 1501181003
355 W 200 S
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CAPUTO FAMILY, LP; ET AL
Sidwell No. 1501252005
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SALT LAKE CITY UT 84101

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309 WEST LC
Sidwell No. 1501181001
375 W 200 S # 100
SALT LAKE CITY UT 84101

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SALT LAKE CITY UT 84110

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PORTLAND OR 97232

UTAH POWER & LIGHT CO
Sidwell No. 1501176002
700 NE MULTNOMAH ST #700
PORTLAND OR 97232

UTAH POWER & LIGHT CO
Sidwell No. 1501129023
700 NE MULTNOMAH ST #700
PORTLAND OR 97232

UTAH POWER & LIGHT CO
Sidwell No. 1501129007
700 NE MULTNOMAH ST #700
PORTLAND OR 97232

UTAH POWER & LIGHT CO
Sidwell No. 1501129002
700 NE MULTNOMAH ST #700
PORTLAND OR 97232

UTAH PAPER BOX CO
Sidwell No. 1501129024
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SALT LAKE CITY UT 84101

TTT INVESTMENT COMPANY LL
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380 W 200 S # 604
SALT LAKE CITY UT 84101

THOMAS, JENNY B C
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380 W 200 S # 302
SALT LAKE CITY UT 84101

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Sidwell No. 1501183011
380 W 200 S # 304
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STEWART, GARY L
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3065 FAWN DR
PARK CITY UT 84098

WOLKOFF, KENNETH A
Sidwell No. 1501183014
3065 FAWN DR
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WILSON, STEFAN D &
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SALT LAKE CITY UT 84101

WILSON, EARL R & LORI M;
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2526 LARK SPUR DR
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WESTRICK, JEFFREY B
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WEST SIDE PROPERTY
Sidwell No. 1501129025
180 S 300 W
SALT LAKE CITY UT 84101

WARD, TIM
Sidwell No. 1501183026
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UTAH POWER & LIGHT COMPAN
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RIO GRANDE SRO LTD
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756 S 200 E # A
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SALT LAKE COUNTY
Sidwell No. 1501177011
2001 S STATE ST # N4500
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STATE OF UTAH, THE
Sidwell No. 1501178003
450 N STATE OFFICE BLDG
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REDEVELOPMENT AGENCY OF S
Sidwell No. 1501176010
451 S STATE ST # 418
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SALT LAKE COUNTY
Sidwell No. 1501131004
2001 S STATE ST # N4500
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STATE OF UTAH
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PROPERTY RESERVE INC
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PIONEER PARTNERS, LLC
Sidwell No. 1501179010
48 W MARKET ST
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ROMAN CATHOLIC BISHOP OF
Sidwell No. 1501179015
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GATEWAY RETAIL HOLDINGS L
Sidwell No. 1501131003
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SALT LAKE CITY UT 84101

CONNOR, TIM
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GATEWAY ASSOCIATES LTD
Sidwell No. 0836376014
90 S 400 W # 200
SALT LAKE CITY UT 84101

GATEWAY RETAIL HOLDINGS L
Sidwell No. 1501131002
90 S 400 W # 200
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CARTER, SHAWN N
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FELDDOT, ROBERT
Sidwell No. 1501183003
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GATEWAY RETAIL HOLDINGS L
Sidwell No. 1501131001
90 S 400 W # 200
SALT LAKE CITY UT 84101

BOYER-SPANISH FORK ASSOCI
Sidwell No. 1501177006
90 S 400 W # 200
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FAVERO, KELLY C
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380 W 200 S # 305
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GATEWAY RETAIL HOLDINGS L
Sidwell No. 0836376016
90 S 400 W # 200
SALT LAKE CITY UT 84101

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SALT LAKE CITY UT 84101

GATEWAY RETAIL HOLDINGS L
Sidwell No. 0836376015
90 S 400 W # 200
SALT LAKE CITY UT 84101

BETTINGER, NICOLE
Sidwell No. 1501183017
380 W 200 S # 401
SALT LAKE CITY UT 84101

DE LAY, BABETTE W; TR
Sidwell No. 1501183036
380 W 200 S # 602
SALT LAKE CITY UT 84101

GATEWAY OFFICE 1, LC
Sidwell No. 1501131005
90 S 400 W # 200
SALT LAKE CITY UT 84101

BENSON, KENDAL K
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SANDY UT 84092

DE BECKER, EMIEL
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380 W 200 S # 601
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GATEWAY BLOCK C-2 CONDOMI
Sidwell No. 1501130011
90 S 400 W # 200
SALT LAKE CITY UT 84101

BENGTZEN, RAMOLA
Sidwell No. 1501129001
377 W 100 S
SALT LAKE CITY UT 84101

DAKOTA LOFTS CONDOMINIUM
Sidwell No. 1501183039
9 E EXCHANGE PL # 900
SALT LAKE CITY UT 84111

GATEWAY BLOCK C-1 CONDOMI
Sidwell No. 1501185004
90 S 400 W # 200
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AREVKAP, LLC
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7162 S 2340 E
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DAKOTA LOFTS CONDOMINIUM
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SALT LAKE CITY UT 84117

GATEWAY BLOCK B CONDOMINI
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309 WEST LC
Sidwell No. 1501179007
375 W 200 S # 100
SALT LAKE CITY UT 84101

CRAFT, GERARD F
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380 W 200 S # 406
SALT LAKE CITY UT 84101

GATEWAY BLOCK A CONDOMINI
Sidwell No. 1501177009
90 S 400 W # 200
SALT LAKE CITY UT 84101

PHILIP G MCCARTHEY LLC; E
Sidwell No. 1501108031
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

SCHOENFELD INVESTMENTS, L
Sidwell No. 1501108013
2409 E STRINGHAM AVE
SALT LAKE CITY UT 84109

WRIGHT, GRAYSON S
Sidwell No. 1501106002
979 E SECOND AVE
SALT LAKE CITY UT 84103

PHILIP G MCCARTHEY LLC; E
Sidwell No. 1501108030
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

SCHOENFELD INVESTMENTS LL
Sidwell No. 1501108012
2409 E STRINGHAM AVE
SALT LAKE CITY UT 84109

WRIGHT, GRAYSON S
Sidwell No. 1501106001
979 E SECOND AVE
SALT LAKE CITY UT 84103

PHILIP G MCCARTHEY LLC; E
Sidwell No. 1501108024
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

SALT LAKE CITY CORPORATIO
Sidwell No. 1501126014
451 S STATE ST # 225
SALT LAKE CITY UT 84111

UNION PACIFIC RAILROAD
Sidwell No. 0836376018
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179

PHILIP G MCCARTHEY LLC; E
Sidwell No. 1501108022
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

SALT LAKE CITY CORPORATIO
Sidwell No. 1501126013
451 S STATE ST # 225
SALT LAKE CITY UT 84111

THOMAS, RICHARD M &
Sidwell No. 1501151004
549 W 200 S
SALT LAKE CITY UT 84101

NORTHGATE VILLAGE ASSOCIA
Sidwell No. 1501130009
6440 S WASATCH BLVD
SALT LAKE CITY UT 84121

S. W. SOUVALL CO, LLC
Sidwell No. 1501105006
PO BOX 9069
SALT LAKE CITY UT 84109

STATE BOARD OF REGENTS LO
Sidwell No. 1501131012
60 S 400 W
SALT LAKE CITY UT 84101

NORTHGATE VILLAGE ASSOCIA
Sidwell No. 1501130006
6440 S WASATCH BLVD
SALT LAKE CITY UT 84121

RICHARDS DISTRIBUTING INC
Sidwell No. 1501105005
3075 W MILLERAMA AVE
SALT LAKE CITY UT 84119

STATE BOARD OF REGENTS LO
Sidwell No. 1501131011
60 S 400 W
SALT LAKE CITY UT 84101

NORTHGATE VILLAGE ASSOCIA
Sidwell No. 1501130004
6440 S WASATCH BLVD
SALT LAKE CITY UT 84121

PHILLIP G MCCARTHEY LLC;
Sidwell No. 1501108028
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

STATE BOARD OF REGENTS LO
Sidwell No. 1501131010
60 S 400 W
SALT LAKE CITY UT 84101

NORTHGATE VILLAGE ASSOCIA
Sidwell No. 1501130002
6440 S WASATCH BLVD
SALT LAKE CITY UT 84121

PHILLIP G MCCARTHEY LLC;
Sidwell No. 1501108027
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

STATE BOARD OF REGENTS
Sidwell No. 1501131015
60 S 400 W
SALT LAKE CITY UT 84101

MCCARTHEY, PHILIP G; ET A
Sidwell No. 1501108020
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

PHILIP G MCCARTHEY, LLC;
Sidwell No. 1501108025
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

STATE BOARD OF REGENTS
Sidwell No. 1501131014
60 S 400 W
SALT LAKE CITY UT 84101

MCCARTHEY, PHILIP G; ET A
Sidwell No. 1501108015
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

PHILIP G MCCARTHEY,
Sidwell No. 1501108018
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

STATE BOARD OF REGENTS
Sidwell No. 1501131013
60 S 400 W
SALT LAKE CITY UT 84101

BRIDGE PROJECTS LP
Sidwell No. 1501152023
329 W PIERPONT AVE # 200
SALT LAKE CITY UT 84101

GATEWAY ASSOCIATED LTD
Sidwell No. 1501130008
90 S 400 W # 200
SALT LAKE CITY UT 84101

MCCARTHEY, PHILIP G; ET A
Sidwell No. 1501108014
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

BOYER GATEWAY NORTH LC; E
Sidwell No. 0836376019
90 S 400 W # 200
SALT LAKE CITY UT 84101

EIGHTH NORTH CAPITAL, LLC
Sidwell No. 1501108029
108 S 500 W
SALT LAKE CITY UT 84101

MARBLE, HAWS A
Sidwell No. 1501106003
457 E BROADWAY ST
SALT LAKE CITY UT 84111

BOYER COMPANY LC, THE
Sidwell No. 1501102002
90 S 400 W
SALT LAKE CITY UT 84101

E JEX & JEANNINE HEPWORTH
Sidwell No. 1501108010
680 N 900 E
BOUNTIFUL UT 84010

JANE F MCCARTHEY FAMILY
Sidwell No. 1501108021
610 E SOUTHTEMPLE ST
SALT LAKE CITY UT 84102

BOYER COMPANY LC, THE
Sidwell No. 1501102001
90 S 400 W # 200
SALT LAKE CITY UT 84101

E JEX & JEANNINE HEPWORTH
Sidwell No. 1501108008
680 N 900 E
BOUNTIFUL UT 84010

JANE F MCCARTHEY FAMILY
Sidwell No. 1501108019
610 E SOUTHTEMPLE ST #200
SALT LAKE CITY UT 84102

BOYER 500 WEST LC
Sidwell No. 1501102004
90 S 400 W # 200
SALT LAKE CITY UT 84101

DRASBEK, MARY M; ET AL
Sidwell No. 1501108011
530 UTTERBACK STORE RD
GREAT FALLS VA 22066

HEPWORTH, E JEX & JEANNIN
Sidwell No. 1501108009
680 N 900 E
BOUNTIFUL UT 84010

BOYER 500 WEST LC
Sidwell No. 1501102003
90 S 400 W # 200
SALT LAKE CITY UT 84101

CENTRO CIVICO MEXICANO
Sidwell No. 1501108007
155 S 600 W
SALT LAKE CITY UT 84101

GATEWAY RETAIL HOLDINGS L
Sidwell No. 1501130001
90 S 400 W # 200
SALT LAKE CITY UT 84101

AMERICAN BARREL & COOPERA
Sidwell No. 1501105004
1828 E LAIRD AVE
SALT LAKE CITY UT 84108

CENTRO CIVICO MEXICANO
Sidwell No. 1501108006
155 S 600 W
SALT LAKE CITY UT 84101

GATEWAY BLOCK C-2 CONDOMI
Sidwell No. 1501130011
90 S 400 W # 200
SALT LAKE CITY UT 84101

AMERICAN BARREL & COOPERA
Sidwell No. 1501105003
1828 E LAIRD AVE
SALT LAKE CITY UT 84108

CENTRO CIVICO MEXICANO
Sidwell No. 1501108005
155 S 600 W
SALT LAKE CITY UT 84101

GATEWAY ASSOCIATES LTD
Sidwell No. 0836376014
90 S 400 W # 200
SALT LAKE CITY UT 84101

AMERICAN BARREL & COOPERA
Sidwell No. 1501105002
1828 E LAIRD AVE
SALT LAKE CITY UT 84108

BRIDGES LP, THE
Sidwell No. 1501151006
230 S 500 W
SALT LAKE CITY UT 84101

GATEWAY ASSOCIATES LTD
Sidwell No. 0836376013
90 S 400 W # 200
SALT LAKE CITY UT 84101

AMERICAN BARREL & COOPERA
Sidwell No. 1501105001
1828 E LAIRD AVE
SALT LAKE CITY UT 84108

BRIDGES LC, THE
Sidwell No. 1501152008
329 W PIERPONT AVE
SALT LAKE CITY UT 84101

GATEWAY ASSOCIATES LTD
Sidwell No. 0836376012
90 S 400 W # 200
SALT LAKE CITY UT 84101

W R R INDUSTRIES INC
Sidwell No. 1501302013
570 W 400 S
SALT LAKE CITY UT 84101

WIFCO LC
Sidwell No. 1501303007
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

ZEBRA INVESTMENTS, LC
Sidwell No. 1501151018
1335 S COLONIAL CIR
SALT LAKE CITY UT 84108

UTAH TRANSIT AUTHORITY, T
Sidwell No. 1501107016
3600 S 700 W
SALT LAKE CITY UT 84119

WIFCO LC
Sidwell No. 1501303006
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

YEUNG, JACKIE
Sidwell No. 1501151017
563 W 200 S
SALT LAKE CITY UT 84101

UTAH TRANSIT AUTHORITY, T
Sidwell No. 1501107015
3600 S 700 W
SALT LAKE CITY UT 84119

WESTERN PACIFIC RAILROAD
Sidwell No. 1501504005
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

WRR INDUSTRIES INC
Sidwell No. 1501303002
570 W 400 S
SALT LAKE CITY UT 84101

UTAH TRANSIT AUTHORITY
Sidwell No. 1502235003
3600 S 700 W
SALT LAKE CITY UT 84119

WASATCH REAL ESTATE AND
Sidwell No. 1501303014
PO BOX 903
SALT LAKE CITY UT 84110

WRR INDUSTRIES INC
Sidwell No. 1501303001
570 W 400 S
SALT LAKE CITY UT 84101

UTAH TRANSIT AUTHORITY
Sidwell No. 1501107018
3600 S 700 W
SALT LAKE CITY UT 84119

WASATCH REAL ESTATE AND
Sidwell No. 1501303013
PO BOX 903
SALT LAKE CITY UT 84110

WIFCO LC
Sidwell No. 1501303017
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

UTAH TRANSIT AUTHORITY
Sidwell No. 1501107017
3600 S 700 W
SALT LAKE CITY UT 84119

WASATCH REAL ESTATE AND
Sidwell No. 1501303012
PO BOX 903
SALT LAKE CITY UT 84110

WIFCO LC
Sidwell No. 1501303016
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

UTAH TRANSIT AUTHORITY
Sidwell No. 1501107013
3600 S 700 W
SALT LAKE CITY UT 84119

W R R INDUSTRIES INC
Sidwell No. 1501302010
570 W 400 S
SALT LAKE CITY UT 84101

WIFCO LC
Sidwell No. 1501303015
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

UTAH TRANSIT AUTHORITY
Sidwell No. 1501107012
3600 S 700 W
SALT LAKE CITY UT 84119

W R R INDUSTRIES INC
Sidwell No. 1501302009
570 W 400 S
SALT LAKE CITY UT 84101

WIFCO LC
Sidwell No. 1501303010
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

UTAH TRANSIT AUTHORITY
Sidwell No. 1501107010
3600 S 700 W
SALT LAKE CITY UT 84119

W R R INDUSTRIES INC
Sidwell No. 1501302008
570 W 400 S
SALT LAKE CITY UT 84101

WIFCO LC
Sidwell No. 1501303009
1947 E ST MARYS DR
SALT LAKE CITY UT 84108

UNION PACIFIC RAIL ROAD
Sidwell No. 1501501004
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179

W R R INDUSTRIES INC
Sidwell No. 1501302007
570 W 400 S
SALT LAKE CITY UT 84101

WIFCO LC
Sidwell No. 1501303008
1947 E ST MARYS DR
SALT LAKE CITY UT 84108



RIO GRANDE WESTERN RAILRO
Sidwell No. 1502504094
1700 FARNAM ST #10TH FL-S
OMAHA NE 68102

THE DENVER & RIO GRANDE W
Sidwell No. 1501101003
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

UNION PACIFIC RAIL ROAD
Sidwell No. 1501501003
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179

REHERMANN, ROBERT L
Sidwell No. 1501101005
1127 LAKE VIEW DR
MESQUITE NV 89027

THE DENVER & RIO GRANDE W
Sidwell No. 1501101002
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

TJT COMMERCIAL REAL ESTAT
Sidwell No. 1501151015
190 E ROUNDOFT DR
SALT LAKE CITY UT 84103

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302016
522 S 400 W
SALT LAKE CITY UT 84101

THE DENVER & RIO GRANDE W
Sidwell No. 1501101001
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102

THOMAS, RICHARD M &
Sidwell No. 1501151003
549 W 200 S
SALT LAKE CITY UT 84101

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302016
451 S STATE ST # 418
SALT LAKE CITY UT 84111

STATE OF UTAH DIV OF FAC
Sidwell No. 1501153009
450 N STATE ST # 4110
SALT LAKE CITY UT 84114

THOMAS, DOMES
Sidwell No. 1501101004
244 W 400 S
SALT LAKE CITY UT 84101

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302015
522 S 400 W
SALT LAKE CITY UT 84101

STATE OF UTAH DIV OF FAC
Sidwell No. 1501153005
450 N STATE ST # 4110
SALT LAKE CITY UT 84114

THOMAS ELECTRIC COMPANY,
Sidwell No. 1501151002
549 W 200 S
SALT LAKE CITY UT 84101

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302015
451 S STATE ST # 418
SALT LAKE CITY UT 84111

STATE OF UTAH DIV OF FAC
Sidwell No. 1501153004
450 N STATE ST # 4110
SALT LAKE CITY UT 84114

THE UTAH TRANSIT AUTHORIT
Sidwell No. 1501107014
PO BOX 30810
SALT LAKE CITY UT 84130

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302014
522 S 400 W
SALT LAKE CITY UT 84101

STANDARD REALTY &
Sidwell No. 1501101006
1400 DOUGLAS ST STOP 1640
OMAHA NE 68179

THE DENVER & RIO GRANDE W
Sidwell No. 1502501025
1700 FARNAM ST #10TH FL-S
OMAHA NE 68102

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302014
451 S STATE ST # 418
SALT LAKE CITY UT 84111

SEVENTH & SECOND ACQUISIT
Sidwell No. 1501301002
560 S 300 E
SALT LAKE CITY UT 84111

THE DENVER & RIO GRANDE W
Sidwell No. 1502501024
1700 FARNAM ST 10FL SOUTH
OMAHA NECO 68102

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302006
522 S 400 W
SALT LAKE CITY UT 84101

SCREENPRINT DESIGN INC
Sidwell No. 1501152021
502 W 300 S
SALT LAKE CITY UT 84101

THE DENVER & RIO GRANDE W
Sidwell No. 1502501023
1700 FARNAM ST #10TH FL-S
OMAHA NE 68102

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302006
451 S STATE ST # 418
SALT LAKE CITY UT 84111

SALT LAKE CITY CORPORATIO
Sidwell No. 1501109003
451 S STATE ST # 225
SALT LAKE CITY UT 84111

THE DENVER & RIO GRANDE W
Sidwell No. 1502501022
1700 FARNAM ST 10FL SOUTH
OMAHA NE 68102





OAC FAMILY LIMITED PARTNE
Sidwell No. 1501152014
235 S 600 W
SALT LAKE CITY UT 84101

R J H, LTD
Sidwell No. 1501103008
663 W 100 S
SALT LAKE CITY UT 84104

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302005
522 S 400 W
SALT LAKE CITY UT 84101

OAC FAMILY LIMITED PARTNE
Sidwell No. 1501152013
235 S 600 W
SALT LAKE CITY UT 84101

R J H, LTD
Sidwell No. 1501103007
663 W 100 S
SALT LAKE CITY UT 84104

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302005
451 S STATE ST # 418
SALT LAKE CITY UT 84111

OAC FAMILY LIMITED PARTNE
Sidwell No. 1501151014
235 S 600 W
SALT LAKE CITY UT 84101

R J H, LTD
Sidwell No. 1501103004
663 W 100 S
SALT LAKE CITY UT 84104

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302002
522 S 400 W
SALT LAKE CITY UT 84101

OAC FAMILY LIMITED PARTNE
Sidwell No. 1501151013
235 S 600 W
SALT LAKE CITY UT 84101

R & H INVESTMENTS
Sidwell No. 1501303004
2030 S 750 E
BOUNTIFUL UT 84010

REDEVELOPMENT AGENCY OF
Sidwell No. 1501302002
451 S STATE ST # 418
SALT LAKE CITY UT 84111

NICHOLAS & CO
Sidwell No. 1501302001
PO BOX 45005
SALT LAKE CITY UT 84145

R & H INVESTMENTS
Sidwell No. 1501303003
2030 S 750 E
BOUNTIFUL UT 84010

REDEVELOPMENT AGENCY OF
Sidwell No. 1501153006
451 S STATE ST # 418
SALT LAKE CITY UT 84111

NICHOLAS & CO
Sidwell No. 1501153001
PO BOX 45005
SALT LAKE CITY UT 84145

R & H INVESTMENT INC
Sidwell No. 1501302011
2030 S 750 E
BOUNTIFUL UT 84010

REDEVELOPMENT AGENCY OF
Sidwell No. 1501153003
522 S 400 W
SALT LAKE CITY UT 84101

MONTEZ, MATT
Sidwell No. 1501104006
52 S 600 W
SALT LAKE CITY UT 84101

R & H INVESTMENT CO.
Sidwell No. 1501302012
2030 S 750 E
BOUNTIFUL UT 84010

REDEVELOPMENT AGENCY OF
Sidwell No. 1501153003
451 S STATE ST # 418
SALT LAKE CITY UT 84111

MERCIER, MAX
Sidwell No. 1501107009
643 E NORTHCREST DR
SALT LAKE CITY UT 84103

R & H INVESTMENT CO
Sidwell No. 1501303005
2030 S 750 E
BOUNTIFUL UT 84010

REDEVELOPMENT AGENCY OF
Sidwell No. 1501153002
522 S 400 W
SALT LAKE CITY UT 84101

MERCIER, MAX
Sidwell No. 1501107008
643 E NORTHCREST DR
SALT LAKE CITY UT 84103

PEZELY, JON & CHRISTINE &
Sidwell No. 1501104007
1369 S 500 E
SALT LAKE CITY UT 84105

REDEVELOPMENT AGENCY OF
Sidwell No. 1501153002
451 S STATE ST # 418
SALT LAKE CITY UT 84111

MANZANARES, J. H. & SARAH
Sidwell No. 1501103003
885 E ROCKY MOUTH LN
DRAPER UT 84020

PACE, ORLAN G
Sidwell No. 1501103006
654 W 100 S
SALT LAKE CITY UT 84104

REDEVELOPMENT AGENCY OF
Sidwell No. 1501151005
451 S STATE ST # 418
SALT LAKE CITY UT 84111



D & RGW RAILROAD
Sidwell No. 1502501028
1700 FARNAM ST #10FL-SO
OMAHA NE 68102

HOWA CONSTRUCTION INC
Sidwell No. 1501107005
663 W 100 S
SALT LAKE CITY UT 84104

LANGDON, DONNA M
Sidwell No. 1501104004
42 S 600 W
SALT LAKE CITY UT 84101

~~COHEN, ALAN S &
Sidwell No. 1501151012
235 S 600 W
SALT LAKE CITY UT 84101~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501107004
663 W 100 S
SALT LAKE CITY UT 84104~~

~~JUHLIN, JEFFREY L; ET AL
Sidwell No. 1501103010
666 W 100 S
SALT LAKE CITY UT 84104~~

~~COHEN, ALAN S &
Sidwell No. 1501151011
235 S 600 W
SALT LAKE CITY UT 84101~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501107003
663 W 100 S
SALT LAKE CITY UT 84104~~

~~JONES, DOUGLAS W
Sidwell No. 1501304003
PO BOX 58291
SALT LAKE CITY UT 84158~~

~~COHEN, ALAN S &
Sidwell No. 1501151009
235 S 600 W
SALT LAKE CITY UT 84101~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501107002
663 W 100 S
SALT LAKE CITY UT 84104~~

~~INTERMOUNTAIN REAL ESTATE
Sidwell No. 1501152012
235 S 600 W
SALT LAKE CITY UT 84101~~

~~CASE, RON
Sidwell No. 1501104005
PO BOX 70161
WEST VALLEY UT 84170~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501107001
663 W 100 S
SALT LAKE CITY UT 84104~~

~~INTERMOUNTAIN REAL ESTATE
Sidwell No. 1501151010
235 S 600 W
SALT LAKE CITY UT 84101~~

~~BRADY, DONALD R; TR ET AL
Sidwell No. 1501152022
1401 S 2100 E
SALT LAKE CITY UT 84108~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501104009
663 W 100 S
SALT LAKE CITY UT 84104~~

~~INTERMOUNTAIN REAL ESTATE
Sidwell No. 1501151008
235 S 600 W
SALT LAKE CITY UT 84101~~

~~BEESLEY, JOSEPH W &
Sidwell No. 1501103009
2150 E 3380 S
SALT LAKE CITY UT 84109~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501104002
PO BOX 2406
SALT LAKE CITY UT 84110~~

~~HOWA PROPERTIES, INC
Sidwell No. 1501107007
663 W 100 S
SALT LAKE CITY UT 84104~~

~~BAKER, LEWIS G. & CAROL K
Sidwell No. 1501303011
4255 S CUMBERLAND RD
SALT LAKE CITY UT 84124~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501104001
PO BOX 2406
SALT LAKE CITY UT 84110~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1502235002
663 W 100 S
SALT LAKE CITY UT 84104~~

~~ANDROULIDAKIS, EMMANUEL
Sidwell No. 1501104008
74 S 600 W
SALT LAKE CITY UT 84101~~

~~GALLEGOS, JOE O. & MIERA,
Sidwell No. 1501103005
885 E ROCKY MOUTH LN
DRAPER UT 84020~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1502235001
663 W 100 S
SALT LAKE CITY UT 84104~~

~~ANDROULIDAKIS, EMMANUEL
Sidwell No. 1501104003
74 S 600 W
SALT LAKE CITY UT 84101~~

~~DENVER & RIO GRANDE WESTE
Sidwell No. 1502501021
1700 FARNUM ST 10TH FLR S
OMAHA NE 68102~~

~~HOWA CONSTRUCTION INC
Sidwell No. 1501107006
663 W 100 S
SALT LAKE CITY UT 84104~~



BONNEVILLE INTERNATIONAL
Sidwell No. 0836458028
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458047
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458113
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458027
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458046
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458112
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458026
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458045
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458111
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458025
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458037
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458096
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458024
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458036
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458071
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458023
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458035
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458066
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458022
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458032
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458065
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458021
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458031
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458064
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458020
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458030
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458063
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458017
PO BOX 1160
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458029
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BONNEVILLE INTERNATIONAL
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Sidwell No. 0836458002
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458012
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458039
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SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458011
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458038
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SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458010
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458034
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458120
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458009
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458033
50 E NORTHTEMPLE ST
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458119
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458008
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458019
50 E NORTHTEMPLE ST
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458118
PO BOX 1160
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458007
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458018
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

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Sidwell No. 0836458117
PO BOX 1160
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458006
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458016
50 E NORTHTEMPLE ST
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Sidwell No. 0836458116
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SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458005
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458015
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

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Sidwell No. 0836458115
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Sidwell No. 0836458004
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458014
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458003
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458013
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458142
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458152
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458131
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Sidwell No. 0836458141
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Sidwell No. 0836458151
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Sidwell No. 0836458140
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458150
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458129
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458139
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458149
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458128
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458138
50 E NORTHTEMPLE ST
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458125
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458133
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458143
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CORP OF PB OF CH JC OF LD
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SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458220
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CORP OF PB OF CH JC OF LD
Sidwell No. 0836458575
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150



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Sidwell No. 0836458650
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458607
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458617
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458649
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458606
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458616
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458648
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458605
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458615
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458647
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458604
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458614
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458646
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458603
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458613
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458645
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458660
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458612
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458644
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458657
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
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SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458643
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458653
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458610
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458602
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458652
PO BOX 1160
SALT LAKE CITY UT 84110

CORP OF PB OF CH JC OF LD
Sidwell No. 0836458609
50 E NORTHTEMPLE ST
SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458601
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CORP OF PB OF CH JC OF LD
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CORP OF PB OF CH JC OF LD
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SALT LAKE CITY UT 84150

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458265
PO BOX 1160
SALT LAKE CITY UT 84110

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458275
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BONNEVILLE INTERNATIONAL
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BONNEVILLE INTERNATIONAL
Sidwell No. 0836458356
55 N 300 W
SALT LAKE CITY UT 84103

BONNEVILLE INTERNATIONAL
Sidwell No. 0836458294
PO BOX 1160
SALT LAKE CITY UT 84110

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- 4. Planning Commission Hearing**
 - a. Original Notice and Postmark**
 - b. Staff report**
 - c. Agenda**
 - d. Minutes**

4a. Original Notice and Postmark

AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, November 30, 2005, at 5:45 p.m.

The Planning Commissioners and Staff will have dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting is open to the public for observation.

1. APPROVAL OF MINUTES FROM WEDNESDAY, November 9, 2005.

2. REPORT OF THE CHAIR AND VICE CHAIR

3. REPORT OF THE DIRECTOR

Briefing of Northwest Quadrant Master Plan Timeline and process (Everett Joyce)

4. PUBLIC NOTICE AGENDA – Salt Lake City Property Conveyance Matters (Karryn Greenleaf at 483-6769 or karryn.greenleaf@slcgov.com; Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com):

- a) Salt Lake City Public Utilities and Murray City conducting business in relation to the UTOPIA project – Murray City is requesting that Public Utilities issue standard utility permits to allow telecommunication lines to cross the City owned property of the Jordan and Salt Lake City and Canal, at two locations within the City of Murray, Utah. The locations are approximately 7200 South 500 East and 7500 South 500 East and the crossings are requested as part of the UTOPIA project and may be either underground or aerial in nature. The Public Utilities staff intends to approve the standard utility permits as requested.
- b) Draper City and Salt Lake City Public Utilities Department – Draper City is requesting that Public Utilities issue standard utility permits allowing bridge structures over, and utilities under, the Jordan and Salt Lake City Canal at two locations. The locations are located at 13600 South Dahle Way and 12400 South 111 West. Additional permits will be issued to each utility as separate entities. The Public Utilities staff intends to approve the bridge crossing and standard utility permits as requested.
- c) Wathen Construction and Salt Lake City Public Utilities – Wathen Construction is requesting the realignment of an existing waterline easement. The realignment of the waterline easement at 2400 East Oakcrest Lane is necessary to facilitate development of the property. The old easement will be vacated in exchange for a new easement alignment. This location is in Cottonwood Heights City. The Public Utilities staff intends to approve the requested easement realignment.

5. PUBLIC HEARINGS

- a) **Petition No. 400-04-52** – Salt Lake City and the Utah Transit Authority (UTA) are jointly working to connect the existing terminus of the light rail line at the Delta Center, located at approximately 350 West South Temple, to the Intermodal Hub located at 300 South 600 West. The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by the Spring of 2008 to coincide with the opening of commuter rail service at the Intermodal Hub. The route of the light rail extension will be along 400 West, 200 South, and 600 West. The Salt Lake City Planning Commission will hold a public hearing regarding the number and location of stations along that route with the intent of providing a recommendation to the City Council. (Staff – Doug Dansie 535-6182 or doug.dansie@slcgov.com)
- b) 1) **Petition No. 400-05-06** – A request by Richard Astel for approval to rezone the properties located at approximately 516-524 South 500 East Street and 517-533 South Denver Street from a Moderate/High Density Multifamily Residential (RMF-45) zoning district to a High Density Multifamily (RMF-75) zoning district. The applicant is also requesting approval to rezone approximately twenty-five feet (25') of the rear portion of the property located at approximately 466 East 500 South Street from a Residential/Office (RO) zoning district to the same zoning district as the Planning Commission recommends for the 516-524 South 500 East and 517-533 South Denver Street properties; preferably RMF-75. The request also includes an amendment to the future land use map of the Central Community Master Plan to identify the properties as High Density Residential rather than Medium High Density Residential. The purpose of this request is to accommodate the construction of a 43 unit multi-family residential development. (Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com)
 2) **Petition No. 410-748** – A request by Richard Astel for planned development approval for a 43 unit multi-family housing development located at approximately 516-524 East and 517-533 South Denver Street. Included is a request to modify provisions of the zoning ordinance including but not limited to:
 - a. Allowing grade changes in excess of two feet (2') to accommodate driveway entrances to a subterranean parking structure;
 - b. Allowing multiple buildings with a shared common area over an underground parking structure on a single lot;
 - c. Modifying minimum yard standards to allow an encroachment of the subterranean parking structure; and
 - d. Modifying minimum yard standards such that the RMF-45 standards would be applied to the proposed development etc.
 The parcels are currently zoned RMF-45. (Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com)
- 3) **Petition No. 490-05-23** – Theas Webb requesting preliminary subdivision approval to reconfigure several existing parcels located at approximately 466 East 500 South Street, 516-520 South 500 East Street, and 517-533 South Denver Street into three parcels to accommodate the construction of a 43 unit multi-family residential structure. The parcels are currently within the RO and RMF-45 zoning districts. (Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com)
- c) **Petition No. 400-05-08 and Petition No. 400-05-09** – Rowland Hall, St Mark's School requesting to amend the East Bench Community Master Plan Future Land Use Map to identify the property located at approximately 1443 East Sunnyside Avenue as Institutional rather than Open Space and to rezone the property from an Open Space to an Institutional zoning classification. This is a 13-acre portion of the Mt. Olivet Cemetery property. (Staff – Everett Joyce at 535-7930 or everett.joyce@slcgov.com)

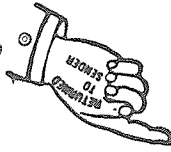
6. UNFINISHED BUSINESS

NOTICE OF A HEARING

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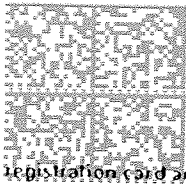
Salt Lake City Planning Division
Planning Commission Secretary
451 South State Street, Rm. 406
Salt Lake City, UT 84111

UNDELIVERABLE
WRONG ZIP



FIRST CLASS

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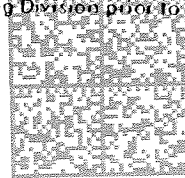


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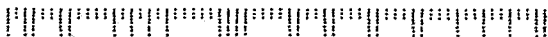
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to 3 minutes per person per item. A spokesperson who has been asked by a group to summarize their concerns will be allowed 5 minutes to speak. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:

Salt Lake City Planning Director
451 South State Street, Room 406
Salt Lake City, UT 84111
4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the Planning Office 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535 7757 for assistance.



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**SALT LAKE CITY
PUBLIC HEARING**
On November 30, 2005, at 5:45PM, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding Petition No. 400-05-75 - Salt Lake City and the Utah Transit Authority (UTA) are jointly working to connect the existing terminals of the light rail line at the Delta Center, located at approximately 550 West South Temple, to the Intermodal Hub located at 200 South 600 West. The Salt Lake City International Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by the Spring of 2009 to coincide with the opening of commuter rail service at the Intermodal Hub. The route of the light rail extension will be along 400 West, 200 South and 600 West. The Salt Lake City Planning Commission will hold a public hearing regarding the number and location of stations along that route with the intent of providing a recommendation to the City Council. The public hearing will be held in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT.
For more information or for special arrangements, call Doug Danie at 535-6182
doug.danie@slcgov.com

The Salt Lake Tribune NA Morning News

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4b. Staff report

DATE: November 30, 2005

TO: Salt Lake City Planning Commission

FROM: Doug Dansie, Principal Planner

RE: STAFF REPORT FOR NOVEMBER 30, 2005 MEETING

CASE#: Petition 400-05-52

APPLICANT: Salt Lake City/UTA

STATUS OF APPLICANT: City and transit provider

PROJECT DESCRIPTION: Light Rail Extension: The project involves extending the existing light rail system by approximately six blocks.

PROJECT LOCATION: The light rail route from the Delta Center to the Intermodal Hub: 400 West , 200 South, 600 West.

COUNCIL DISTRICT: District Four, Nancy Saxton

REQUESTED ACTION: It is required that the Planning Commission provide a recommendation to the City Council regarding the commitment of public property. The proposed light rail extension will not involve the disposal of any public street or property; however, it will require a long term lease agreement with UTA for a commitment to the rail alignment within the street.

APPLICABLE LAND USE REGULATIONS: The adjacent land is zoned Gateway Mixed-Use GMU, Downtown D-3 and Downtown D-4. All three zoning districts allow for high-density-medium height construction. The Intermodal Hub is zoned CG General Commercial.

SURROUNDING ZONING DISTRICTS: **North** – G-MU (mixed-use).
South - D-3 Downtown residential.

East - D-4 Downtown support and D-3 Downtown residential.

West - G-MU (mixed-use) and CG General Commercial (Intermodal Hub).

SURROUNDING LAND USES:

North – Vacant, Gateway mixed-use center, Retail.

South – Vacant, Mixed-use, Homeless shelter.

East – Mixed, uses, Sport arena, Vacant land, Housing.

West – Gateway mixed-use center, Intermodal Hub, Mixed-uses.

THE ADMINISTRATION RECCOMENDATION FOR THE HUB TRAX CONNECTION IS AS FOLLOWS:

1. **Route:** 400 West (South Temple to 200 South), 200 South (400 West to 600 West), and 600 West (200 South to 400 South)
2. **Alignment:** double track and center running to match the existing system throughout the downtown
3. **Traffic Movements:** preserve existing traffic movements at major intersections
4. **Overhead Contact System:** low-profile catenary to match the existing University TRAX line
5. **Station Design:** canopies, seating, and landscaping to match the existing downtown stations
6. **Streetscape Design**
 - a. street lights and public furniture to match the existing downtown elements
 - b. sidewalk paving patterns to match the existing administrative guidelines (concrete or concrete pavers)
7. **Mid-block Pedestrian Crossings**
 - a. 150 South across 400 West and 550 West across 200 South in conjunction with station
 - b. Rio Grande (450 West) across 200 South
 - c. 350 West across South Temple
8. **Station Locations:** match existing 2-block spacing and existing station configurations in the downtown.
 - a. 325 South 600 West (Intermodal Hub)
 - b. 525 West 200 South and 125 South 400 West

Salt Lake City's recommendation is to build both TRAX stations with the TRAX connection. Although UTA has always preferred a single intermediate station, UTA had reached a compromise position with Salt Lake City and were recommending the 525 West 200 South station to be built with the TRAX connection and the 125 South 400 West station as a future build contingent upon development. When the project was presented to the Transportation Advisory Board in 2004, Salt Lake City

and UTA jointly supported the two intermediate stations with 125 South 400 West as a future build.

The full Administration recommendation and its rationale regarding all eight issues are addressed in a memo, which is attachment number 5 to this report.

ANALYSIS / DISCUSSION / FINDINGS OF FACT

The following discussion provides a brief analysis of the issues related to the number of stations and their location.

One Station Scenario

Location Considerations:

In a one-station scenario, the station would likely be located at **475 West 200 South**. This site is directly adjacent to the homeless shelter and the Gateway. If the station were constructed using the existing street configuration of 500 West, a station would be possible. Such a station would block Rio Grande Street from continuing north to south across 200 South (this option would not likely happen even if there is no station constructed at this site because of other technical issues). The eastern end of the station would nearly line up with the sidewalk of Rio Grande Street, creating a midblock walkway. However, if a station at this location follows the 500 West right-of-way line, which is 66 feet east of the existing intersection and designed for a continuation of the Park Blocks once the power substation is reconfigured, the station would be pushed east to a point (**460 West 200 South**) where the midblock walkway no longer lines up with Rio Grande Street and the left turn bays on 400 West would be short, resulting in left turn capacity restrictions at the intersection. These alternatives are illustrated on pages 27 and 28 of the Analysis Report. Because the alternative to push this station to the east is difficult at best, a one station alternative at this location would protrude into the 500 West right-of-way, making the long term completion of the Park Blocks, as originally conceived, difficult to accomplish.

A second one-station alternative consists of using **525 West 200 South**. This site preserves the 500 West right-of-way and the Park Blocks. This site technically works, but is ranked lower because of the resulting 4-block spacing between it and the Delta Center Station.

Rationale for one-station:

Arguments for one station include the desire to move the system faster (less stations equals fewer stops) and that one station (475 West or 460 West 200 South) would be located immediately south of Gateway accommodating pedestrian walk through (pedestrians would walk the entire length of the Gateway from the Delta Center to 200 South).

Rational against one-station:

Arguments against one station include general land-use and access considerations and effects on the 500 West right-of-way. The Gateway area is identified in all master plans to have the highest potential high-density land use outside of the central core. It is the one area of the City where high-density mixed-use buildings are physically feasible and politically encouraged. A higher number of stations enhances the ability to serve the higher density envisioned for the area. If greater densities are achieved in this area, resulting in increased ridership, it eliminates many of the concerns regarding immediate lack of ridership. The one station alternative would undermine the objective to serve the proposed high-density mixed-use development envisioned for the area. The 475 West 200 South location would impact the potential development of the Park Blocks.

Two station scenario

Location Considerations:

In a two-station scenario, the stations would be located at **125 South 400 West and 525 West 200 South**. The 400 West station would be immediately adjacent to the Clark Planetarium. The 200 South station would be located immediately north of the Bridges project and southeast of the Orbit Cafe. Neither station has significant technical problems, although the 400 West station would conflict with a left turn proposal from the Boyer Company for Gateway

The Analysis Report indicates the two-station scenario could be built with a station at 525 West 200 South and a future station at 125 South 400 West. However, since the costs of building a future station are much greater than simply building the station at the original time, it is recommended that they both be built at the same time. Also, because of adjacent development, the 125 South Station would likely have more initial ridership than the 525 West 200 South station.

Rationale for two-stations:

Arguments for and against the two station scenario are the inverse of arguments for one station. The proposed two station layout is consistent with the two-block spacing of stations within other areas of Downtown where higher densities are allowed and encouraged. . The staff has endorsed two stations for two fundamental reasons 1) two stations technically work better than the single station (in terms of layout) and 2) they provide better coverage and service to the area as well as promotion of desired redevelopment. The existing layout of the Downtown LRT system is one station every two blocks. The proposed two-station scenario will continue this alignment. There have been concerns expressed that two stations are not warranted because densities are not as great as elsewhere in Downtown, however the Gateway Master Plan and zoning both identify this area as the emerging recipient for high-density development in the City. Both stations are adjacent to easily developable sites (see IBI massing study attached to this report). The 525 West 200 South station is adjacent to property (north) that has been consolidated by one land owner (approximately 6 of the 10 acres on the block). The 125 South 400 West site is adjacent to the Frank Edwards site (approximately 2.5 acres) that is available for development and the Utah Paper Box site that also has future development potential. The Westgate Building is presently being converted to housing.

Zoning on both sites allows for mixed-use development and high-density housing with unrestricted density to maximize the site potential. Staff has had discussions with several developers regarding proposed, but unannounced, development along the 500 West corridor.

The two station scenario provides increased transit loading capacity for the Delta Center. The two station alternative provides more flexibility in future interface for transfers to light rail, streetcar or other forms of transit.

The Gateway area is an emerging part of Downtown that should be served, in the long term, by the same level of pedestrian access to the light rail system that is accommodated elsewhere in Downtown.

Rational against two-stations:

The argument for one station presumes that a single station is adequate for coverage and that trains should travel through the area as fast as possible to get people from the Intermodal Hub to Downtown.

Concerns previously expressed regarding the number of stations:

The primary points of contention regarding the number of stations are as follows.

1) UTA is concerned that if development does not occur as anticipated, the stations will be underutilized.

Response:

Planning Staff contends that there is a need to be proactive with station location and that development will occur at stations. The desire to accommodate higher densities in this area is a primary motivating factor for encouraging more access to the LRT system.

UTA's concerns are minimized if high-density development occurs surrounding the proposed stations.

2) The second station will add approximately 30 seconds travel time.

Response:

Staff contends that any ridership lost from an additional 30 second delay, (which will likely occur in conjunction with a 15 to 45 minute ride on commuter rail) will be replaced by ridership created by increased access and development at the stations. Again, UTA's concerns are minimized if high-density development occurs.

Specific Concerns regarding the 125 South 400 West station.

There are three groups that have expressed concern regarding the proposed 400 West station: the **Boyer Company**, some members of the **Capitol Hill Neighborhood Council** and residents of the **Dakota Lofts**.

Concern:

The **Boyer Company** has been concerned that the 400 West station will restrict access into their parking garage.

Response:

It should be noted that in 1999, the Boyer Company commissioned "The Gateway Salt Lake City Traffic Impact Study" as required by Salt Lake City for development projects. The Boyer Company's document includes the following statements which acknowledge that the Light Rail system will affect parking access and specifically that the parking entry on 400 West will be right-in/right-out:

Page 1

Purpose

The purpose of this study is to evaluate the potential impacts to traffic circulation and operations from the proposed Gateway development to be constructed in the former Union Pacific Railroad South Yard and to identify necessary mitigation measures to minimize and offset those impacts. The proposed development is to be accessed via a series of parking garage accesses on 200 South, 100 South, 400 West and 500 West. The development will also be accessed via Utah Transit Authority (UTA) bus and Light Rail Transit (LRT) service.

Page 16

200 South

Light rail tracks are planned along 200 South providing LRT access to the planned Intermodal Center at 200 South 600 West. It has been assumed for this analysis that this spur is in operation. This limits access onto 200 South to right-in/right-out only.

400 West

Light rail tracks are planned along 400 West as part of the West/East LRT project. It has been assumed for the analysis that the West/East LRT is in operation. The construction of this line limits access on 400 West to right-in/right-out only.

Page 25

Site Access

One of the main issues to address in terms of traffic and improvement analysis is that of site access including the number of access points and the number of lanes to service the peak-hour flows at each of the access points. Several of the constraints outlined in Section V: **Projected Traffic**, subsection *Trip Distribution* have direct impact on the location of parking access to the development. Based on the constraints outlined in this section, the following assumptions have been made in terms of parking access:

1. No available access provided on North Temple between 400 West and Rio Grande Street due to viaduct constraints.
2. I-15 North HOV traffic to exit onto 100 South. This restricts access to this street, but does not eliminate parking access in any way.
3. 200 South access limited to right-in/right-out only due to Intermodal LRT spur on 200 South.
4. West/East LRT built as planned on 400 West, limiting access on 400 West to right-in/right-out only.

Staff contends that while access to the Gateway is important, there are alternatives to continue to facilitate access, including turning options into existing parking entries on 100 and 200 South Streets.

If a one-station scenario is chosen, which does not include a station on 400 West; there is no guarantee that a left turn lane for the Gateway would be feasible. The Administration

has provided the Boyer Company with criteria to determine feasibility; however, even if it is feasible, there are other considerations. For example; a left turn lane into Gateway would necessitate widening the street to the east, which would result in removing all on-street parking for the Dakota Lofts. Decision makers must decide if that is a reasonable cost. The technical reasons surrounding the left turn lane proposal are more fully discussed on page 4 of the Administration's recommendation. In any scenario, the left turn lane would not be available during the construction time period, causing the interim need for signage and marketing to re-educate the public. Therefore, Staff contends that the solution is not to abandon the 400 West station, but to work with the Boyer Company regarding signage and other marketing strategies to overcome any initial inconvenience of traffic pattern alterations.

Concern:

Some members of the **Capitol Hill Community Council** have been concerned that a station on 400 West will slow traffic, diverting it into their neighborhood. The Community Council opposed the station, however it was not unanimous.

Response:

The number of traffic lanes is not being altered on 400 West. All 400 West intersection movements are being accommodated, including left turns near stations (which presently do not exist elsewhere on the system). The existing center-of-the-street left turn lane will be eliminated regardless of the station (to accommodate the rail). A signal would still be required at 150 South 400 West to accommodate either a midblock walkway without a station or a left turn Gateway parking lot entry without a station.

The traffic consultant working with Parsons (light rail consultant) indicates that the station at 125 South 400 West will not alter general traffic flow in the Capitol Hill neighborhood and will not cause unacceptable levels of service for any traffic movement. 400 West was analyzed at South Temple, 100 South and 200 South for various scenarios. Currently, the Level Of Service (LOS) at these intersections is A, B and C at South Temple, 100 South and 200 South, respectively (i.e., no change under the two station concept) In the conservative 2020 traffic volume analysis, South Temple goes to LOS B, 100 South goes to either LOS C or D, and 200 South goes to either LOS D or E depending on what option is being discussed. Regardless of Light Rail, general traffic growth will eventually deteriorate the LOS. For example, 2020 traffic without light rail erodes South Temple and 400 West from LOS A to B. The other two intersections stay at LOS B and C respectively, but the amount of delay per vehicle increases.

Salt Lake City Transportation indicates that LRT has virtually no impact on traffic volumes on Victory Road. Victory Road generally accommodates different types of traffic with different destinations.

A 400 West station or a midblock crosswalk have about the same impact and resultant LOS. If there are both, the City would likely operate the crosswalk signal to allow a full street crossing initially, but if at some time in the future the traffic flow justified it, the City could operate the pedestrian crossing as two crossings using the station as a refuge.

Although there continues to be some neighborhood disagreement as to the disposition of 400 West because of its adjacency to West High, the Capitol Hill Master Plan designates 400 West as a commuter street and calls for increasing the speed limit to match 300 West while still maintaining West High student safety. The City officially views 400 West as an arterial street (300 West is an arterial State Highway).

Staff supports the general desire to discourage traffic through the Capitol Hill neighborhood, but does not find that the station on 400 West will affect neighborhood/commuter traffic any more than the other proposed alternatives (left turn, mid-block crosswalk).

The Capitol Hill Master Plan discourages significant increases in density in most Capitol Hill neighborhoods. The proposed two station alternative provides access to an area of the City (Gateway) where high-density housing is physically and politically favorable, relieving pressure on other areas that are subject to high-density pressures.

Concern:

Staff received several email correspondences from residents of the **Dakota Lofts**. Their concerns tend to revolve around potential noise (station announcements, bells, talking at stations, etc.).

Response:

Many of these letters were written prior to the residents being made aware of technical impacts of the LRT system. Specifically: If a station is built at 125 South 400 West, parking will remain along the street in front of businesses at Dakota Lofts. However, If a left turn lane is installed for access to Gateway (and a station not built) the parking will need to be removed and the sidewalk narrowed. The northbound traffic lanes will be relocated eastward adjacent to the new curblane. This affects business owner on the ground level of the Dakota Lofts. Loft resident were not aware of this fact at the time that they wrote letters. The City does not have follow up letters from the residents or business owners.

There will be a station near the Dakota lofts in either a one station or two station scenario (125 South 400 West in a two station scenario; 475 West 200 South in a one station scenario), therefore the noise issue will be similar in both cases (although the building is closer to the 400 West station). There are methods of reducing the volume of announcements at station in off-peak hours.

A more detailed staff response is found in the Letters and Comments attachment to this report.

Support for two stations:

The Transportation Advisory Board heard the issue on April 5, 2004 and voted to recommend two stations (minutes attached).

The Rio Grande Community Council has endorsed a two-station concept.

Summary:

Several design issues are previously committed or have not met with opposition:

- The alignment will be (from the Delta Center) south on 400 West, west on 200 South and south on 600 West (to the Intermodal Hub).
- The alignment will be in the center of the street with double tracks.
- The architecture of all light rail stops will match the existing architecture of the other Salt Lake Light Rail Transit (LRT) stations.
- The overhead catenary system will be “low-profile” similar to 400 South.
- Street lights and public furniture will match the lighting and street furniture of Downtown.
- Sidewalk paving patterns will match administrative guidelines (percentage of concrete and/or concrete pavers).

The following option is not being pursued because of technical reasons:

- A vehicular street crossing at Rio Grande and 200 South.

Findings

The Planning Staff finds the following:

1. The Gateway and Downtown Master Plans call for significant residential and mixed-use reinvestment into the Gateway area.
2. The zoning of the area is designed to accommodate significant mixed-use development.
3. Based upon master plan and zoning considerations as well as recent public reinvestment, the West Downtown/Gateway area is intended to be one of the most densely populated areas of the City, accommodating growth in the City that may not be accommodated in other, more established, neighborhoods.
4. A two station scenario will best stimulate growth in the area and serve future land use densities.
5. The two station scenario is consistent with spacing of other Downtown stations, while remaining further apart than downtown stations of many other cities such as Portland and Denver (Portland streetcars are only 400-600 feet apart). It is similar to the spacing between the City Center and LDS Temple Square stations.
6. A one station scenario would result in station spacing similar to the existing spacing between the Library to Gallivan Plaza stations.
7. The single station scenario at 475 West 200 South would permanently affect the potential for the construction of the Park Blocks and is inconsistent with the Gateway Master Plan.
8. The single station scenario at 460 West 200 South has numerous technical problems making the solution unattractive.
9. The Gateway project was built knowing that there would be Light Rail track on 400 West and that parking entries would be limited to right-in/right-out movement/circulation. The proposed left turn lane on 400 West into the Gateway creates impacts onto other businesses (removing parking for the Dakota Lofts).
10. Unlike the current Light Rail system where left turn lanes are prohibited at all station locations, the proposed extension design allows for left turn lanes at any station scenario, maintaining most traffic movements.
11. The traffic impacts on 400 West under any scenario (station, left turn lane, mid-block walkway) have similar impacts, but none that significantly impair access from the north (Capitol Hill).
12. A 400 West station was originally proposed as part of the University/Airport Light Rail system as a major transfer point and a station on 400 West continues to hold potential for interfacing/transfers with future bus/light rail or streetcar options.
13. Two stations adjacent to the Delta Center increase the capacity of transit ridership to Delta Center events (the existing station is currently maximized with south bound traffic only – a second station near the Delta Center allows for transit access to the intermodal hub and points north)

Recommendation

Based upon the analysis and findings, staff recommends the Planning Commission transmit a favorable recommendation to the City Council supporting the following:

1. **Route:** 400 West (South Temple to 200 South), 200 South (400 West to 600 West), and 600 West (200 South to 400 South)
2. **Alignment:** double track and center running to match the existing system throughout the downtown
3. **Traffic Movements:** preserve existing traffic movements at major intersections
4. **Overhead Contact System:** low-profile catenary to match the existing University TRAX line
5. **Station Design:** canopies, seating, and landscaping to match the existing downtown stations
6. **Streetscape Design**
 - a. street lights and public furniture to match the existing downtown elements
 - b. sidewalk paving patterns to match the existing administrative guidelines (concrete or concrete pavers)
7. **Mid-block Pedestrian Crossings**
 - a. 150 South across 400 West and 550 West across 200 South in conjunction with station
 - b. Rio Grande (450 West) across 200 South
 - c. 350 West across South Temple
8. **Station Locations:** match existing 2-block spacing and existing station configurations in the downtown.
 - a. 325 South 600 West (Intermodal Hub)
 - b. 525 West 200 South and 125 South 400 West

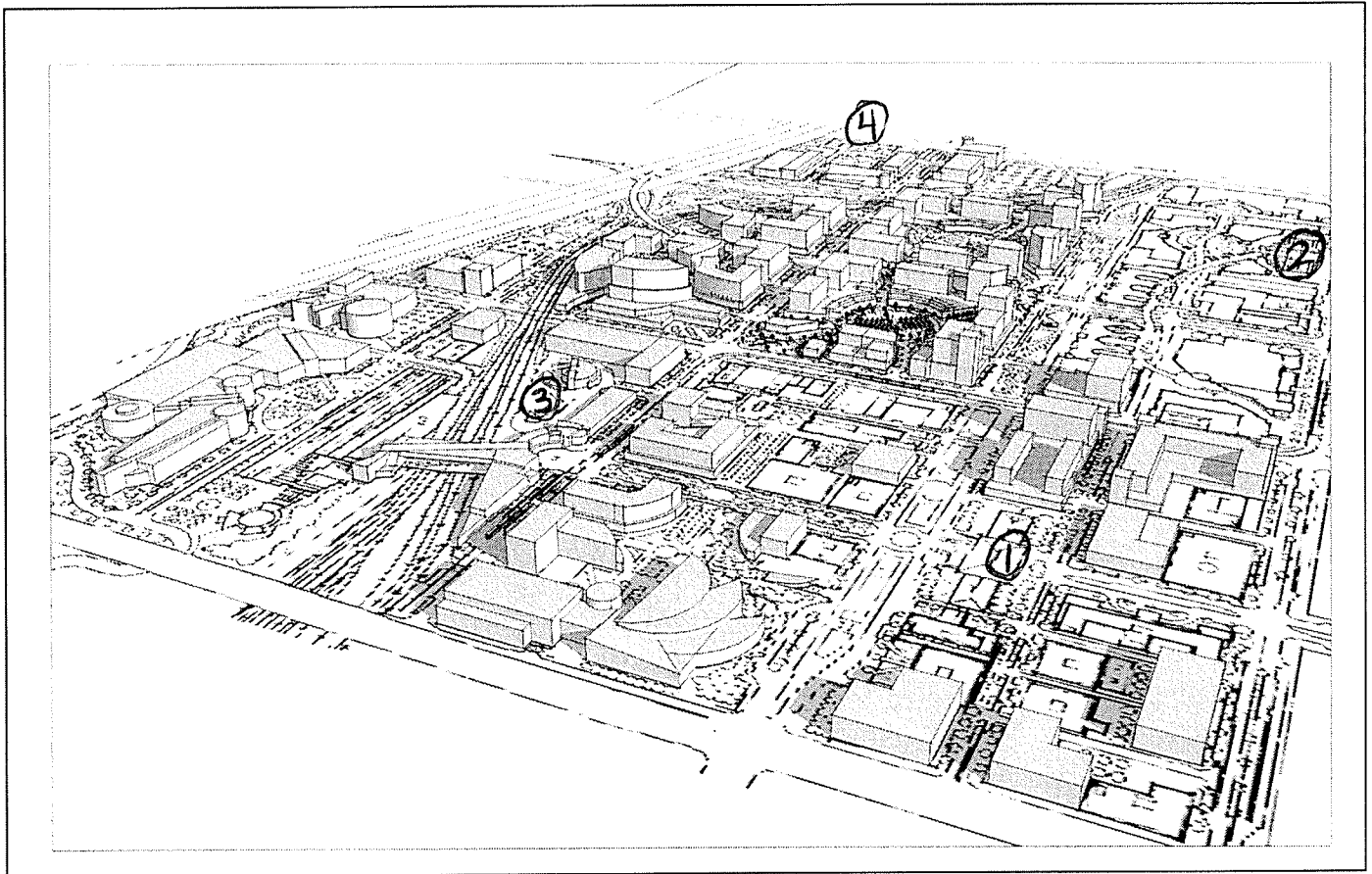
Salt Lake City's recommendation is to build both TRAX stations with the TRAX connection. Although UTA has always preferred a single intermediate station, UTA had reached a compromise position with Salt Lake City and were recommending the 525 West 200 South station to be built with the TRAX connection and the 125 South 400 West station as a future build contingent upon development. When the project was presented to the Transportation Advisory Board in 2004, Salt Lake City and UTA jointly supported the two intermediate stations with 125 South 400 West as a future build.

This endorsement should be supported because staff strongly views this area as a strategic component in achieving the City's long term goal of encouraging significant residential development in the Downtown.

Attachments:

1. IBI Group massing study for Intermodal area
2. Previous Planning Commission Agenda and Minutes
3. Transportation Advisory Board Agenda and Minutes
4. Letters and Comments (including staff response)
5. Administrative Hub TRAX Connection recommendation
6. Intermodal Hub TRAX Extension Analysis Report

1. IBI Group massing study for Intermodal area



This conceptual view (looking northwest from 500 West at 400 South) illustrates massing potential for new buildings only (most existing buildings are only shown by footprint). The illustration represents a modest growth scenario using current zoning regulations, with few sites maximized.

- ① Rio Grande
- ② Union Pacific
- ③ Intermodal
- ④ Cityfront Apartments

2. Previous Planning Commission Agenda and Minutes

AMENDED AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, January 28, 2004, at 5:45 p.m.

The Planning Commission will be having dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share planning information with the Planning Commission. This portion of the meeting will be open to the public.

- 1. APPROVAL OF MINUTES** from Wednesday, January 14, 2004
- 2. REPORT OF THE DIRECTOR**
- 3. REPORT OF THE PLANNING COMMISSION CHAIR AND VICE CHAIR**
- 4. OTHER BUSINESS**
 - a. Presentation of the Intermodal Small Area Master Plan by IBI Consulting Firm, and presentation of the Intermodal Light Rail Extension by Parsons Consulting Firm.
(Staff – Doug Dansie at 535-6182)
 - b. Presentation by Kevin Horn, A.I.A. and Richard Sheinberg, Developer, representing Capitol Park Condominiums L.L.C, for a proposed residential condominium conversion project for the old Veteran's Administration Hospital and Annex buildings, on a 5.1 acre parcel located west of the intersection of 13th Avenue and "F" Streets, in the Foothill Residential "FR-3" zoning district. A total of 32 residential units are proposed for the two existing buildings.
(Staff – Doug Wheelwright at 535-6178)

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, January 28, 2004, 5:45 pm

Present from the Planning Commission were Chair Prescott Muir, Vice-Chair, Tim Chambless, Bip Daniels, Babs De Lay, John Diamond, Peggy McDonough, Laurie Noda, Kathy Scott and Jennifer Seelig.

Present from the Planning Staff were Planning Director Louis Zunguze; Deputy Planning Director Brent Wilde, Deputy Planning Director Doug Wheelwright; Principal Planner Doug Dansie, Principal Planner Joel Paterson; Planning Commission Secretary Kathy Castro; and Deputy City Attorney Lynn Pace.

Presentation of the Intermodal Small Area Master Plan by IBI Consulting Firm, and presentation of the Intermodal Light Rail Extension by Parsons Consulting Firm.

This presentation began at 6:15 p.m.

Principal Planner Doug Dansie gave a brief history of planning for the Downtown area and then introduced the Small Area Master Plan and the Intermodal Light Rail Expansion. He said that the Small Area Master Plan will generally cover the area between 400 West to I-15 and North Temple to 400 South. He said concurrently the City is proposing an extension of the TRAX line which will go from the Delta Center stop, south on 400 West to 200 South, and west on 200 South to 600 West into the Intermodal Hub. Mr. Dansie said that the following presentation is intended to brief the Planning Commission on the development and receive input regarding the issues they may raise. He noted that the City has a policy of expanding Downtown development to the west and south of Downtown and have made decisions to implement that policy. He noted that the area west and south of Downtown can handle the increased density.

Commissioner Chambless referred to the area proposed for the TRAX expansion and said that it may be an attraction for more people to live in the City. Mr. Dansie agreed and said that this is one area of the City which can handle increased density.

Commissioner Chambless asked Mr. Dansie if affordable housing is envisioned to be developed in that area. Mr. Dansie answered that the City policy is not to create neighborhoods of exclusive affordable housing, rather to develop a broad range of mixed housing types.

Commissioner De Lay asked Mr. Dansie if an I-15 ramp is envisioned to exit onto 100 South. Mr. Dansie said that there was discussion to add an additional ramp

for carpools, onto North Temple which met opposition; the compromise was to exit the freeway at 100 South and 600 West.

Mr. Ray Witchurch representing IBI Consulting Firm addressed the Commission saying that IBI was retained to review the Gateway area, considering the recent impacts and determine ways to create a more walkable community. He referred to the proposed TRAX extension and Intermodal Hub and said that IBI is taking into consideration the fact that this is a unique neighborhood which is in transition. He said that the study will review the block patterns and the connections from the external neighborhoods which come into this area. He added that the design guidelines and policies for the Gateway area will also be reviewed.

Chair Muir asked Mr. Witchurch to describe the boundaries of the study area. Mr. Witchurch replied that it will cover the area from North Temple to 400 South and I-15 to 400 West.

Chair Muir stated that the study will obviously include the Gateway and asked if the study will include an analysis of how the regional shopping area meshes with localized retail. Mr. Witchurch answered that they will not deal with the market analysis; however, they will analyze the pedestrian and vehicular circulation in a theoretical manner.

Mr. Dansie added that Gateway takes up a large part of the area for the study but there are several large property owners as well, and part of this process is working with those property owners to discover their development plans and try to tie them all together to make sure that the whole is greater than the sum of the parts.

Commissioner Chambless asked how many years into the future is this proposal planned for. Mr. Dansie answered that it is difficult to foresee technological advances; however, Light Rail Transit contracts are for 50 years.

Commissioner Chambless asked what type of lighting is proposed. He worried that the crime in the area may increase due to the neighborhood being in transition. Mr. Witchurch said that the lighting will be comparable to that of Main Street. Mr. Dansie added that the lighting will be defined by district. There have been discussions regarding the notion that this area is a separate district from Downtown as well as the idea that the same light fixtures in the Downtown District should be carried over to this area. He noted that the lighting will be pedestrian friendly.

Commissioner Chambless referred to the concept of bringing City Creek above ground. He wondered if fountains are envisioned to be incorporated into the walkable community. Mr. Dansie said that the City has conceptually brought City Creek above ground in different areas of the City such as City Creek Park, The

LDS Church Conference Center and the fountains in Gateway to create the image of City Creek. At 500 West the Army Corps of Engineers is working with the City to bring the water from the aqueduct at North Temple along an abandoned rail line to the Jordan River which would be actual City Creek Water.

Commissioner McDonough wondered how this study will address the relationship between the Gateway District and Main Street. She asked how the issues will be identified initially to set the stage for the proposed expansion. Mr. Witchurch answered that one issue that they are identifying is establishing precincts that would have different character in that area. Mr. Paterson added that some of the guidance is coming from the Design Guidelines in the Gateway Master Plan; in that the Gateway area is broken into smaller sub-districts which will have their own character.

Mr. Zunguze added that the project must have synergy with the entire Downtown. He said that one interesting feature which is being carried over from the discussions regarding department store definitions, is the notion of not creating a one size fits all approach to the Downtown. The intent is to create differentiated areas which offer different things and still create synergy to bring liveliness to Downtown.

Chair Muir referred to when the department store definitions were analyzed and said that he felt that the Gateway Master Plan did not prescribe what the Gateway Development turned out to be. He said that that issue needed to be addressed and he felt that this study is the vehicle to do so. He said that perhaps the Gateway Plan needs to be reinvented.

Mr. Witchurch said that the TRAX stops are going to be the key to how the areas develop. The activity centers will basically spread out from the TRAX stop locations.

Chair Muir referred to the HUD standards for noise and proximity to homes, he wondered if there are mitigation measures in place if the surrounding area of the rail corridor is expected to be highly residential. Mr. Dansie answered that the Federal Government now allows the creation of quiet zones. The City is in the process of putting gates in several locations along the rail road line with the goal that trains would be able to run throughout the City with out blowing their horns.

Mr. Evan Nixon representing Parsons Consulting Firm spoke to the Planning Commission saying that Parsons has been hired by the City to work on the preliminary engineering of the TRAX extension. He referred to a diagram of the extension and described the area. He said that the alignment of the extension was decided by environmental studies done of the area. He said some of the issues that they are working out are where to place the TRAX along the road. He said that they found that the center of the road is the best option. Another issue they are currently working through is where to have stops along the line.

Commissioner De Lay asked Mr. Nixon if the only section proposed to be extended is the area from South Temple to the Intermodal Hub. Mr. Nixon answered that at this time, that is correct, but there are options in the future.

Commissioner Daniels asked Mr. Nixon what his recommendation is as to how many stations there should be and their locations along the line. Mr. Nixon referred to a diagram of the existing North and South TRAX line and University TRAX line which had 1,300 foot radius circles on it. He said that the circles represent the distance a person is willing to walk before it becomes an inconvenience. One idea of the extension is to have the same feel as Downtown and create a similar spacing; however, from an operation point of view the more stations there are, the slower the ride is going to seem.

Chair Muir asked the Commission's perspective as to the importance of an intermediate station mid distant between the Delta Station and the Intermodal Hub at the expense of the opportunity to continue the 500 West Park Blocks; or does that opportunity create a higher priority, and the station should be adjusted subordinate to that opportunity.

Mr. Nixon said that if there is a stop at 475 West it must be pushed up against the intersection of the existing 500 West, not the potential 500 West, to minimize the amount of jay-walking to get to the station platforms.

Commissioner De Lay asked if Mr. Nixon is aware of the high amount of pedestrian traffic at the potential 485 West 200 South station. She mentioned the concern that a completely new traffic flow would be created due to the amount of people who do not use the crosswalk. Mr. Nixon said that the hope is that the public would use the crosswalk which is not being eliminated. He added that he appreciated that concern and that is an issue that needs to be reviewed.

Chair Muir added that as he has been working with the Homeless and Humanitarian Committee, trying to deal with the Homeless situation, he has found the access to public transportation is paramount to the success of social programs.

Commissioner De Lay agreed but felt that that block has a large amount of pedestrian and bicycle traffic and she felt it is ridiculous to have a stop there. Mr. Nixon said that all of the impacts mentioned are probably going to be there whether there is a stop or not due to the fact that there will be a train moving down the center of the street. He added that there will be a curb line along TRAX to minimize U-turns and such.

Commissioner De Lay asked if the events at the Delta Center have been taken into account. She mentioned concerns with the amount of traffic which those events create along 400 South. Mr. Nixon said that they have prepared a

computer simulation to illustrate different scenarios that have been taken into account.

Mr. Dave Garish addressed the Commission as a representative of Fehr Peers Consulting Firm, which is a sub-consulting firm to Parsons on this project. He presented three computer simulations which illustrate the one station alternative, the two station alternative, and the train conductor's view while moving down the extension. He said that the Delta Center events raise concerns that the left turning lane is available at 500 West, as well as the Gateway summer parking garage access. He mentioned that they figured current traffic counts and projected them into the future 20 years and then completed an evaluation on existing and future conditions.

Commissioner McDonough referred to the different scenarios presented and asked if the scenario with the 475 West station is the only scenario which prevents the 500 West Boulevard continuing south. Mr. Dansie answered that that is correct.

Mr. Nixon described the layout of TRAX entering the Intermodal Hub and the different configurations that have been studied.

Commissioner Daniels asked Mr. Nixon to describe the efforts in place to accommodate the elderly and people with disabilities. Mr. Nixon stated that both ends of a station have mini high blocks in place to accommodate a level entrance to the train.

Commissioner Diamond suggested another alternative which would reroute the extension from 400 West south to 400 South then turn right going west. Mr. Nixon said that he did not think UDOT would approve using 400 West for another TRAX line, as well as the viaduct altered or avoided in that case.

Ms. Mary Guy-Sell noted that the alignment of the rail between the Delta Center and the Intermodal Hub was determined in the late 1990's when the original Airport to University EIS and the Intermodal Hub EA was completed. The alignment is not an issue which should be addressed at this point.

Commissioner McDonough felt that it is more important to allow the City to have the flexibility to execute the vision of 500 West and deal with the technical issues as they come. She said that she would support the elimination of the 475 West station location, which would narrow the debates between whether there should be one or two stations. She felt that certainly one station is necessary to contribute to a walkable community.

Commissioner Daniels agreed with Commissioner McDonough that there must be one stop minimum to serve those in that community.

Commissioner Noda agreed and said that the future will probably bring more growth in that area. She said that a walkable community is definitely something that should be encouraged. She did not think that one additional stop, in the two stations scenario would deter people from riding TRAX.

Commissioner De Lay said that as a resident of the neighborhood she felt that one stop would be better than two because of the noise factor which will impact the neighborhood.

Commissioner Diamond asked how difficult would it be to design a future station. Mr. Nixon answered that that is an option. Commissioner Diamond suggested that the proposed station be moved to about 600 West rather than 500 West to accommodate a future stop and future growth. Mr. Dansie said that if the stop is moved too far west then the TRAX train would be making a 90 degree turn which is not feasible.

Commissioner Chambless referred to the future growth of the City and the population and said that the current planning must give the City as much flexibility as possible to accommodate future growth.

Commissioner McDonough encouraged the consultants to maintain the 500 West Boulevard and the pedestrian crossing. Mr. Dansie said that anywhere there is a station there will be a pedestrian crossing. He referred to South Temple near Crossroads Mall and Temple Square where there is a mid-block crossing and no station, and said that a mid-block crossing may be an option here as well.

Chair Muir summarized by saying that the Commission is concerned with maintaining the 500 West Corridor and not precluding with what is done with the light rail that opportunity in the future. He said that they support that idea of one station minimum between the Delta Center and the Intermodal Hub and possibly two while trying to maintain pedestrian connectivity. He added that it is important that the left turn into the summer parking garage at the Gateway be maintained.

Mr. Nixon said that the comments given this evening are appreciated. He said that both the station on 400 West and the turn lane are not possible. Chair Muir said that he realized that and suggested that the left turn be maintained initially and not preclude a station in the future, which may come at the expense of the left turn. He said that the consultants would have to weight which alternative is more reasonable.

3. Transportation Advisory Board Agenda and Minutes

TRANSPORTATION ADVISORY BOARD

AGENDA

April 5, 2004 4:00 P.M.

Transportation Division Office
349 South 200 East, Suite 450
Salt Lake City, Utah 84111

NOTICE

This meeting will be held in the conference room on the first floor of the building.

4:00 p.m. 1. Welcome and Approval of Minutes of the March 1 Meeting. 4:05 p.m. 2. Light Rail Extension to the Intermodal Hub. 4:45 p.m. 3. General Updates. 4:50 p.m. 4. Set May Meeting Agenda. 4:55 p.m. 5. Other Business. 5:00 p.m. 6. South Davis Transit Needs Analysis Update. 5:30 p.m. 7. Adjourn.

Note: If you are unable to attend an Advisory Board meeting, please contact Joe Perrin or Kevin Young and let them know

SALT LAKE CITY
TRANSPORTATION ADVISORY BOARD

Minutes of the April 5, 2004 Meeting

Present from the Transportation Advisory Board were Joe Perrin, Debbie Medina, Mark Smedley, Frank Algarin, Jim Jenkin, Bonnie Mangold, Suzanne Weaver, Jeanetta Williams, Kelly Gillman, Scott Atkinson, Nancy Fillat, and Tim Harpst. Also present were Kevin Young, Jay Nelson, Mary Guy-Sell, Evan Nixon, Ralph Jackson, David Goeres, David Thompson, Joel Paterson, John Naser, Greg Scott, D. J. Baxter, Doug Dansie, Russell Weeks, Mark Bassett, and Milton Braselton.

The meeting was called to order at 4:02 p.m. by Chairperson Joe Perrin. Joe asked for approval of the March 1, 2004 meeting minutes.

Motion: Suzanne Weaver moved to approve the minutes of the March 1, 2004 meeting. Jeanette Williams seconded the motion. The motion passed unanimously.

Tim Harpst started the presentation on the light rail extension to the Intermodal Hub by explaining that the board is being asked to make a recommendation on the overhead contact system, the alignment of the tracks, the track alignment at the Hub, and the number and location of stations. Tim also explained that Bonnie Mangold had provided the board members with some additional information related to the Capitol Hill Master Plan and from the traffic analysis which was done as part of the State Capitol Renovation project. Mary Guy-Sell gave some background information to the board on this project. The city is taking the lead on this project rather than UTA because the city owns all of the streets and wanted more control over the project. Mary explained previous processes that have occurred related to this project. 400 West was looked at as part of the West/East light rail project Environmental Impact Statement, which was completed in 2000. The Environmental Assessment for the Hub was also completed in 2000. Mary said additional traffic impact analysis work had been done as part of this project, in order to take into account any additional impacts, such as the potential closure of Columbus Street. Mary said the city administration is recommending the overhead contact system be the low profile catenary system, a center running alignment on both 400 West and 200 South, the track location at the Hub be on 600 West, and that there be two stations, with one at 525 West 200 South and one at 125 South 400 West. The station on 200 South would be built as part of the initial project and the 400 West station would be built in the future. Evan Nixon explained the layout of the stations. On 400 West the tracks would flare out to accommodate the future station. The new stations would look the same as stations on the rest of the light rail system. On 600 West the tracks would run down the center of the street from 200 South to 300 South and then would transition to the

west side of the street south of 300 South. Evan told how commuter rail will be situated on the Hub site, which required moving the light rail track from adjacent to the commuter rail track to 600 West. Kelly Gillman asked if due to the weaving of the track on a street are there really fewer poles with a low profile catenary system compared to a trolley wire system. Evan said there were fewer poles with a low profile catenary system because the low profile catenary system allows for longer spans. Joe Perrin asked about a midblock pedestrian crossing on 200 South at Rio Grande Street. Evan said there would probably be a midblock pedestrian crossing at this location as well as midblock pedestrian crossings at locations where there were stations. Evan explained what the lane configuration would be on both 400 West and 200 South. Mark Smedley asked about bike lanes and pointed out the need to have wider bike lanes where the bike lane crosses the tracks. Evan said the current bike lanes on 200 south and on 600 West would remain and wider widths would be looked at during design. Evan said there will be some changes to the existing parking along 400 West and 200 South.

The existing angle parking would be converted to parallel parking. On 400 West parking is maintained except on the east side of the north half of the block between 100 South and 200 South. On 200 South quite a bit of parking is lost due to the space needed for the station and for left turn lanes at the intersections. Mary Guy-Sell explained the layout of the Hub and the passenger transfer between commuter rail and light rail.

Bonnie Mangold discussed the information she had given the board members related to the Capitol Hill Master Plan and the State Capitol Renovation project. Bonnie said the Capitol Hill Community Council supports the closure of Columbus Street but they are not in support of any projects that might impede the flow of traffic on 400 West because of the potential diversion of traffic onto Capitol Hill neighborhood streets. Bonnie said the concern is not with the light rail tracks on 400 West, but with having a station on 400 West and the impediment to traffic flow. Tim Harpst said these were the same concerns the city had and that is why there is no reduction of traffic lanes proposed on either 400 West or 200 South. The design maintains the traffic carrying capacity on both these streets and also keeps options open for future transit from Davis County. Dave Goeres explained the traffic capacity and impact modeling that was done as part of this project and as part of the State Capitol Renovation project, which included the potential closure of Columbus Street. A 4% traffic growth rate was used in the modeling, which, based on historical growth, is a high percentage and provides for a very conservative estimate. Jim Jenkin asked why, if Columbus Street were to be closed, it was projected that so little traffic would move to 400 West as compared to 300 West. Dave said it was because 300 West has adequate capacity to carry additional traffic.

Joe Perrin asked the board if they wanted to handle the recommendations together or separately. Joe said he agreed with the recommendations regarding the overhead contact system, track alignment on 400 West and 200 South, and the Hub track alignment on 600 West, but he wasn't convinced about having two

stations. Bonnie Mangold suggested the board address the first three recommendations together and the fourth be addressed separately.

Motion: Debbie Medina moved that the board accept the first three recommendations as recommended by the city administration. Kelly Gillman seconded the motion. The motion passed unanimously.

The board continued their discussion on the fourth recommendation by the city administration regarding the number of stations and station locations. Ralph Jackson explained the flaws with the 475 West and 460 West station locations.

Motion: Bonnie Mangold moved that the board recommend there be only one station and it be located on 200 South. Jim Jenkin seconded the motion. The motion failed by a vote of two in favor and eight against.

Joe Perrin expressed concern about the future expansion of the 500 West 200 South intersection in order to accommodate the continuation of the park blocks and how the operation of the street and light rail would be more difficult because of the additional traffic signal that would be needed and the short distance between the signals if the park blocks are extended to include 200 South.

Motion: Mark Smedley moved that the board accept the recommendation of the city administration, which was for an initial light rail station to be located at 525 West 200 South and a future station to be located at 125 South 400 West.

Jeanette Williams seconded the motion. The motion passed by a vote of eight in favor and two against.

Tim Harpst gave the board members a corrected copy of a letter sent to Mayor Anderson by the Capitol Hill Community Council opposing a light rail station at 125 South on 400 West. The resolution passed by the Capitol Hill Community Council was passed by a majority vote, not a unanimous vote, as was stated in the copy of the letter the board received previously. Tim told the board their recommendations would be passed on to the Planning Commission and City Council as this project moves through the approval process.

Greg Scott of the Wasatch Front Regional Council (WFRC) gave the board an update on the South Davis Transit Needs Analysis project and gave the board handouts of five alignment alternatives for transit service between South Davis County and downtown Salt Lake City that are being considered for further review. They are looking to have one alignment that will work even if the type of transit changes in the future. Greg went over the five alignment options in Salt Lake City, which include I-15 via 100 South, I-15 via 900 West, the commuter rail line, Beck Street via 300 West or 400 West, and Beck Street via Victory Road. The mode options being looked at are light rail, bus rapid transit, and street cars. These modes can mix and match between exclusive right-of-way and mixed running with car traffic. Transit can also be run within auto restricted zones (ARZ), such as transit and car pool vehicles in the same lane. WFRC is looking for the board's input on routes that should and should not continue in the study process, such as a short list of options. Greg said the study team is considering not advancing the I-15 via 900 West option and the Beck Street via Victory Road option for further analysis. Kelly Gillman asked if we were shortchanging our

options, such as 900 West, since I-15 and 300 West corridors are restrictive. It was discussed that 900 West is viewed as Aout of the way@ for the majority of commuters from South Davis County who want to get to downtown and points east and that transit needs some priority to attract users. Debbie Medina asked how a transit service would be funded. Greg indicated it would be funded by the transit funds collected in each county. Ralph Jackson pointed out that light rail could run on the commuter rail tracks since UTA owns the right-of-way and doesn=t share it with the Union Pacific Railroad. Greg suggested he come back to the board in May with more detailed information on the options recommended by the board to keep on the short list. Milton Braselton stated his belief that 900 West is out of the way and what is needed is to have a fast way to get people between Davis County and downtown.

Motion: Debbie Medina moved that the board recommend that WFRC proceed with three alignment alternatives, which are I-15 via 100 South, the commuter rail line, and Beck Street via 300 West or 400 West. Frank Algarin seconded the motion. The motion passed with one abstention.

It was noted that more modeling and travel time data would be collected for the I-15 via 900 West alternative to determine if this alternative should be considered further.

The board set Monday, May 3, 2004 for the next meeting. Agenda items will include the South Davis Transit Needs Analysis project and an update on the commuter rail project.

With no further business, the meeting adjourned at 6:15 p.m.

4. Letters and Comments

Dear Mr. Paterson and Mr. Dansie,

I wanted to share my thoughts on an issue which you will be addressing at your upcoming planning commission meeting on January 12th. I am aware that you will be discussing the Intermodal Light Rail Extension and the proposed stops for the extension.

I urge that you vote against the stop proposed for in front of California Pizza Kitchen on 400 W. I live at the Dakota Lofts on the corner of 400 W and 200 S, and this stop will create a lot of noise for the residents on the west side of the building as well as create a traffic mess as a result of all residents trying to enter our parking lot via the gate along 400 W.

Of concern to SLC residents as a whole, I also believe that a stop so close to the proposed stop near the homeless shelter and the Delta Center is unnecessary. It will increase the cost of the extension as well as slow the line. The Delta Center stop is sufficient to serve the Gateway and the Homeless Shelter stop is sufficient to serve as a second Gateway stop and as a stop to deliver residents to the businesses on 200 S.

I won't be able to attend the meeting on the 12th, but please feel free to e-mail me back if you have questions. Thank you for your time and consideration.

Best,

Jenny Thomas
380 W 200 S #302
Salt Lake City, UT 84101

Salt Lake Planning Commission
Joel Paterson
Doug Dansie

RE: Trax Extension

I am writing to express my opposition to the proposed Trax Station on 400 West in front of the California Pizza kitchen. I am an advocate of mass transit, and use Trax daily to get to and from work. I reside and own property in the Dakota Lofts located at 380 W 200 S, and currently serve on the Owner's Board as President. We are a mixed use building with residential and commercial units. I am very concerned about the plans to put a Trax station on 400 West in front of our building and another station around the corner on 200 South.

I do not want a stop on 400 West for the following reasons:

- *There is NO necessity for two stations within one block of each other; this wastes resources and tax money.**
- *The Delta Center and 200 S station are close enough together.**
- *The line will be slow as a result of excess stopping, and make Trax a less efficient means of transportation.**
- *Noise from the station (announcements, people, train brakes, etc.) will disturb residents and reduce the property value of the residential units at Dakota Lofts.**
- *Street parking will be reduced or worse, eliminated. Close street parking is a necessity for the small local businesses located at Dakota Lofts.**
- *Occupants of the building will lose left turn access into the west gate of our building.**
- *Two stops will segregate people who live/work east or west of 400 west, not join us a a community.**

Please express these oppositions to the Planning Commission to ensure they understand the impact of the 400 West station. Thank you.

Chamonix Larsen
AMD Architecture
311 South 900 East Ste. 103
Salt Lake City, UT 84102
Tel. 801-322-3053
chamonix@amdarchitecture.com

Salt Lake Planning Commission
Joel Paterson
Doug Dansie

Trax station on 400 West

I am writing to express my opposition to the proposed Trax Station on 400 West in front of the California Pizza Kitchen/Clarke Planetarium.

I currently live and own property in the Dakota Lofts located at 380 W 200 S. I am very concerned about the plans to put a Trax station on 400 West and another station around the corner on 200 South. It is excessive for there to be three stations within two blocks of each other. Trax will be even slower as a result of all the stopping and will make the line a less efficient form of transportation; this wastes resources and tax money.

I agree with the Boyer Company and the Capitol Hill Neighborhood Council that the Delta Center and 200 S stations are enough. Another stop in between is unnecessary.

Please inform the planning commission of my opposition to the 400 West Trax station.

Thank you.

Matt Manes
Axiom Design
331 S. Main
Salt Lake City, UT 84111
801-532-2442
mattm@axiomdc.com

After sending notice for the January 12, 2005 meeting (which was postponed until March 9, 2005 due to lack of quorum), the staff received three letters from residents of the Dakota Lofts condominiums. The following is a brief listing of their concerns and a staff response.

*There is no necessity for two stations within one block of each other; this wastes resources and tax money. *Master Plans indicate that this is the one area of the City where higher density is both physically accessible and politically palatable. Higher density/intensity neighborhoods thrive on transit service.*

*The Delta Center and 200 S station are close enough together. *The spacing between the Delta Center Station and the 125 South 400 West Station is exactly the same as the spacing between the City Center station (75 south Main) and Abravanel Hall (125 West South Temple). The two-block spacing, even on a corner, is consistent throughout the Downtown area. As noted in the Gateway Master Plan, it is intended to increase density and transit opportunities in this area similar to other portions of Downtown. The two stations also allow the Delta Center to split their event ridership, with northbound passengers using 125 South 400 West (via commuter rail and the Intermodal Hub) and southbound passengers using the existing Delta Center station. The existing Delta Center station, which presently does not accommodate northbound patrons, is currently maximized during events.*

*The line will be slow as a result of excess stopping, and make TRAX a less efficient means of transportation. *The dwell time at a station is measured in seconds. While a station will be slower than a non-station, the question is whether it is significant enough to lose ridership from commuter passengers or if it will increase ridership with local passengers. It is the staff's contention that people arriving via commuter trains will have already ridden 15 to 45 minutes and an additional 30 seconds between the Intermodal Hub and Downtown will not significantly harm ridership, but by having transit immediately available, it will attract development near the station, which, in the long run, will increase ridership.*

*Noise from the station (announcements, people, train brakes, etc.) will disturb residents and reduce the property value of the residential units at Dakota Lofts. *The noise from the turning movement of the trains will exist regardless of the existence of a station. UTA has investigated methods of minimizing rail "squeal" in response to complaints along the 400 South line (near the S curve/1000 East). Such solutions include lubricating the track. The proposed station itself is located at the north end of the block, Dakota Lofts is at the south end. The LRT service does not operate late at night (midnight to 5 am Sunday through Thursday, 1 am to 5 am Friday and Saturday). If noise from announcements at the stations is an issue, there are methods of minimizing it, such as a nighttime volume controls. The honking of horns in dangerous situations will occur regardless of station location.*

*Street parking will be reduced or worse, eliminated. Close street parking is a necessity for the small local businesses located at Dakota Lofts. *Parking has been considered in*

making this decision. The scenario with the greatest impact on parking would be to have a protected left turn lane for the Gateway (which is not recommended for other technical reasons) because it involves an extra lane in the street, which consumes most of the on-street parking. The no station/no left turn alternative allows the most parking, however, a station at 125 South 400 West will still allow parking along the west side of the block and at the south end of the east side of the block, adjacent to the Dakota Lofts. It should be noted that the City's long range goal for downtown is to make it as accessible by all modes of transportation. This proposal maintains some parking while promoting transit and pedestrian friendliness.

**Occupants of the building will lose left turn access into the west gate of our building. The left turn lane will be lost under any scenario (including a protected left turn for the Gateway, which would be northbound into the parking lot only)*

**Two stops will segregate people who live/work east or west of 400 West, not join us a community. The 125 South 400 West station would allow a mid-block crosswalk, which would provide better east/west access than a left turn lane (not recommended), which would not have a mid-block crosswalk. A no station alternative could be built with or without a crosswalk.*

Additional Staff comments regarding Capitol Hill traffic:

- *Davis County traffic headed to the southern end of the business district should use the faster route from the 400 South off-ramp, not 400 West via 600 North.*
- *300 West has surplus capacity.*
- *There is a separate proposal to modify Capitol Hill traffic patterns by installing traffic signals on Main/Columbus/Victory at 300 and 500 North, which will slow over-the-hill traffic, making 300 and 400 West more attractive for commuters.*
- *Other streets in Capitol Hill have been blocked or signed to discourage their use (for example: stop signs have been installed on 200 West and Center Street to slow traffic).*

11 January 2005

Salt Lake City Planning Commission

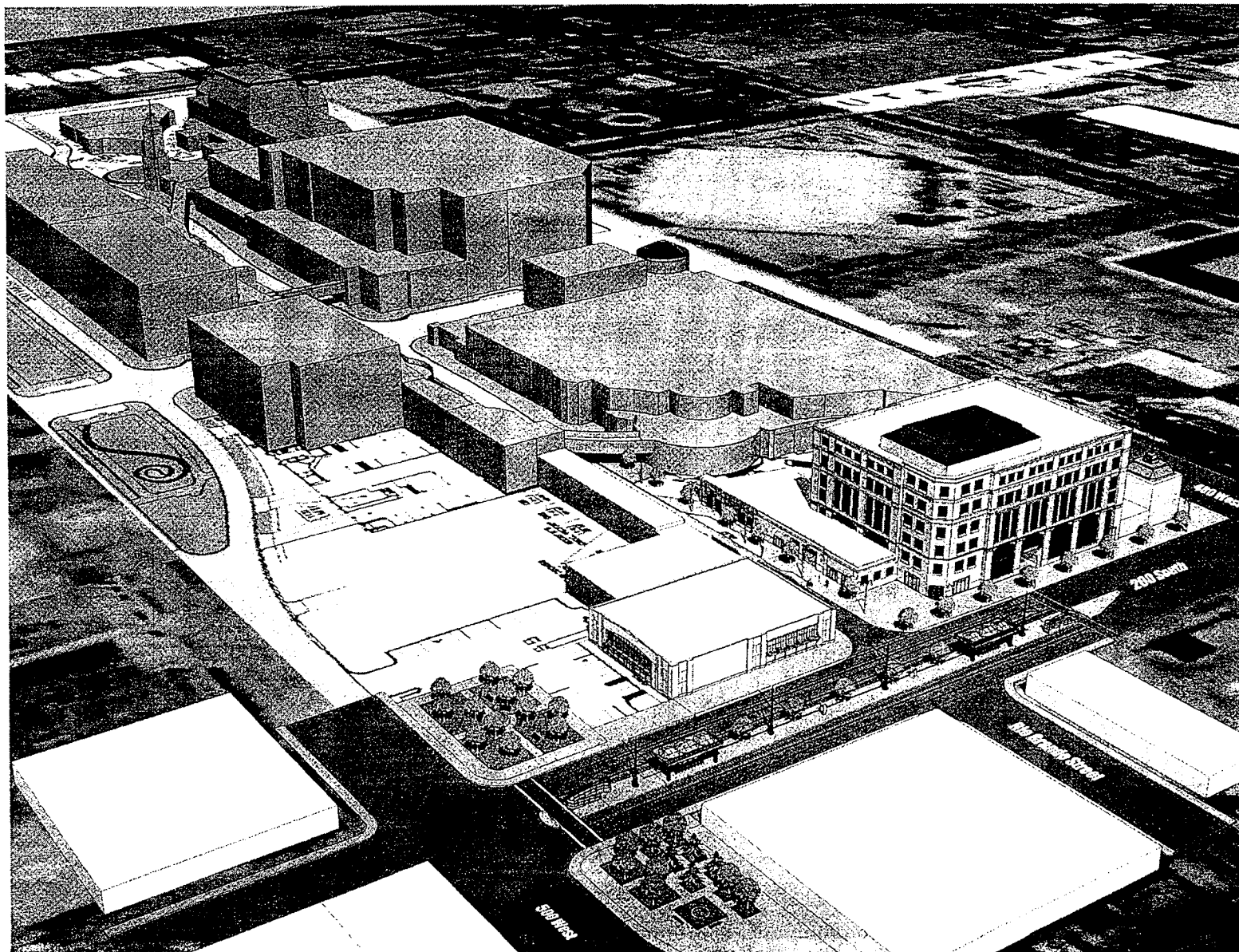
Dear Ladies and Gentlemen of the Commission:

I am writing to comment on Agenda item 5 f., Intermodal Light Rail Extension to be considered at your meeting tomorrow night. Representing the ownership of The Gateway Project, we would like to go on record as opposing the location of a station on 400 West at 1st South. Our opposition is based on the following:

1. When The Gateway was approved, it was our understanding that the planning concept, which we embraced by what we built, encouraged people to stroll and walk the retail and to "experience" the ambiance of the inviting streetscape. We don't want or need another station on 1st South where, visually, you can literally see the cars for Trax stacked up at the Delta Center station. We are surprised that the planning staff would not much prefer to encourage the stroll from the Union Pacific Depot to 2nd South on Rio Grande with a much more logical location for a station, namely at the end of walk at 2nd South and Rio Grande. We have been told that staff feels this additional location will also prompt more "development" in the area. It is difficult to see how this could be so; nevertheless, it would appear that interest in the yet to be developed trumps the requests of a project already built.
2. The planning staff says that Trax stations are located every two blocks in the Main Street area and that same pattern of frequency of stations should exist on 400 West. Why doesn't the same density of zoning apply then also on 400 West if this area is to be treated similarly for station locations? It is our understanding that UTA planners are not in favor of the "two station" plan being proposed because of operation inefficiencies, aside from the additional cost incurred.
3. One of the concerns we have with the station location on 400 West is the congestion with our large parking garage between 1st and 2nd South. 58% of the cars that use that garage enter off 400 West. Approximately 65% of those enter coming from the South and make a left-hand turn in. Obviously, with a station there, no left turns would be possible, which will discourage some of 1.5 million cars coming to The Gateway annually. Re-education of drivers or U-turns at 1st South, as encouraged by staff, will not do the job.
4. We would encourage one station between the Delta Center and the Intermodal Hub and we would recommend it be at the end of Rio Grande at 200 South as per the attached rendering. No potential development area will be slighted nor will anyone be hardshipped. The system will run more efficiently and the city will save considerable money for not having to build an extra station.

Thank you very much for your consideration.

H Roger Boyer, Gateway Associates



Rio Grande/Downtown Community Council

To: Salt Lake City Council & Planning Commission
Topic: TRAX Extension to Intermodal Hub - Support for two additional TRAX stations
Date: January 10, 2005

I write on behalf of the Rio Grande/Downtown Community Council to urge the Planning Commission and City Council to support the proposal for two TRAX stations between the Delta Center and the Intermodal Hub. The Rio Grande/Downtown Community Council supports the two-station option as opposed to the one additional stop. I would like to emphasize that we support this option in the strongest possible terms. The reasons are as follows:

- 1) SLC is trying to encourage transit-oriented development in the west downtown area. We feel that the maximum number of TRAX stations (two) is a crucial component to this concept.
- 2) We feel that making this decision based on budgetary constraints is extremely short sighted and false economy.
- 3) We believe more people will use TRAX to visit the Gateway and to come to this part of town, if there are two stations. Placing a station on 400 West between 100 South and 200 South will provide riders easy access to the movie theaters, and will also help to encourage redevelopment of the block to the west. A second stop on 200 South between 500 West and 600 West will ensure easy transit access to the Bridge Projects as well as to the block to the north, which is also ripe for redevelopment.
- 4) A single stop solution, with a station on 200 South between 400 West and 500 West will forever foreclose the possibility of adding another station along this extension. We want this area to develop into a high-density urban neighborhood, where having TRAX stops every two blocks, like the rest of downtown, makes perfect sense.
- 5) We do not believe that a station on 400 West will discourage shoppers from patronizing the Gateway project. There are numerous ways to access the Gateway parking garage without making a left turn on 400 West, and we believe shoppers who drive to Gateway will quickly begin using those other options.
- 6) Making a community "walkable" does not mean forcing people to walk greater distances. Faced with a longer walking distance, most will just choose to drive. Making a community walkable means making it easy and enjoyable to walk. This means providing easy, frequent access to the transit system, which also increases the number of people riding transit.

In conclusion, we firmly believe it would be extremely shortsighted and fiscally irresponsible for the City to opt for a single TRAX station for this proposed extension. When this area is bustling with new development, and when it becomes home to thousands of residents, as we hope and the city's master plans intend, residents and businesses alike will wonder why the city and UTA did not have the vision and wisdom to include two stations in this area. The Rio Grande/Downtown Community Council strongly supports two additional TRAX stations for the pending TRAX extension in the downtown area.

Bill Davis - President
Rio Grande/Downtown Community Council

November 14, 2005

Dear Doug,

I had a comment about the number of TRAX stations being planned for the HUT extension. At one time there was talk of creating a street car loop that would continue south on 400 west and turn on 700 south to reconnect with the TRAX line. Is this still the plan? If so, I think there should be two stations on the HUB TRAX line, and a street car station at 350 South on the streetcar loop.

If the street car loop is not going to be constructed, then there should only be one TRAX station added, at the corner of 200 south and 400 west.

The reason is because Pioneer Park needs to have public transit in close proximity. This area is seeing a large amount of growth. There is a high number of residential units in that area; Artspace, the Dakota lofts, Westgate, Warehouse condos, Pierpont, Uffens, the planned Broadway Park Lofts as well as extended stay hotels, the Palladio and other apartments that would all benefit from having a TRAX station or street car station nearby.

The city is saying they want two TRAX stations to accommodate future residential growth that they hope will someday be along 200 south and 500 west.

Well, there is already a large population of residents that could benefit from TRAX now. It is near Pioneer Park, a park that the city would like to see more vibrant and alive. If no street car loop is to be built, that puts the two TRAX stations considerably farther from the park and an area that is experiencing a renaissance. So I guess to conclude, Two TRAX stations would be ideal, *if* the street car loop is created. This would be the best way to service the area. If there is no street car loop, There should only be one station, as it would be the most equidistant and effective in servicing the general area. I just thought I'd share my thoughts.

Thanks,

Michael Hatch

Hi Doug,

Thank you so much for responding to my comments. I didn't even think about how a 90 degree turn could cause complications with a station. That helps a lot. It is good to know that a station will at least be as close as possible. I would love for the street car loop to become a reality. I am glad the idea is not completely dead. Thanks again for the information and good luck in making your final decision.

-Michael Hatch

Dansie, Doug wrote:

>Michael

>Thank You for your thoughts.

>I have placed your email into the staff report that will go to the
>Planning Commission to assure that your comments will be heard by the
>decision makers.

>

>In response to your specific questions: The idea of a street car loop
>is alive, but not in the forefront at the moment. Salt Lake City and
>UTA are in the process of creating a report to study the links between
>transit and Downtown land use. One of the items to be considered is
>the potential for transit extensions. I cannot guarantee that a
>streetcar will be the outcome of any study; however, it is a distinct
>possibility and remains on the table.

>Also, the discussion of a LRT stop at the corner of 200 South and 400
>West was not pursued because of the difficulty of placing a station
>immediately adjacent to a 90 degree turn on the LRT line (it is
>difficult to exit the station immediately into a turn and the location
>has an effect on other traffic movements). You may note that no
>station on the existing LRT system is located at a 90 degree turn.
>Because of this, any station on 200 South, between 400 and 500 West,
>would be pushed to the west end of the block. A potential station at
>475 West 200 South (which may be part of a one station alternative)
>would be roughly equidistant from Pioneer Park as a station at 125
>South 400 West (which is suggested as part of a two station scenario).
>Both are roughly
>1.5 blocks from Pioneer Park (at their closest point).

>

>Thank you very much for your comments.

>

>Doug Dansie, Principal Planner, AICP

November 21, 2005

To Whom it may concern:

I am writing today to express my opinion regarding the two tracks stops on or about 500 west and the other at 400 west. I am the General Manager of the Orbit Cafe located at 540 west 200 south, I would very much like to see these two stops come to be. I want them, I want them!!!!

Have a great day,

**Jason Recek
Orbit Cafe
801.322.3808**

November 21, 2005

Hi Doug,

How are you? NHS is submitting this email to request our support for trax stops at 400 West and 500 West along 200 South. NHS has learned that many of our tenants at Citifront utilize trax and the more stops you have along 200 South, the better it serves the residents in Poplar Grove, Fairpark and Rosepark. In addition, the more stops you have along 200 south, the greater the potential for small business development outside of the Gateway area. Please call if you have any questions. Thanks.

*Alana Gorman
Executive Director
Salt Lake Neighborhood Housing Services
622 West 500 North
SLC, Utah 84116
801 539-1590 ext 102
www.sltnhs.org*

November 21, 2005

Dear Mr. Dansie,

Mary Guy-Sell mentioned to me today that you're accepting emails regarding whether to build one or two TRAX stations in the vicinity of Gateway as the line is expanded between the Delta Center station and the new Intermodal Hub.

From our perspective, we'd appreciate a stop as close to the Clark Planetarium as is practical. Our experience with patrons who visit us via TRAX is that the Delta Center is "too far a walk for my children." Times have changed since I was a kid and my parents would let me walk several blocks between my bus stop and the movie theater I was going to with my friends. Now, parents seem willing to only allow unaccompanied children to venture a stone's-throw at best from a bus stop.

We will have more than 1/3 of a million people visit the planetarium this year. If we are to see that number grow in the future, I believe that maximizing convenience of access to public transportation will be critical if we are to get families to visit the Gateway. The single station option at 2nd South and Rio Grand is at the extreme far southern end of Gateway, and is of no more benefit to the majority of Gateway businesses than the Delta Center station. However, two stations between the Delta Center and the new hub, with one of them located at 125 South 400 West, would be optimal for people wishing to shop the center of Gateway, including visiting the Clark Planetarium and the new Children's Museum.

We are of course anxious about the potential impact that construction of the new TRAX lines will have on our visitors during the actual construction phase. We nonetheless believe in the value of quick and efficient public transportation, and we are especially eager to see a TRAX station located such that we are a convenient, short walk from us.

Thanks for your time,

Seth Jarvis, Director
Clark Planetarium
456-4921

November 21, 2005

Good Afternoon Doug,

Jason Recek at Orbit Cafe has asked that I drop you this note, confirming that my business partner and I are indeed in support of the two Trax stops that have been proposed at 400 west and 500 west. We own Aerolab Salon, located in the Bridgespace building at 511 west 200 south. When the project is completed, we feel that the additional foot traffic will be very beneficial for our business and the businesses surrounding us.

If you have any need to reach me, please call 364.4092 or email me at this address.

Thank you,

Canace Pulfer / Annika Lohrke - Owners
Aerolab Salon
511 west 200 south, #130
SLC UT. 84101

Dear Doug,

Please attach the following letter to the staff report regarding the TRAX extension.

Thank you,
Bonnie Mangold

November 22, 2005

Salt Lake City Planning Commission
451 South State Street
Salt Lake City, Utah 84111

Dear Planning Commission Members,

This letter may or may not be pertinent, as unfortunately in order to submit a letter in time to be included in your staff report, I've had to submit it before a Planning report was available to study. Hence these comments are based on the plan and information provided to the Transportation Advisory Board in April 2004. At that time, TAB approved, as requested by the Administration, two TRAX stations for the Intermodal Hub extension: one at 125 South 400 West and one at 525 West 200 South. The Avenues' representative and I (representing Capitol Hill) were the two Board members opposed to a two station scenario. The UTA representative also indicated that this was not the UTA's preference.

One of the reasons other board members voted *for* the two locations is that the Administration's preferred 200 South location at 525 West is so far west that if it were to be the only station it really isn't very useful. That location is too far from the Delta stop and too close to the Hub to be the only station. As the UTA representative pointed out, 525 West is so close to the HUB commuter rail platform that arriving commuters might just as easily walk to that TRAX station as to the one at the HUB. A location between 400 and 500 West would be better for a one station scenario.

The idea that a 400 West station would be needed for future high density residential development east of 400 West was another consideration for some of the Board. This presupposes people would be unwilling to walk one and a half blocks to the Delta or a 200 South station. I see the future need, if indeed high density residential development occurs, to be one of capacity: frequency of trains rather than frequency of stations.

There are two factors that tend to negate each other but which had not been quantified at the time of our meeting. They are: 1. more frequent stops, thus a longer trip, equals loss of ridership, and 2. the less distance to be walked to a station the more likely an increase in ridership. We were told that this latter factor cannot or had not been quantified, and so these had not been evaluated against each other.

The staff report provided to us showed minimal impact on traffic flows and capacity on 400 West with the presence of TRAX and a station. However consideration of a broader future scenario and detailed examination of the data included in that report still lead me to the conclusion that with TRAX on 400 West it will be difficult to shift commuter traffic to 400 West as called for in our Capitol Hill Master Plan. Adding a station and crosswalk/signal on 400 West compromises that further. It is not so much that capacity is impacted, though our idea of having a middle lane reversible in direction according to the rush hour traffic - as done in some cities - is of course no longer viable. It will be drivers' perceptions of an impaired route and the resultant signal delays that will make it difficult to get drivers to use 400 West as opposed to cutting through the historic Capitol Hill neighborhoods. Estimates are that by the year 2020, with TRAX *and* a station *and* crosswalk, the 400 West/200 South intersection (the crucial one as that is the first intersection

where drivers from the North would turn left to travel east into or across the City) will operate at a Level of Service of D minus. According to the Table 14 provided to TAB, the LOS drops to E if it is a full crosswalk, D minus if it is only a half crosswalk. This is a barely acceptable Level of Service. The 2020 combined delay of the three signals studied will go from 85.8 seconds with no station to 113.4 seconds with the station and a full crosswalk present. As far as I could tell the data does not take into account the additional loss of time due to the mid-block crosswalk signal. In studying the figures I noticed that as we go forward in time the delays caused by the presence of the station don't just increase arithmetically as traffic volumes increase. The difference in the near future is calculated to be only about 4 seconds but the delay increases by seven times that before the traffic even doubles. That doesn't bode well for the long term.

In that same TAB meeting, a consultant for the South Davis Transit Needs Analysis stated that by 2030 studies show that 300 West will be very congested. Nevertheless it is one of three proposed routes being considered for the South Davis Rapid Transit alignment. This is a dedicated pathway for bus or possibly rail service. This alignment would be via Beck Street and either 300 or 400 West - a significant impact to both regardless which one loses the car lanes. A potential future closure of Columbus Street would also be a significant impact. 400 West is currently under utilized despite our efforts to encourage UDOT and the City to balance traffic flows on the various commuter routes through the Capitol Hill neighborhoods. 400 West is the best place for excess traffic to go. The current relatively smooth flow from Beck Street and from the 600 North freeway exit into downtown via 400 West needs to remain and, if anything, improve. (The pertinent Capitol Hill Master Plan discussion and policies re 400 West can be found on pages 16 and 17 of the Plan.)

All impacts to either 300 or 400 West will affect commuter car traffic flows through the CH District. I fear that incrementally 400 West will be made useless to serve a key purpose that our community needs it to serve, i.e. pulling commuter traffic off the narrow neighborhood streets. It is after all the only remaining City owned arterial street in our District (what with Main Street defunct), and car traffic is not just going to go away. I am certainly in favor of mass transit systems - we see it as a necessity to help address commuter impacts on our District - but despite all that may happen in terms of mass transit, the overall car commuter traffic is not likely to diminish from current levels, given the projected Davis County growth. Ideally we would have mass transit scenarios that don't conflict with vehicular transportation needs of the future, so that the two approaches don't just cancel each other out. We will need both I suspect.

If this Commission prefers a one station scenario, which I hope will be the case, I do think such a station should be closer to 400 West. The arguments for why it can't be closer to 400 West are not insurmountable, and I don't think a compelling need for two stations has been shown.

My apologies if this letter is based on out-of-date information. I cannot be at the meeting, yet wanted to give some input because of the concerns we have in the Capitol Hill community about the overall commuter traffic problems and our need for 400 West to carry a greater percentage of that traffic.

Sincerely,
Bonnie Mangold,
Trustee Capitol Hill Community Council and member of TAB

Note: Pages 16 and 17 of the Capitol Hill Master Plan are the Transportation and Circulations section of the Plan. These pages contain specific policy statements regarding the need to discourage commuter traffic through Capitol Hill. The Plan acknowledges that 400 West was improved by the City as an alternative to other residential streets. The Plan encourages the use of 400 West, which is designated as a primary commuter street. 400 West is classified as an arterial. The Plan encourages making it easier to perform southbound right turn movements onto 400 West from Beck Street (at 900 North). The plan asks to increase the speed limit on 400 West to match 300 West and to take measures to insure West High safety. The plan also calls for traffic controls on Victory Road/Columbus/Main to discourage through traffic.

The complete Master Plan is available at the Planning Office.

5. Administrative Hub TRAX Connection Recommendation

MEMORANDUM

FROM: D.J. Baxter
TO: Alexander Ikefuna, Salt Lake City Planning Director
DATE: November 23, 2005
SUBJECT: Hub TRAX Connection Recommendations

RECOMMENDATIONS

Salt Lake City (SLC) and the Utah Transit Authority (UTA) are jointly working to connect the existing terminus of the light rail (TRAX) line at the Delta Center to the Intermodal Hub, located at 300 South 600 West. The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by spring of 2008 to coincide with the opening of commuter rail service at the Intermodal Hub. In order to meet the spring 2008 deadline, the final design and construction schedule for the TRAX connection is already tightly constrained.

Salt Lake City's Administration is prepared to make recommendations for the Hub TRAX connection (refer to Figure 1) for consideration by the Planning Commission. These recommendations are based on exhaustive analysis by the Hub TRAX connection design team and extensive input from the community. The design team includes Parsons Transportation Group (engineering consultant), UTA staff, SLC Planning, SLC Transportation, SLC Public Utilities, SLC Engineering, and the SLC Mayor's Office. The team sought and received input from Community Councils, the Mayor's Bicycle Advisory Committee, Downtown Alliance, Transportation Advisory Board, business and property owners along the TRAX route, and the general public. All of this input and the design team's analysis were taken into consideration in developing the Administration's recommendations.

HUB TRAX CONNECTION RECOMMENDATIONS

1. Route: 400 West (South Temple to 200 South), 200 South (400 West to 600 West), and 600 West (200 South to 400 South)
2. Alignment: double track and center running to match the existing system throughout the downtown
3. Traffic Movements: preserved existing traffic movements at major intersections
4. Overhead Contact System: low-profile catenary to match the existing University TRAX line
5. Station Design: canopies, seating, and landscaping to match the existing downtown stations
6. Streetscape Design
 - a. street lights and public furniture to match the existing downtown elements
 - b. sidewalk paving patterns to match the existing administrative guidelines (concrete or concrete pavers)

7. Mid-block Pedestrian Crossings
 - a. 150 South across 400 West and 550 West across 200 South in conjunction with station
 - b. Rio Grande (450 West) across 200 South
 - c. 350 West across South Temple
8. Station Locations: match existing 2-block spacing and existing station configurations in the downtown.
 - a. 325 South 600 West (Intermodal Hub)
 - b. 525 West 200 South and 125 South 400 West

Salt Lake City's recommendation is to build both TRAX stations with the TRAX connection. Although UTA has always preferred a single intermediate station, UTA had reached a compromise position with Salt Lake City and was recommending the 525 West 200 South station to be built with the TRAX connection and the 125 South 400 West station as a future build contingent upon development. When the project was presented to the Transportation Advisory Board in 2004, Salt Lake City and UTA jointly supported the two intermediate stations with 125 South 400 West as a future build.



Figure 1 – Hub TRAX Connection Overview

PROJECT ASSUMPTIONS

1. Traffic Impacts:

One of SLC Transportation's criteria for all transit, roadway and development projects requires a Level of Service (LOS) of "D" or better. All impacted intersections were evaluated by the consulting engineer and meet the LOS of D, or better, during peak hours. The 400 West 200 South intersection is the critical intersection with respect to traffic flow along the TRAX extension.

In evaluating the impacts of

- a. a single station east of the existing 500 West intersection (475 West)
 - b. a single station east of a widened 500 West intersection (460 West)
 - c. 2 stations, one at 125 South 400 West and another at 525 West 200 South
 - d. a left turn traffic signal at 150 South 400 West and a station along 200 South,
- all scenarios have a similar impact to the function of the 400 West 200 South intersection with some additional impacts triggered by a station at 460 West 200 South as noted under Station Location Issues. Assuming a healthy growth rate in traffic volume, in the year 2020 the intersection operates at the lower end of Level of Service D (during peak hours) in each case, with each scenario having between 46 and 50 seconds of delay per vehicle on average. This level of service is already common at most major intersections in the downtown during peak hours.

2. Property Access:

Maintaining property access was an essential element of the Hub TRAX connection analysis. The center running alignment preserves existing driveway access points for all properties. All properties with driveways are impacted by the elimination of non-intersection left-turns, but this impact is minimal for most vehicles since U-turns with protective signaling will be available at the intersections.

Utah Paper Box is serviced by large semi-trucks which currently use the middle of the street when backing into their docks. In discussions with Utah Paper Box, it was determined that a widened driveway will be provided to mitigate for the narrower useable street.

Gateway Summer Parking Garage: All garage entrances into Gateway's Summer Parking garage would be preserved. However, both the northbound left turn from eastbound 200 South and the westbound left turn from northbound 400 West into the Summer Parking garage would be eliminated. The Boyer Company is particularly concerned with the loss of the 400 West left turn access. It should be noted that in 1999, the Boyer Company commissioned "The Gateway Salt Lake City Traffic Impact Study" as required by Salt Lake City for development projects. The Boyer Company's document states –

"Based on the constraints outlined in this section, the following assumptions have been made in terms of parking access:

- 4. West/East LRT built as planned on 400 West, limiting access on 400 West to right-in/right-out only."**

Although the Boyer Company was aware that the TRAX line would restrict access along 400 West to right-in/right-out only, the City wanted to ensure that elimination of the left turn access would not preclude patrons from accessing the Summer Parking garage. The TRAX team analyzed alternative options for northbound traffic on 400 West wanting to access the Summer Parking garage:

- a. left on 200 South and turning right into the Summer Parking garage
- b. left on 100 South and turning left into the Summer Parking garage
- c. U-turn on 100 South and turning right into the Summer Parking garage
- d. take 300 West (instead of 400 West) to 100 South, make a left turn onto westbound 100 South, make a left turn from westbound 100 South onto southbound 400 West and then a right turn into the Summer Parking garage. The Boyer Company contends that the majority of traffic driving northbound on 400 West and making a left into the Summer Parking garage on 400 West are coming from I-15. With appropriate signage at the freeway off-ramps, Gateway patrons could be directed to 300 West instead of 400 West for accessing the Summer Parking garage.

Parsons has also made the following recommendations to improve parking access to Gateway Summer Parking:

Access to the Gateway Summer Parking could be improved by more conspicuous signing for the 200 South and 100 South entrances. The 100 South entrance could be converted to a two lane entrance; there is no booth for exiting, the exit (for monthly passes only) is often blocked off, and this entrance actually provides quicker access to available parking. While performing a left-turn across 100 South is probably easier than across 400 West, the one drawback to accessing the 100 South entrance to Summer Parking with a left turn is the minimal queue space available in the center lane. But 100 South has two through lanes in each direction and the traffic volumes are 30% of those on 400 West. "Exit" signing within the garage emphasizing the 200 South exit to help familiarize parking patrons with that entrance/exit.

The Boyer Company has requested consideration of a left turn access into the Summer Parking from 400 West if a station is not approved at 125 South 400 West. Salt Lake City and UTA have developed criteria for the Boyer Company to analyze. Once the TRAX team receives the analysis, they will review it to determine whether or not the left turn is feasible. The following issues regarding the left turn have already been identified:

- a. The signal can operate without adding to the delay that will already exist at 400 West 200 South.
- b. The time length of the left turn signal phase will need to be restricted based on the number of vehicles capable of entering the parking structure without backing onto the sidewalk or street. This has not been evaluated, but the ticket vending and payment stations will likely need to be relocated to maximize the value of a signal
- c. The east curb of 400 West adjacent to the Dakota Condominiums, 150 South to 200 South, will need to be shifted approximately 4 feet 6 inches to the east to allow room for a southbound to eastbound left turn bay at the intersection of 200 South and 400 West. This will result in a loss of all 6 on-street parking stalls at that location and narrow the width available for sidewalk from the existing 15 feet 6 inches to 11 feet. There is an existing 6 foot wide fire stairwell along the building. Unless it could be reconfigured, there would be only a 5 foot wide area adjacent to the stairwell for the walkable portion of the sidewalk. Additionally, the business entrances may have to be modified due to these impacts.

- d. The southeast corner of 400 West 200 South would need to be reconfigured to allow the northbound traffic lanes to slide eastward to align with the relocated receiving lanes to the north that would be located further to the east due to the left turn lane into the parking structure.
 - e. Payment responsibility for the cost of a left turn signal into the parking garage would need to be identified. A signal at this location is not included in the LRT extension project budget nor needed to provide general access to the Gateway. One similar accommodation was made at 550 South Main where the abutting property owner who made the request was responsible for the signal cost.
 - f. A left turn signal and a TRAX station cannot co-exist at this location.
 - g. A cost estimate for installing a signal and making the other changes noted above has not been prepared.
3. Pedestrian Access:
Pedestrian access at all intersections has been preserved. In addition, mid-block pedestrian crossings with signals are recommended at both station locations and at Rio Grande across 200 South. Due to Salt Lake City's large block size and the addition of TRAX, the mid-block pedestrian crossings provide safe and important pedestrian connections that promote a walkable community and support higher density development and higher transit ridership.
4. Bicycle Access:
200 South and 600 West have existing bike lanes adjacent to the TRAX connection route. These bike lanes will remain. The issues critical to the safety of bicyclists are on-street parking and rail crossings.
5. On-Street Parking:
Throughout preliminary engineering, the goal has been to maximize the amount of on-street parking along the TRAX route within the constraints of minimum sidewalk width, maintaining dedicated lanes for through traffic, turning movements (left and right), bike lanes, and station location. The one exception to this is the south side of 200 South between 400 West and 500 West where no parking currently exists and the City indicated a preference for maintaining the status quo.

The Boyer Company has requested consideration of a north-to-west left-turn from 400 West into the Gateway Summer parking if a station is not planned at 125 South 400 West. They also emphatically prefer that a station not be built at this location, so that a left turn can be accommodated. The left turn would require the elimination of on-street parking in front of the Dakota Lofts and would reduce the adjacent sidewalk by 4 feet 6 inches. (See related comments above in Section 2).

Parking is planned to be provided on the south side of 200 South from 600 West east to the mid-block crossing. The impact to Thomas Electric is that currently his operations include deliveries by 1-ton and semi-trucks. 1-ton trucks back into the delivery door to off-load. Semi-trucks pull curbside between the delivery door and Woodbine in a designated delivery/loading zone. This delivery/loading zone would be eliminated due to the mid-block crossing which will be immediately west of the Woodbine driveway. It is possible to convert 1 or 2 of the standard parking stalls in front of Thomas Electric into a loading zone.

6. Depot District Development:
Salt Lake City views the TRAX connection as an infrastructure tool that will not only support the existing development in the Depot District but also promote development of the Depot District in accordance with the goals of the Gateway Development Master Plan. Planning staff have endorsed the two station recommendation for two fundamental reasons 1) two stations technically work better than the single station (in terms of layout) and 2) they provide better coverage and service to the area. The existing layout of Downtown LRT system is one station every two blocks. The proposed two-station scenario will continue this established spacing. There have been concerns expressed that two stations are not warranted because densities are not as great as elsewhere in Downtown, however the Gateway Master Plan and current zoning both identify this area as the emerging recipient for high-density development in the City. Both stations are adjacent to easily developable sites. The 525 West 200 South station is adjacent to property (north) that has been consolidated by one land owner (approximately 7 of the 10 acres on the block). The 125 South 400 West site is adjacent to the Frank Edwards site (approximately 2.5 acres) that is available for development and the Utah Paper Box site that also has future development potential. The Westgate Building is presently being converted to housing. Zoning on both sites allows for high-density housing with unrestricted density to maximize the site potential.
7. Homeless Care Provider Access:
SLC Administration, the Planning Commission, and the City Council have all expressed their support for preserving the co-location of homeless care provider services in the Depot District and providing accessible public transportation to people using those services.
 - a. The recommended two station scenario provides access to a TRAX station within one block of the homeless care provider services.
 - b. The single station alternative at approximately Rio Grande and 200 South provides direct access to the homeless care providers located to the south of the station.

STATION LOCATION ISSUES

There is general consensus among the Hub TRAX design team and the community regarding Salt Lake City Administration's recommendations for the route, alignment, left turn movements, overhead contact system, station design, streetscape design, and mid-block crossings. The one notable issue of contention is regarding the number of stations. A basic division occurs between supporters of two stations (525 West 200 South and 125 South 400 West) and supporters of a single station (Rio Grande and 200 South).

SLC is recommending two station locations because the stations will:

1. Optimize existing and future high density development in the Depot District area.
2. Increase public transit ridership through accessibility and visibility on both 200 South and 400 West.
3. Optimize "user friendliness" and predictability by matching the existing downtown TRAX station spacing with one station every two blocks.
4. Optimize passenger safety and user friendliness by matching the existing downtown station layouts.
5. Support future development of rail transit in Salt Lake City with potential connections on 400 and 600 West Streets.
6. Preserve the 500 West right-of-way for the completion of the Park Blocks as defined in the Gateway Development Master Plan and supported by both SLC Administration and Planning.

Support for the two stations includes the Rio Grande Community Council, the Transportation Advisory Board, businesses along the TRAX connection (including businesses within the Gateway development), and the Salt Lake City Administration.

Opposition to the two stations and support of a single Rio Grande 200 South station comes from four sources:

1. UTA: UTA prefers a single station at 475 West 200 South. If Salt Lake City makes the decision to preserve the 500 West Park Blocks as envisioned in the Gateway Development Master Plan, UTA prefers the single station at 460 West 200 South. UTA believes there will never be adequate ridership to warrant two stations in this area.
2. Capitol Hill: The Capitol Hill Community Council has voiced their concern that a TRAX station on 400 West will decrease the level of service on 400 West and increase traffic on Victory Road; therefore increasing traffic through their neighborhood. The Airport/University FEIS initially recommended a single station on 400 West. The Hub TRAX connection engineering consultant team evaluated the impacts on Victory Road and determined that the 400 West stop would not increase traffic on Victory Road. The City Transportation Division agreed with and continues to support this conclusion. TAB thoroughly reviewed the Capital Hill Community Council's concerns with the 400 West station and voted to support the two station recommendation.
3. Boyer Company: The Boyer Company would like to maintain their left turn access (from northbound traffic on 400 W) into the Gateway Summer Parking Garage located at approximately 150 South 400 West. The Boyer Company is supporting a single station alternative to be located on 200 South at Rio Grande Street. Refer to Project Assumptions, above, for discussions regarding the Boyer Company's request for a left turn access from northbound traffic on 400 West into the Summer Parking Garage.
4. Dakota Lofts Residents: Some Dakota Lofts residents have expressed concern over station noise from the 400 West station.

Two Stations: 525 West 200 South and 125 South 400 West

There is a general consensus among the Hub TRAX design team that two stations would function the same as the existing downtown TRAX stations. The typical layout for the downtown TRAX stations is for one end of the station to abut an intersection and the other end of the station to fall at approximately mid-block with a signalized mid-block crosswalk. The downtown stations are spaced at one station every two blocks. SLC Administration believes that short and long-term benefits to the Depot District community and public transit ridership far outweigh the arguments against the two station scenario.

Two Stations Pros

1. Two stations optimize current and future development plans for the Gateway area.
 - a. Redevelopment of the blighted Gateway Area was initially conceived in 1978. In 1998, the Gateway Development Master Plan (GDMP), which includes the Intermodal Hub and TRAX extension, was adopted.
 - i. The GDMP is comprised of two documents; the "Gateway Specific Plan" and "Creating an Urban Neighborhood."
 - ii. The GDMP promotes 24-hour mixed-use urban neighborhood with high-density residential and commercial transit-oriented development (TOD).
 - iii. Throughout the development of the Gateway project, SLC planning staff reiterated to the Boyer Company that left-in/left-out access would be eliminated along 400 West and 200 South once the TRAX line was constructed.

- b. SLC, guided by the GDMP, is promoting high density residential and commercial development in the Gateway area.
 - c. Based on the type of development projected for the area and the current timeline for TRAX and commuter rail, SLC is projecting an increase of 10,000 – 15,000 residents in the Depot District over the next 10 – 20 years. According to UTA, this will result in an increase in daily transit ridership of 5,000 – 7,500.
 - d. Development intensifies and land values increase adjacent to TRAX stations.
 - e. The locations of the two stations maximize the development potential along the TRAX extension corridor with their proximity to existing mixed-use, transit-oriented development projects and vacant properties.
2. Two stations will promote public transit ridership.
- a. Increased development and density will result in increased transit ridership.
 - b. An increased number of access points, with minimal additional delay, will also result in increased ridership.
 - c. The existing station spacing throughout the downtown is one station every two blocks. The two-station configuration continues that pattern.
 - d. The layout of the two stations is the same as the existing downtown stations, promoting ease of use and optimizing passenger safety.
 - e. Stations on both 400 West and 200 South will increase the visibility of the system and promote accessibility by providing additional access points adjacent to two existing high-traffic destinations, the Delta Center and the Gateway Development.
 - f. Closer station spacing increases the use of the system throughout the downtown (residents carrying packages, employees at lunch, visitors to conventions, etc.) and places more residences, offices, and retail outlets within a shorter walking distance of a station.
 - g. The 30-second delay to the average commuter riding commuter rail into SLC is a negligible proportion of their overall commute time.
 - h. The two-block (1600 linear feet) spacing of the TRAX stations exceeds the average spacing of downtown light rail stations in other cities with successful public transit systems and should be considered the maximum acceptable spacing for downtown SLC.
 - Portland – 960 lf
 - Denver – 1145 lf
 - Seattle – 1535 lf
 - i. The single station option would create a three-block spacing equivalent to 2400 lf, or almost ½ mile.
3. The 400 West station supports future development of rail transit within SLC and will assist in completing a downtown loop (*Fig. 2*) if this option is selected.

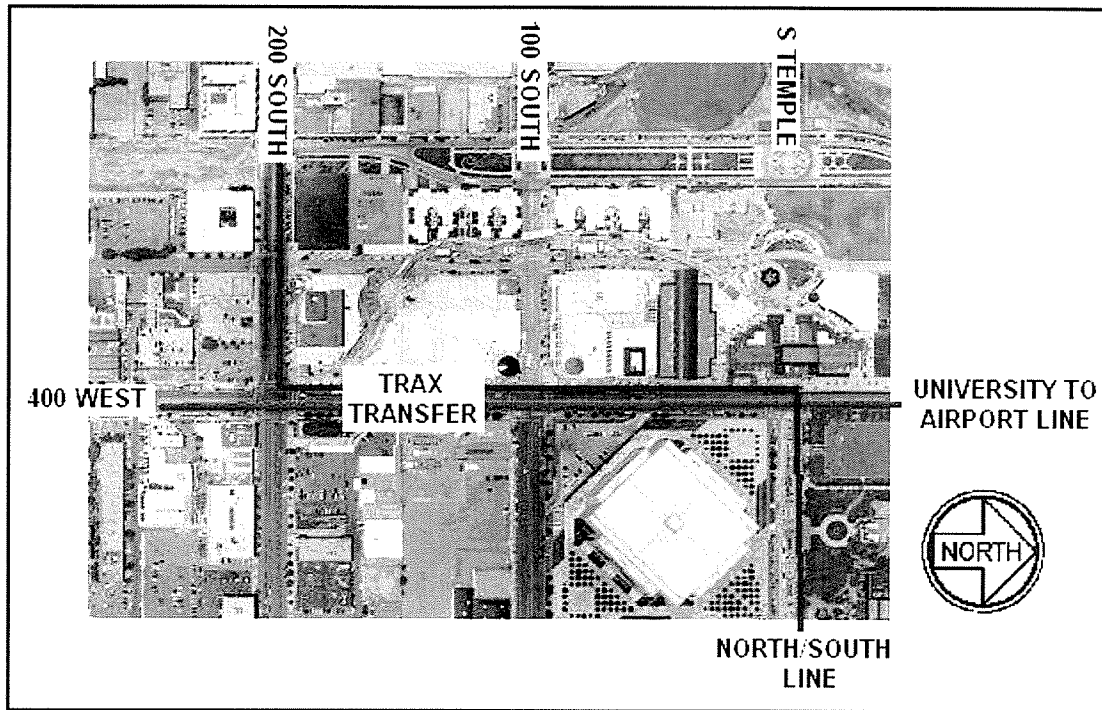


Figure 2 – TRAX Transfer

- a. The 400 West station will provide flexibility for a cross-platform transfer from one line to the other.
- b. If the University line (U-line) were to continue to the airport, via 400 West, as currently approved in the FEIS, passengers could transfer between the airport and north/south line at 400 W, similar to the U and North/South line transfer at Gallivan. Without this transfer, airport riders would have to travel additional distance out of direction, thereby slightly reducing ridership.
- c. If the TRAX line were continued south to 700 S or 400 S along 400 W, the 400 West station would provide an optimal transfer point for the TRAX lines.

Two Station Cons

1. Increased costs to build two stations instead of one.
2. Increase travel time by 30 seconds. Salt Lake City contends that commuter rail passengers (20 – 45 minute ride) will not be deterred from using commuter rail due to a 30 second delay at the second interim station. Instead, Salt Lake City firmly believes that TRAX ridership will increase with the two station scenario.
3. Increase UTA operations and maintenance costs.
4. Eliminate any possibility of left turn auto access into Boyer's Summer Parking.

One Station: Rio Grande Street (approximately 450 West) and 200 South

There is a general consensus among the Hub TRAX team that a single station at Rio Grande on 200 South would be compromised and would not function the same as the existing downtown TRAX stations. The station cannot follow the typical layout (see below), nor is the station spacing (one station every three blocks) the same as the downtown station spacing (one station every two blocks).

425 West 200 South: The midpoint between the Delta Center and the Hub is 425 West 200 South. This station location is not feasible due to the 90 degree turn onto/from 400 West. It requires at least 40 feet beyond the turn to bring the tracks parallel. The station could shift west 40 feet. However, the general consensus is that the obstacles to this station would exceed the obstacles to the 460 West 200 South station option.

475 West 200 South: The west end of this station would abut the existing 500 West intersection. The existing 500 West intersection is 66 feet west of the 500 West right-of-way identified in the Gateway Development Master Plan and preserved for the 500 West Park Blocks. The Gateway Development Master Plan would have to be amended to allow this station to be built. Neither SLC Administration nor SLC Planning recommends amending the Gateway Development Master Plan to accommodate a TRAX station at 475 West 200 South.

460 West 200 South: The west end of the station would be shifted 66 feet east of the existing 500 West intersection to align with the preserved right-of-way. There are various obstacles to providing a TRAX station at this location.

1. Precludes a direct pedestrian crosswalk across 200 South connecting the Rio Grande sidewalks. It is not possible to design a crosswalk through a TRAX station because of the elevation change between the street and station. A ramp system was evaluated but because UTA uses different styles of TRAX trains having door openings at different locations, all of the platform edges would have to accommodate a TRAX door opening/closing.
2. Would lead to westbound trains backing across the west and north crosswalks and through the intersection of 400 West and 200 South periodically when a pedestrian is in the crosswalk accessing the east end of the station platform or crossing 200 South.
3. Limits the length of the east-to-north left turn lane at 400W/200S which limits the number of vehicles that can turn and may cause left turning vehicles to back into the eastbound through lane.
4. The proximity of the signalized crosswalk at the east end of the station to the 200 South Summer Parking driveway could lead to periodic blockage of the access to and egress from the driveway.
5. The west end of the station platform would have to be elongated by 66 feet to connect to the crosswalk at the existing 500 West intersection. This would need to stay in place until such time that the Park Block is implemented across 200 South.
6. Neither crosswalk would line-up with both the end of the station and the intersection and would therefore increase the frequency of pedestrians crossing to/from the station without using the crosswalks and traffic signals.

Single Station Pros

1. Minimizes construction costs.
2. Decreases TRAX travel time by 30 seconds.
3. Decreases UTA operations and maintenance costs.
4. Provides direct accessibility to homeless care providers on south side of station.
5. Provide possibility of a 400 West left turn into Gateway's Summer Parking.

Single Station Cons

1. Does not optimize existing and future high density development in the Depot District area.
2. Decreases transit passenger accessibility within the Depot District.
3. Decreases "user friendliness" because station spacing (one station every three blocks) does not match the existing downtown TRAX station spacing with one station every two blocks.
4. Increases passenger safety risks and transportation impacts.

5. Does not provide 400 West connection to support options for future development of rail transit in Salt Lake City.
6. 475 West 200 South station would preclude implementation of Park Blocks through 200 West and is contrary to the Gateway Development Master Plan.

PROJECT BACKGROUND

1. ROUTE: 400 West, 200 South, 600 West

The light rail connection route was previously determined in the environmental documents for the Airport/University line (West - East Light Rail Project Final Environmental Impact Statement, completed in 1999) and the Intermodal Hub project (Salt Lake City Intermodal Center Environmental Assessment completed in 1998). The route will extend from the Delta Center south on 400 West, west on 200 South and south on 600 West to the Intermodal Hub as illustrated in Figure 3.

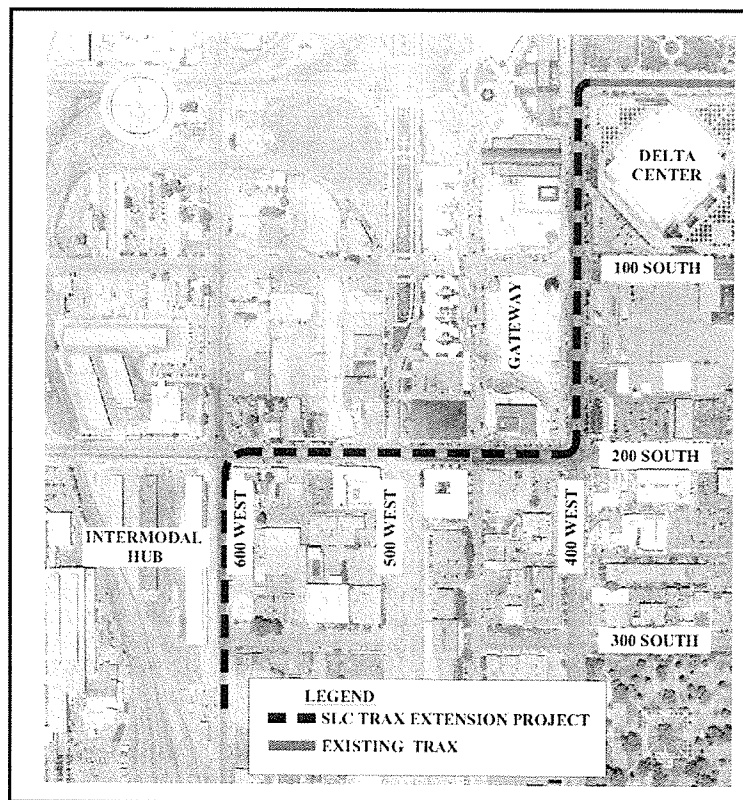


Figure 3 – Light Rail Connection Route

2. ALIGNMENT: Center Running

Three light rail alignment configurations were evaluated: “center running (Figure 4),” “side running (Figure 5),” and “combination running (Figure 6).” Center running is recommended because it has the least impacts on driveway access, bicycle paths, sidewalks, utilities, and it has been used throughout all of downtown and along the majority of the remaining UTA system. The Hub station is an exception to the center running alignment. Side running is recommended at the Hub because of the existing rail systems on the west side of 600 West and because it eliminates a street crossing for thousands of daily passengers between buses, commuter rail, and light rail.

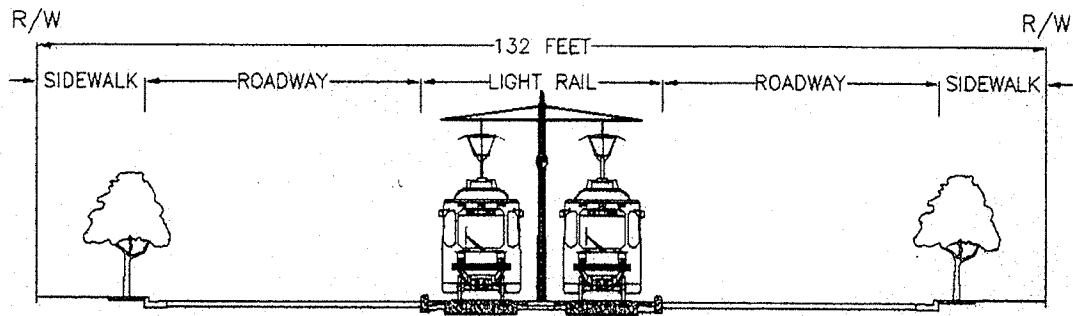


Figure 4 – Center Running

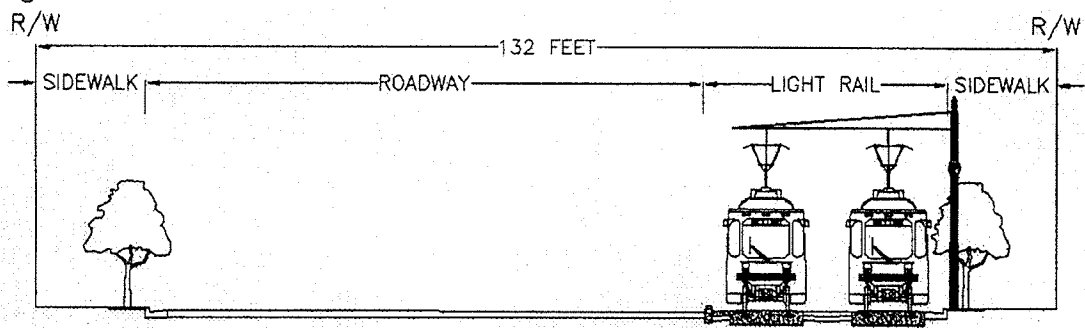


Figure 5 – Side Running

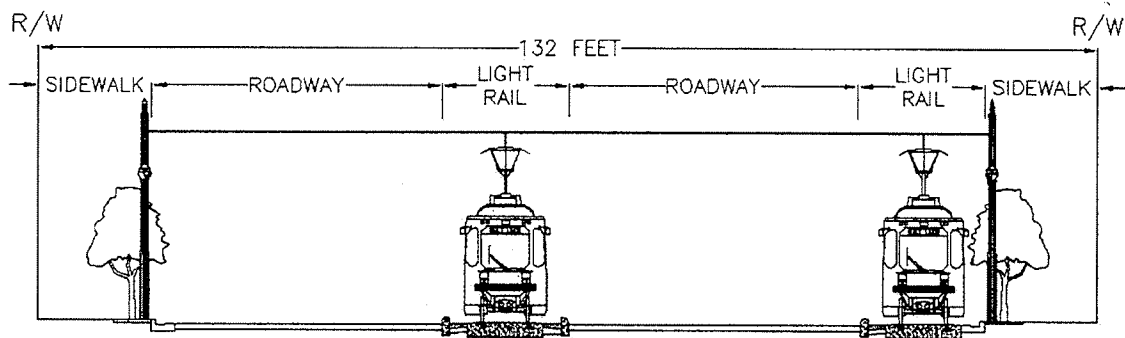


Figure 6 – Combination Running

3. TRAFFIC MOVEMENTS

All existing traffic movements at major intersections have been preserved. Traffic movements at Rio Grande and 200 South have been limited to right turn only. Through and left turn movements from northbound on Rio Grande onto 200 South have been eliminated for the following reasons:

- Rio Grande Street north of 200 South is a one-way (northbound) privately-owned street. The Boyer Company has not expressed any interest in maintaining the through-traffic access from south of 200 South on Rio Grande.
- The existing and future traffic counts from northbound traffic on Rio Grande south of 200 South heading either straight on Rio Grande Street or turning west onto 200 South is negligible. The traffic impacts to preserving those traffic movements are significant.

4. OVERHEAD CONTACT SYSTEM: Low-profile Catenary

Three different overhead contact systems were evaluated; full-depth (standard) catenary, low-profile catenary, and trolley wire. All three have been used within Salt Lake City:

- Full-depth (standard) Catenary: 2100 S to 1300 S (Sandy/Salt Lake line)
- Low-profile Catenary: University light rail line
- Trolley Wire: Main Street and South Temple

Low-profile catenary is recommended because it minimizes costs and the number of poles while maintaining an urban feel to the system.

5. STATION DESIGN: Match Existing

The architecture of the light rail stations will match the existing architecture of the other Salt Lake Light Rail Transit (LRT) stations.

- Canopies
- Seating
- High-block (ADA access)
- Trash receptacles
- Ticket vending
- Trees

6. STREETSCAPE DESIGN: Match Existing

Street lights, landscaping, and public furniture will match the existing elements in the downtown. The sidewalk paving patterns will meet the administrative guidelines for the downtown.

- Cactus light poles along 400 West and 200 South
- Asparagus light poles along 600 West
- Trees
- Trash receptacles

7. MID-BLOCK PEDESTRIAN CROSSINGS

Mid-block pedestrian crossings at TRAX stations increase pedestrian access and safety to/from the stations while decreasing the likelihood of jaywalking. Additionally, once the TRAX line is in place a mid-block pedestrian crossing at the intersection of Rio Grande and 200 South is essential for safely accommodating the existing and future pedestrian crossings at that intersection.

- a. 150 South 400 West in conjunction with station
- b. Rio Grande (450 West) and 200 South
- c. 550 West 200 South in conjunction with station
- d. 350 West South Temple at existing station

8. STATION LOCATIONS: Hub station at 325 South 600 West with two stations; 125 South 400 West (future build) and 525 West 200 South.

- Salt Lake City Administration is basing our recommendations on input from the TRAX engineering consultant team, UTA staff and administration, City Planning, City Transportation, Public Utilities, City Engineering, Rio Grande Community Council, Transportation Advisory Board, business and property owners along the TRAX route, and the general public.

The following station locations were evaluated during preliminary engineering:

- a. 25 South 400 West (Airport/University FEIS): This station was identified in the Airport/University FEIS as a connection point between the Airport/University line and the Sandy line. It was anticipated at that time that the University line would continue down 400 South to 400 West, turn north to North Temple, then west along North Temple to the Airport. Early on, this station location was eliminated because both the University and Sandy lines utilize the Delta Center station.
- b. 125 South 400 West: This station was considered as part of a two-station scenario because it follows the existing station pattern throughout the downtown (1 station/2 blocks), is adjacent to the Gateway development to the west, and developable property to the east, provides a station loading alternate for Delta Center events, and provides future direct transit connections along West.

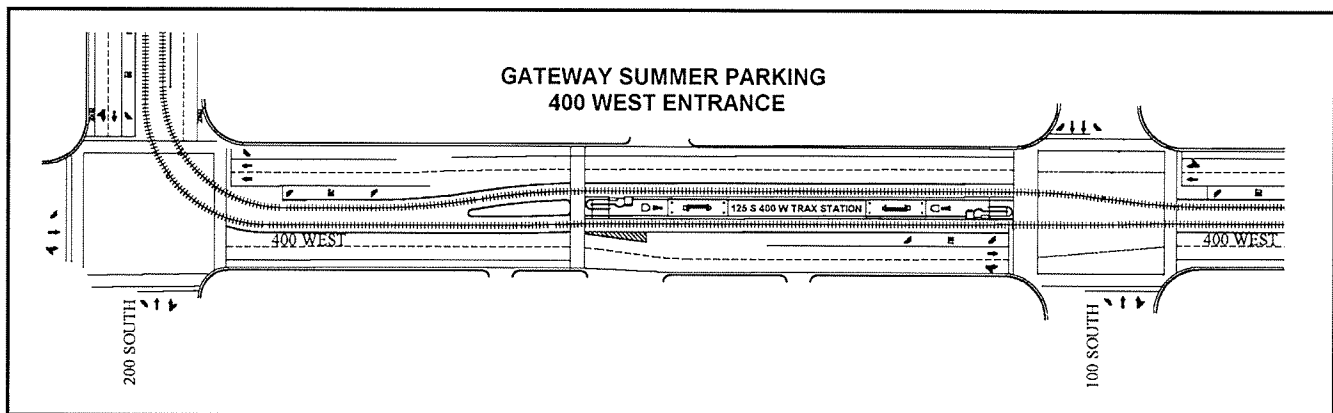


Figure 7- 125 South 400 West Station Recommendation

- c. 475 West 200 South: This station was considered because it is approximately halfway between the existing Delta Center station (325 West South Temple) and the proposed Intermodal Hub Station (325 South 500 West), and it is adjacent to the Gateway development. This station is only feasible if the existing 500 West ROW is narrowed by amending the Gateway Development Master Plan which provides for the widening of 500 West to allow for the 500 West Park Blocks.

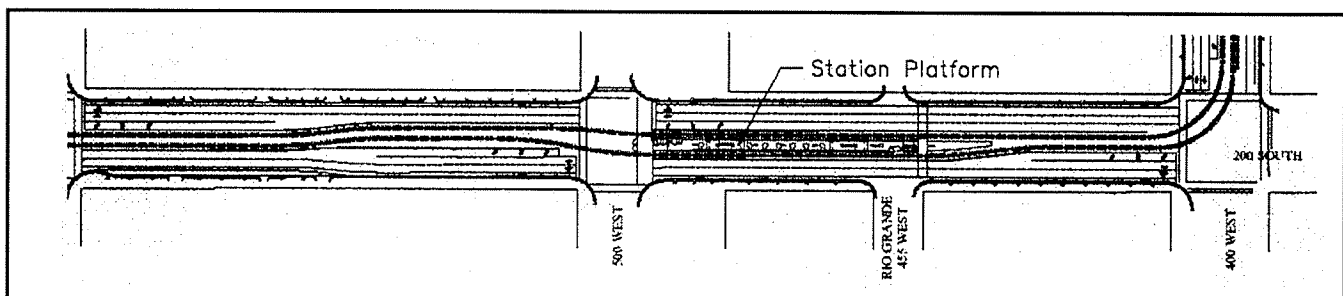


Figure 8 – 475 West 200 South Station Alternate

- d. 460 West 200 South: This station was considered as an alternate to the 475 West 200 South station.

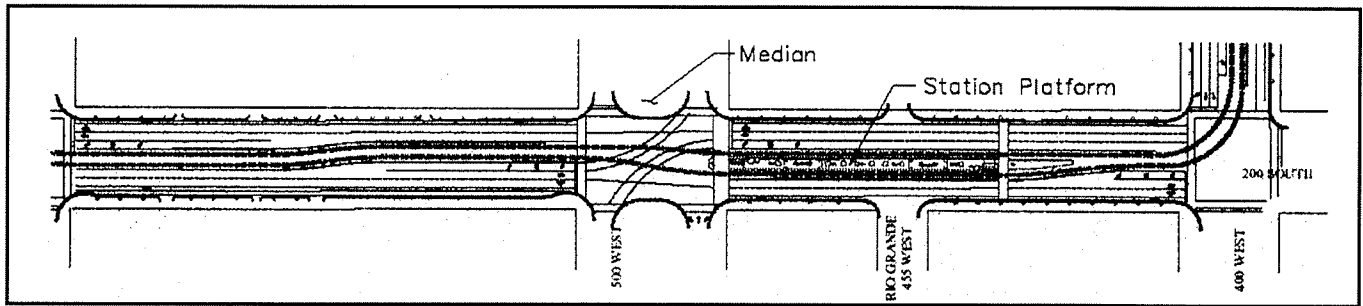


Figure 9 – 460 West 200 South TRAX Station Alternate

- e. 525 West 200 South: This station was considered as part of a two-station scenario because it follows the existing station pattern throughout the downtown (1 station/2 blocks), is adjacent to significant development opportunities to the north, and existing/future development to the south. property to the east, and provides future direct transit connections along West.

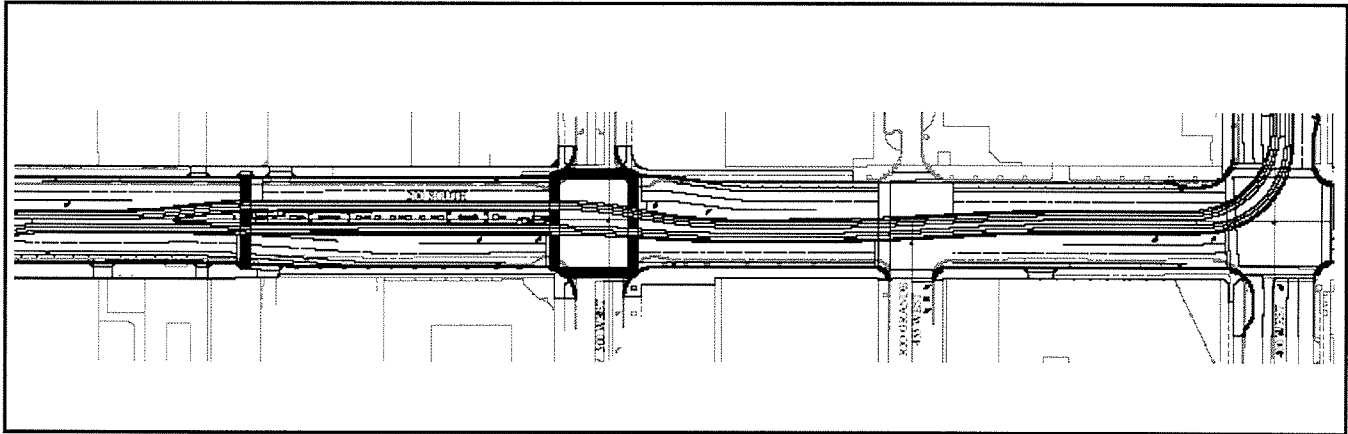


Figure 10 – 525 West 200 South TRAX Station Recommendation

- f. 325 South 600 West (Intermodal Hub): This station is a part of the Intermodal Hub.

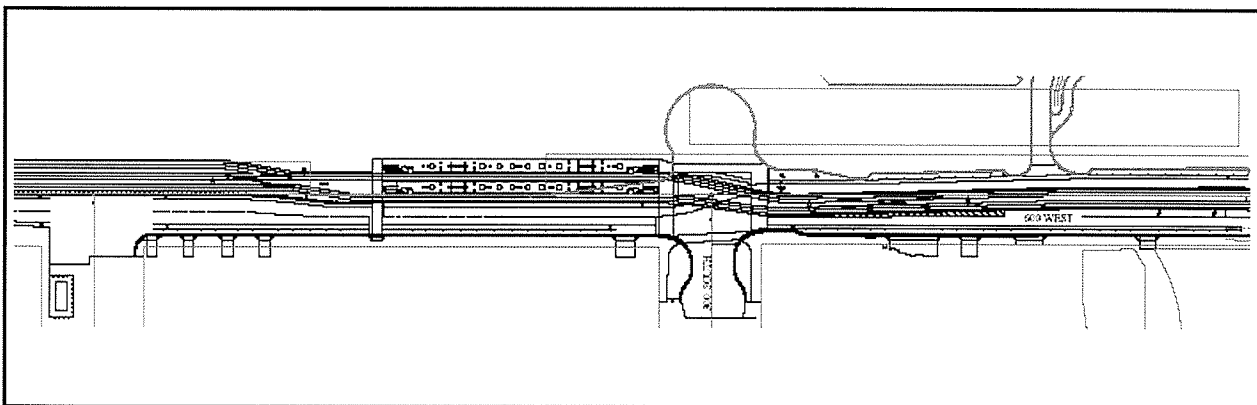


Figure 11 – 325 South 600 West Intermodal Hub TRAX Station

6. Intermodal Hub TRAX Extension Analysis Report

Salt Lake City

Intermodal Hub TRAX Extension

Analysis Report

May 2004



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
INTRODUCTION.....	3
The TRAX System.....	4
Environmental Studies.....	4
West/East Light Rail Project FEIS.....	4
Salt Lake City Intermodal Hub Environmental Assessment	5
The Intermodal Hub	5
The Gateway District	6
Gateway Development	6
Delta Center.....	6
Area Businesses	6
Residences	6
Community Services	6
Depot District Transit Oriented Development Study.....	7
100 South HOV Interchange.....	7
Public Involvement.....	7
Local Business Contacts.....	7
Project Open House	7
Community Councils	7
Transportation Advisory Board	8
Mayor’s Bicycle Advisory Committee (MBAC).....	8
Planning Commission	8
UTA Configuration Control Committee (CCC)	8
ALIGNMENT ANALYSIS.....	9
Alignment Alternatives	9
Center Running	9
Side Running	9
Combination Running	10
Criteria/Analysis	10
Future Expansion Options	10
Public Utilities	11
Private Utilities	11
Light Rail Operations	14
Traffic Operations.....	14
Driveway Access	15

400 West	15
200 South	19
On-street Parking	22
Geotechnical Considerations	22
Cost Implications	22
Alignment Recommendation.....	23
STATION LOCATION.....	24
Station Layout.....	24
Station Locations Alternatives	25
75 South/400 West.....	25
125 South/400 West.....	25
460 West/200 South.....	25
475 West/200 South.....	25
525 West/200 South.....	26
Two Stations – 125 South & 525 West.....	26
No Station.....	26
Criteria/Analysis	26
500 West/200 South Intersection	26
Pedestrian Access	28
Sidewalks	29
Parking	30
Traffic Operations.....	32
Intersection Level of Service (LOS)	32
Mid-block Streets.....	32
Public Utilities	33
460 West/200 South.....	33
475 West/200 South.....	33
525 West/400 South.....	33
Two Station - 125 South & 525 West.....	33
Private Utilities	34
460 West/200 South.....	34
475 West/200 South.....	34
525 West/400 South.....	34
Two Station - 125 South & 525 West.....	34
Land Use	34
Walking Distance Comparison	36
TRAX System Operations.....	36
System Speed	36
System Complexity.....	36
Operational Costs	37
Station Spacing	37
Cost.....	39
Station Location Recommendation.....	40
INTERMODAL HUB.....	41

Alignment	41
600 West Corridor	41
Center Running.....	41
Side Running	41
Center/Side Running.....	41
Hub Requirements	43
Pedestrian Movements	43
Traffic Flow.....	43
Parking	43
“Kiss and Ride” Loop	43
Package Drop-off.....	43
Bus Movements	43
STREETSCAPE.....	45
Streetscape and Trackway Design	45
400 West.....	45
200 South.....	46
SLC Intermodal Hub (600 West).....	46
Stations	47
Overhead Contact System.....	47
APPENDIX.....	1

Public Comments

SLC Transportation Advisory Board

SLC Community Councils

SLC Mayor’s Bicycle Advisory Committee

SLC Planning Commission

UTA’s Configuration Control Committee

EXECUTIVE SUMMARY

This analysis report provides a brief background of the SLC Intermodal Hub TRAX Extension Project (the “Project”) area and evaluates where the TRAX location on 400 West and 200 South roadways the tracks should be; on the side of the roadway or in the center of the roadway. This report also evaluates the number of stations needed along the corridor and their locations. The Project alignment along 600 West is discussed along with specifics on the Intermodal Hub. Finally, the streetscape along the entire Project corridor is discussed with recommendations on an approach that would be consistent with the surrounding area.

Background

The Salt Lake City Intermodal Hub TRAX Extension (Project) involves the implementation of a TRAX extension from the existing Utah Transit Authority (UTA) TRAX terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at 300 South 600 West. The TRAX extension route and a station on 400 West were previously evaluated and listed in approved environmental documents. The 400 West portion was detailed, including a station at 75 South/400 West, in the West/East Light Rail Project Final Environmental Impact Statement (FEIS), completed in 1999. The 200 South and 600 West portions of the TRAX line were listed in the Intermodal Hub Environmental Assessment (EA) completed in May 1998. Prior to initiating design or construction of the Hub, an updated and detailed analysis of the Project corridor was performed. The information gathered and the results of that analysis are summarized in this document.

Analysis

This analysis focuses on four key areas: track alignment within the street cross section, location, station location(s); configuration of light rail at the Intermodal Hub; and streetscape design to be used along the Project corridor. The various track alignments evaluated included placing the tracks on the side of the roadways, in the center of the roadway which has become the standard downtown, or a combination of these alignments. In the station locations analysis, nearly every feasible location for a station along the corridor was reviewed. Following a screening process, a more detailed analysis was conducted for three alternatives: a station at 460 West/200 South; a station at 475 West/200 South; and a dual station alternative with stations at 125 South/400 West and 525 West/200 South. The third area of analysis focused on the track alignment and station location on 600 West, as it integrated into the Intermodal Hub. The final area of analysis focused on the streetscape design for light pole types, overhead contact system pole types, landscaping, and station designs.

Results

The results of the analysis revealed that a center running alignment was the “best” alternative in all categories evaluated.

The station location analysis results showed that a single station was adequate for most criteria ; however, the two stations alternative provided shorter walking distances between stations and provided the best overall coverage for future development opportunities.

Recommendation

Based on the results of the analysis performed, the City recommends the following system configurations for the Intermodal Hub TRAX extension:

TRAX Alignment:

Center Running

Stations:

Two Stations

125 South/400 West (future)

525 West/200 South

Hub Alignment:

Center running track on 600 West, transitioning to a west side station location, south of 300 South.

Streetscape:

Cactus Lights on 400 West and 600 West

Asparagus Lights on 200 South

Street trees in tree wells along Project

Low Profile Catenary System (similar to 400 South)

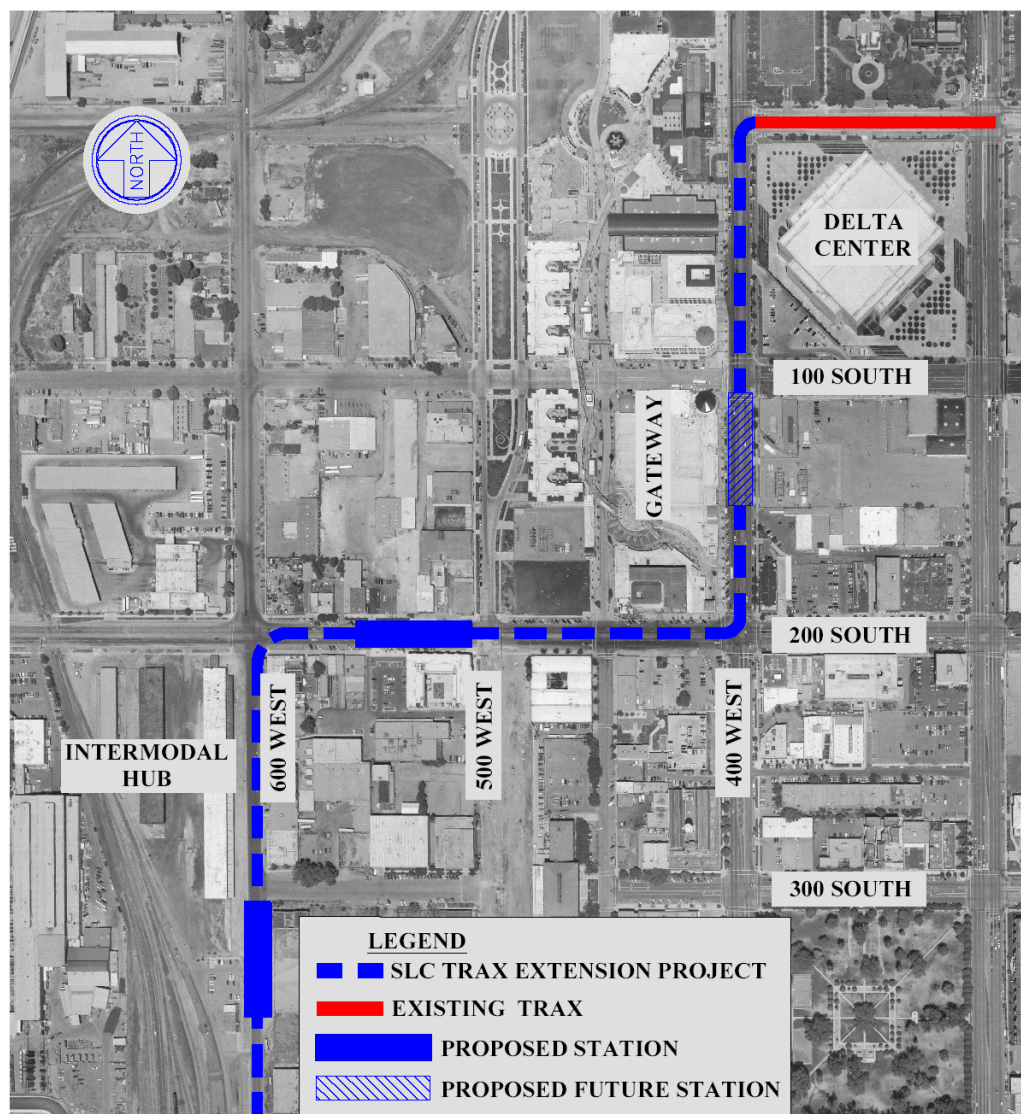


Figure ES-1 – Project Map

INTRODUCTION

This analysis report provides a brief background of the SLC Intermodal Hub TRAX Extension Project (the “Project”) area and evaluates where within the 400 West and 200 South roadways the tracks should go; on the side of the roadway or in the center of the roadway. Also evaluated are the number of stations needed along the corridor and their locations. The Project alignment along 600 West is discussed along with specifics on the Intermodal Hub. Finally, the streetscape along the entire Project corridor is discussed with recommendations on an approach that would be consistent with the surrounding area.

The Project consists of a light rail transit project connecting the Utah Transit Authority’s existing light rail terminus at the Delta Center to Salt Lake City’s Intermodal Center at 600 West/300 South. The alignment extends from the Delta Center south two blocks on 400 West, west two blocks on 200 South to 600 West and then south on 600 West to approximately 325 South. The rail/track system will be designed consistent with UTA’s existing system while maintaining City criteria for roadways, sidewalks, landscaping, utilities, and street lighting. Figure 1 illustrates the Project area.

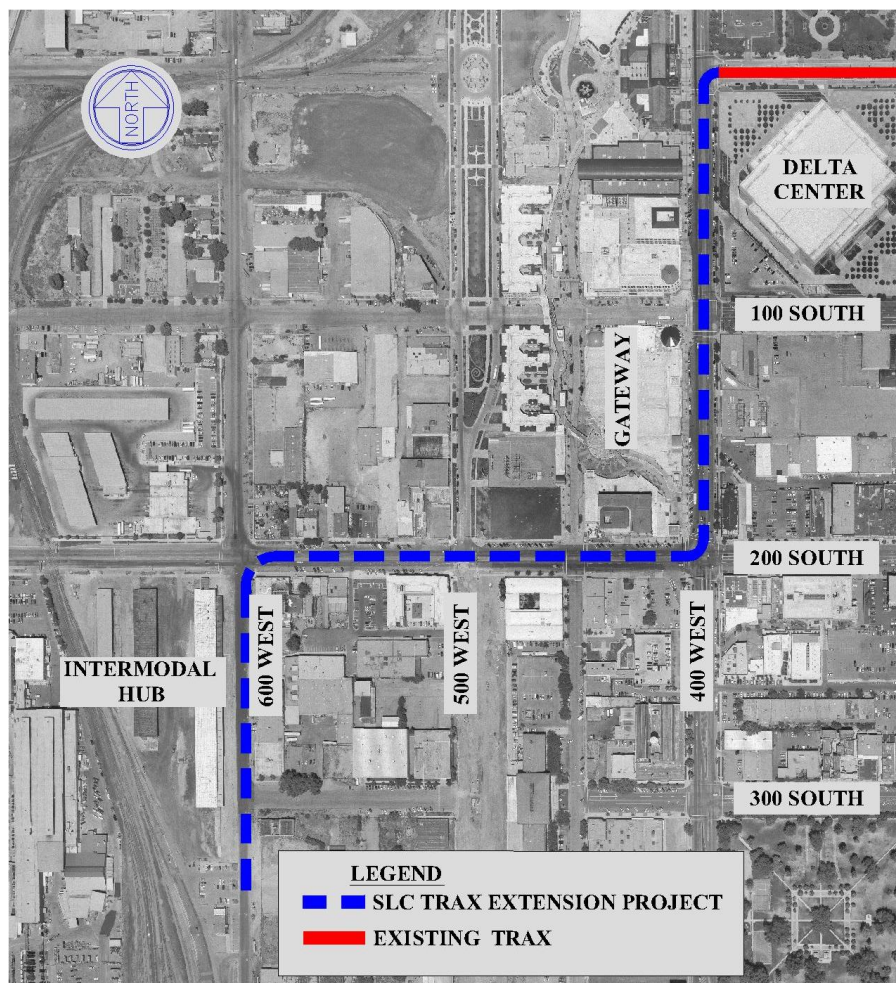


Figure 1. Salt Lake City Intermodal Hub TRAX Extension Project

INTRODUCTION

This introduction provides a brief summary of UTA's existing light rail system, the environmental studies that have been conducted in this area, details on the Intermodal hub, the various districts involved, and information on UDOT's 100 South HOV Project.

THE TRAX SYSTEM

The Utah Transit Authority currently operates a light rail transit system between Sandy and downtown Salt Lake City (Sandy/Salt Lake Line) and from downtown Salt Lake City to the University of Utah's Health Sciences Center (University Line) for distances of 15 miles and 4 miles, respectively, see Figure 2. The light rail system currently terminates at the Delta Center, near 400 West/South Temple.

UTA operates a fleet of 40 light rail vehicles providing service 7 days a week generally between the hours of 5:00 AM and 11:30 PM. The existing system has been developed in a way that up to four light rail vehicles can be linked together, operated by a single operator. Operating consoles are at both end of each vehicle to facilitate changing direction at the end of the line. When a vehicle reaches the end of the tracks the operator moves to the other end of the train, which then becomes the "front" of the train. The vehicles normally change direction only at the end of a line.

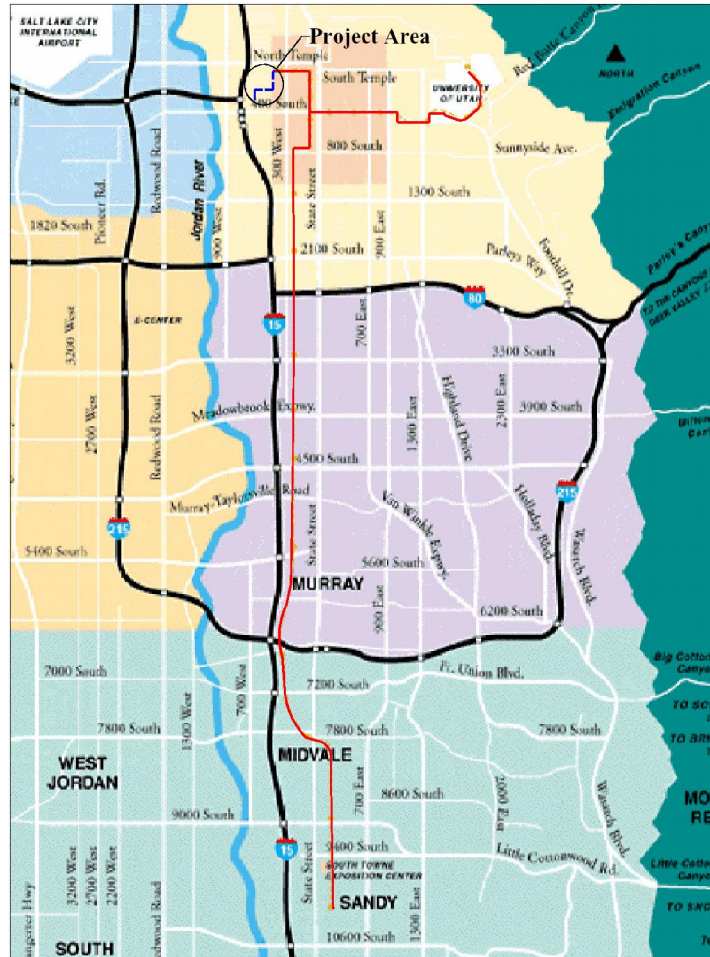


Figure 2. UTA TRAX System

ENVIRONMENTAL STUDIES

All projects using federal funds are required to follow the National Environmental Protection Act (NEPA) guidelines, which require an environmental study to ensure all impacts are identified and mitigated as much as possible. This Project has been evaluated as part of two separate environmental studies. The West/East Light Rail Project FEIS evaluated, among other areas, the environmental impacts along the 400 West portion of this Project; and the Salt Lake City Intermodal Hub Environmental Assessment evaluated the environmental impacts along the 200 South and 600 West portion of this Project. Below are specific definitions of the referenced documents.

West/East Light Rail Project FEIS

The West/East Final Environmental Impact Statement (FEIS) document was completed in March 1999 with the Record of Decision signed in December 1999 completing the entire EIS process.

The West/East FEIS provided an environmental evaluation of the proposed light rail line from the Salt Lake City International Airport on the west side of Salt Lake City to the University of Utah Health Sciences Center on the east. The Record of Decision identified a station directly north of the 100 South/400 West intersection with the tracks in the center of the 400 West.

Salt Lake City Intermodal Hub Environmental Assessment

The SLC Intermodal Hub Environmental Assessment was completed in May 1998. The assessment focused on the location of the Intermodal Hub and the extension of light rail from the Intermodal Hub along 200 South to 400 West to tie into the West/East TRAX line.

THE INTERMODAL HUB

The Salt Lake City Intermodal Hub will provide centralized mobility and transportation enhancements to Salt Lake City, the Wasatch Front Region, and the State of Utah by serving local bus, regional commuter rail, light rail, Amtrak, Greyhound, taxis, shuttles, pedestrians, and bicyclists. The Hub will be located on approximately 17 acres in downtown Salt Lake City and is bordered by the Union Pacific mainline to the west, 200 South to the north, 600 West to the east, and 700 South to the south. The site is optimally situated adjacent to the Union Pacific mainline, the proposed commuter rail alignment, I-15, I-80, HOV lanes for convenient bus access to I-15 and I-80, and a Class II bike route along 200 South, connecting the west side of the valley to the University of Utah. Figure 3 illustrates an artist's rendering of the Intermodal Hub area.

Design of the facility has addressed the historic nature of the site, which served as the original location of the Rio Grande Passenger Depot. The east freight warehouse will be incorporated into the new facility along with elements from two warehouses demolished during construction. Pedestrian and bicycle access to the Hub has been an essential consideration in designing the facility to accommodate all modes of transit. The project is seeking LEED's (Leadership in Energy and Environmental Design) certification through sustainable design and operation practices. Activation of the facility will increase the overall efficiency of travel within the State, improve air quality, generate opportunities for Transit Oriented Development throughout the surrounding community, and conserve energy resources.



Figure 3. Salt Lake City Intermodal Hub

THE GATEWAY DISTRICT

The Gateway District Master Plan establishes the City's goals for the Project area.

The Gateway District is comprised of approximately 650 acres of land located three blocks west of Main Street. It is bounded by Interstate 15 (I-15) on the west, 300 West on the east, North Temple on the north and 1000 South on the southern end.

The transformation of the Gateway District began with the consolidation of the railroad tracks and the shortening of the viaducts (bridges over the railroad tracks). These two acts have changed the perceived character and uses of the area. They make visualizing the area as a vital and important part of downtown Salt Lake City possible and the creation of an urban neighborhood feasible.

The goal of the Gateway Development Master Plan is to create an opportunity for residents of Salt Lake City to have a place to work, live, learn, and relax in close proximity to downtown. The Gateway should encourage density, variety, and excellence in urban design architecture that surrounds usable and attractive open space. To date, development is taking place within the area.

Gateway Development

The Gateway Development is a multi-use development including 500 residential units, 650,000 square feet of retail areas, and 250,000 square feet of office space. This development spans approximately 30 acres and has become a vital part of the downtown area.

Delta Center

The Delta Center is a special event arena covering an entire 10-acre city block. The primary use of the Arena is for the Utah Jazz basketball team. Other events are staged including concerts, rodeos, ice shows, and motor-cross.

Area Businesses

There are many businesses along the Project corridor. These range from restaurants and retail to printing and repair shops. Throughout this report, the various businesses are referenced and discussed.

Residences

There are three main residential areas along the Project. Located at 400 West/200 South, the Dakota Lofts provide approximately 35 residential units. The Gateway residential units are located north and west of the Project corridor, along the west side of the Gateway development and at build-out will provide approximately 500 units. Finally, the Bridges Development, located at 500 West/200 South, provides 62 units.

Community Services

There are two community support groups along the corridor along 200 South. The St. Vincent's Soup Kitchen provides meals and the Salt Lake City Road Home provides lodging for those in need.

DEPOT DISTRICT TRANSIT ORIENTED DEVELOPMENT STUDY

The Depot District, bounded by North Temple, 400 West, 400 South and I-15, will be significantly impacted by the completion of the Salt Lake City Intermodal Hub (Hub) in 2007. Property owners and developers in the Depot District are anxious to capitalize on development opportunities arising from the Hub development. Salt Lake City would like to encourage development that enhances transit ridership by expanding upon the framework established by the Gateway District Master Plan. The City is, therefore, undertaking the Depot District Transit Oriented Development (TOD) Plan. The goal is to create, with the broad support of the community and the major property and business owners in the area, an enforceable TOD plan that will guide development in the Depot District, create a new zoning district for the hub area, and provide recommendations for any regulatory (zoning) changes needed to implement the plan.

100 SOUTH HOV INTERCHANGE

Another noteworthy activity occurring in the Project Area is the Utah Department of Transportation's current plans for a High Occupancy Vehicle (HOV) on/off ramp from Interstate 15 (I-15) destined to connect to City streets at 100 South/600 West. This new HOV interchange will be for travelers going to and from the north. The significance of the HOV ramp is that the traffic volumes on 100 South and 200 South will increase substantially when the ramps are implemented.

PUBLIC INVOLVEMENT

A robust public involvement process has been implemented through a combination of one-on-one meetings with property owners, workshops with public agencies, open houses with the public, and public policy meetings within UTA and Salt Lake City citizen boards, commissions, community councils, and administration. Following are descriptions of the different activities completed to promote public involvement.

Local Business Contacts

Each local business along the project corridor was visited in person by a Salt Lake City representative during the week of January 5, 2004. The businesses were briefed on the Project, provided an information sheet, and invited to attend the January 8, 2004 Project Open House. Records of the businesses visited and the handouts provided are included in Appendix A-1.

Project Open House

On January 8, 2004, an open house was hosted at the Union Pacific building located at 400 West/South Temple. The Open House presentation provided information on the Project as well as Salt Lake City's on-going transit oriented development study. The open house was well attended. Documentation on the Open House is provided in Appendix A-2.

Community Councils

Salt Lake City encompasses a large geographic area with many communities established throughout. The communities typically have a keen interest on the different infrastructure projects that have the potential to impact their community areas. These communities have established formal Community Councils that serve as conduits for information between the City and the community. The Project corridor lies within the People's Freeway and Rio Grande Community Councils.

INTRODUCTION

Based on interest, other community councils were provided a Project briefing. These councils were as follows: The Greater Avenues Council, Capital Hill Council, Poplar Grove Council, and the Rose Park Council.

Transportation Advisory Board

The Transportation Advisory Board (TAB) is a forum, managed by Salt Lake City's Transportation Division, to provide citizen input regarding transportation decisions and issues affecting Salt Lake City. TAB members provide recommendations to the Transportation Division, the Mayor, and City Council regarding the development and implementation of the City's Traffic Calming Program; regional, city wide, and local transportation issues; crossing guard policies and crossing guard placement; alternative transportation and travel demand strategies; promotion of public education of transportation issues; prioritization of funding for transportation related capital improvement projects; and serve as a coordinating body and resource for organizations interested in transportation issues affecting Salt Lake City.

Mayor's Bicycle Advisory Committee (MBAC)

The Mayor's Bicycle Advisory Committee was provided a briefing on the Project. Assurances were given that bike lanes would be implemented on 200 South and on 600 West.

Planning Commission

The Salt Lake City Planning Commission was provided two Project briefings. The Planning Commission stressed the importance of maintaining the full width of the 500 West right of way.

UTA Configuration Control Committee (CCC)

UTA's CCC was provided two separate Project briefings. The general consensus was that the Project is vital to the planned commuter rail project. UTA voiced concerns with the number of light rail stations between the Delta Center and the Intermodal Hub and believes one station would provide adequate service to the area.

ALIGNMENT ANALYSIS

The alignment of TRAX on the street cross section can be configured several ways. The three configurations studied include “center running”, “side running”, and “combination running” (a combination of center and side running). This section of the report evaluates these different configurations along the corridor; 400 West and 200 South. Additionally, this section describes the alignment alternatives, compares the alternatives using (7) seven different criteria, and presents a recommended alignment. Later in this report, the area around the Intermodal Hub including 600 West is discussed.

ALIGNMENT ALTERNATIVES

Center Running

Center running allows traffic lanes on both sides of the track corridor and allows left turns only at signalized intersections. This configuration is used in nearly all of UTA’s existing light rail system downtown. Figure 4 illustrates an example of a “*center running*” alignment on Salt Lake City’s 400 South, east of Main Street.

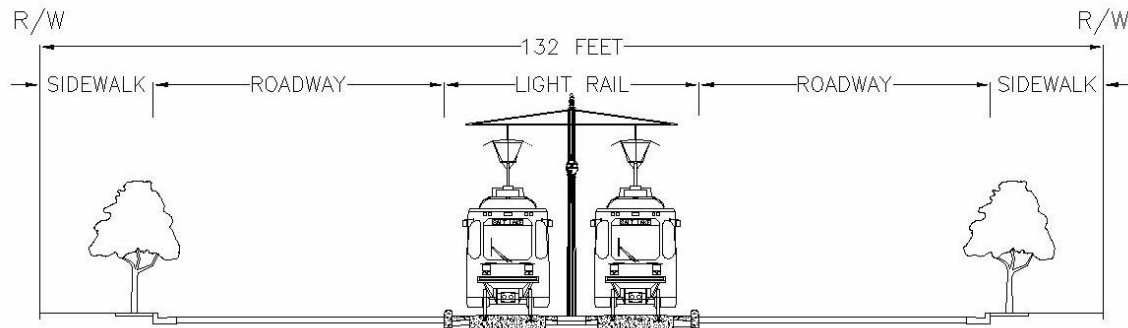


Figure 4. Center Running

Side Running

A “*side running*” light rail configuration is less common and as named, locates the alignment on the side of the roadway. UTA’s system currently employs a side running alignment along Wasatch Drive and Medical Drive on the University of Utah campus. Side running allows traffic lanes to run independently of the track corridor, allowing left turns as dictated by roadway striping. However, side running complicates right turns at intersections and limits driveway access on whichever side the tracks are situated. Figure 5 shows an example of “*side running*” alignment in Denver.

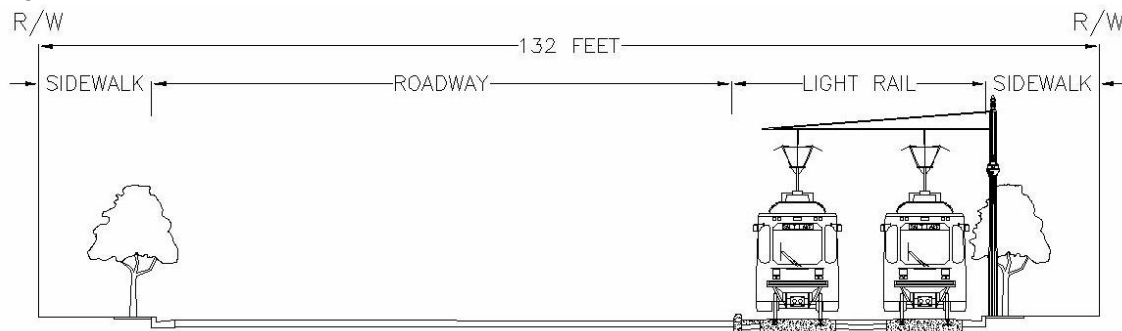


Figure 5. Side Running

Combination Running

“Combination running” is a non-traditional configuration and would be unique in the downtown area. Combination running involves one track in the center of the roadway and one on the side of the roadway with traffic lanes between the trackways. Issues with turning movements and driveway access are similar to the previous discussions. Figure 6 illustrates an example of a **“combination running”** alignment in Baltimore.

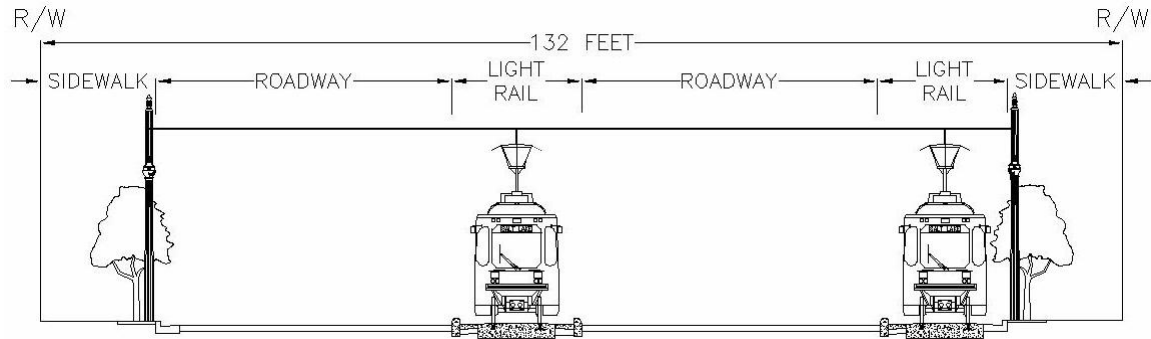


Figure 6. Combination Running

Combination running captures the worst of both center and side running including more utility impacts, driveway impacts, parking loss, and more complicated operations. The combination running TRAX alignment on 400 West and 200 South has been identified as a non-option based on the multitude of impacts and will not be evaluated further in this document.

CRITERIA/ANALYSIS

As with any analysis, the evaluation categories must be defined. The track location evaluation categories include future expansion, public utility impacts, private utility impacts, UTA TRAX operations, traffic operations, driveway access, on-street parking, and station layout. The alignments were evaluated independent of station locations. The details of the evaluation are provided below.

Future Expansion Options

Based on the success of light rail in the Salt Lake area and the importance of the Intermodal Hub, future expansion of light rail is likely. This evaluation addressed what impact the locations of the tracks, within the designated roadways, would have on the ability to expand in the future. The locations evaluated are shown in Figure 7.

(Left to Right)

- Westbound on 200 South
- Northbound on 600 West
- Southbound on 600 West
- Northbound on 400 West
- Southbound on 400 West

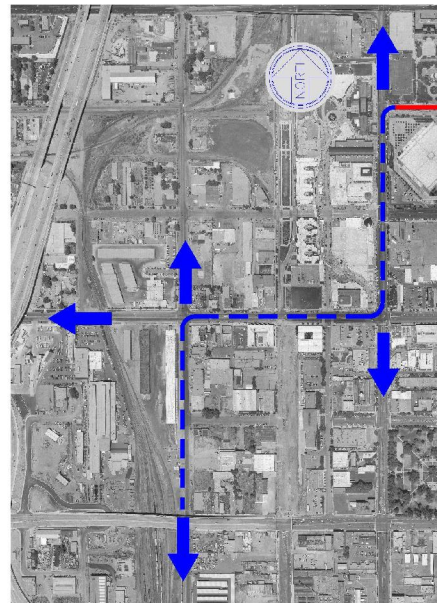


Figure 7. Future Expansion Options

ALIGNMENT ANALYSIS

The results of the analysis indicate that future expansion is generally not impeded at any of the locations listed above regardless of whether the rails are center running or side running. This only applies if the alignment location is consistent from street to street. When the light rail system is center running on one street and transitions to side running on another, the transition at the corners can have an impact on the sidewalk and adjacent lanes of traffic. Provisions for trackwork for half grand unions and/or switches for future expansions are not planned to be included in the Project. Grading and OCS pole layouts however will incorporate such options.

FUTURE EXPANSION SUMMARY

- **Future expansion is not limited by center or side running tracks**
- **Center running tracks have less impact to sidewalks at corners.**

Public Utilities

Public utilities include water, sewer, and storm drain facilities. Currently, Salt Lake City Public Utilities (SLCPU) has established a criterion that requires the relocation of all public utilities underneath the guideway or within 9-feet of the trackway centerline. This is referred to as the Restricted Utility Area (RUA). An exception to this rule is storm drains which can remain as long as access to the system is provide from outside the RUA.

The utilities listed in Table 1 are those that are parallel to the proposed guideway locations, are within the RUA (2.25-feet wider than the guideway), and would likely require relocation. The values provided do not assume any stations and have been rounded to the nearest 200-feet. Additional utility impacts due to stations are covered later in this document.

SLCPU has also established the criterion that any mains or laterals crossing perpendicular to the RUA have casings for future access.

Private Utilities

The private utilities listed in Table 2 are those that are parallel to the proposed guideway locations, within the RUA (2.25-feet wider than the guideway), and may or may not require relocation. The values provided do not assume any stations. Often private utilities can remain underneath the trackway depending on the location of the overhead contact system (OCS) poles, the type of access needed, and the depth of the facilities. The quantities have been rounded to the nearest 200-feet.

UTILITY SUMMARY

- **A center running alignment impacts fewer utilities overall.**

Table 1. Public Utility Comparison

400 West									
Alignment Placement	Utility Type	6-inch	8-inch	10-inch	12-inch	30-inch	42-inch	48-inch Brick	60-inch
Center Running	Storm						1800		
	Sanitary							600	
	Water					1800			
Side Running (west)	Storm								
	Sanitary				600				
	Water			1600					
Side Running (west)	Storm								
	Sanitary		1000					1000	
	Water	1600							
200 South									
Alignment Placement	Utility Type	6-inch	8-inch	10-inch	12-inch	30-inch	42-inch	48-inch Brick	60-inch
Center Running	Storm								
	Sanitary								
	Water				400				
Side Running (north)	Storm								
	Sanitary				1600				
	Water								
Side Running (south)	Storm								800
	Sanitary								
	Water		1600						

ALIGNMENT ANALYSIS

Table 2. Private Utility Comparison

400 West									
Alignment Placement	Utah Power Conduits	UDOT Fiber Optic Conduits	US West Conduits	Nextlink Fiber Optic	FTV Fiber Optic	UTA Power Conduits	Utah Power High Voltage X-mission	4-inch Questar Gas	20-inch Questar Gas
Center Running									
Side Running (east)	1600	1600	800	800	800	1200			
Side Running (west)			800				800		
200 South									
Alignment Placement	Utah Power Conduits	UDOT Fiber Optic Conduits	US West Conduits	Nextlink Fiber Optic	FTV Fiber Optic	UTA Power Conduits	Utah Power High Voltage X-mission	4-inch Questar Gas	20-inch Questar Gas
Center Running			1200						
Side Running (north)	2000				200				800
Side Running (south)	200							800	

Light Rail Operations

The goal of light rail operations is to provide light rail service in a safe and reliable manner. In order to do this, the light rail vehicles need to run unimpeded within a designated corridor. Obviously, in the downtown, the light rail vehicles must stop at intersections and platforms. The ability to optimize vehicle movements in an intersection is a function of minimizing the number of phases a signal must accommodate to provide the necessary movements.

A center running guideway is isolated from traffic lanes and allows crossings only at signalized intersections. As the traffic signal cycles through its different phases, turning movements, through movements, and cross movements are coordinated with the through movement of the light rail vehicle. As a light rail vehicle approaches an intersection, the coordinated traffic signal system attempts to provide opportunity for the light rail vehicle to proceed without stopping creating a “priority” system. Typically, when automobiles are traveling parallel to the light rail vehicle through an intersection, the automobiles and the light rail vehicles share the same traffic signal phase.

A side running guideway operates very similar to the center running system however a separate traffic signal phase is required for the train since automobiles traveling parallel to the train must be allowed to make right turns at intersections and would otherwise be in conflict with the train. This additional phase ultimately has an impact on automobiles and light rail operations.

LIGHT RAIL OPERATIONS SUMMARY

- **A center running alignment is best for light rail operations**
- **A side running alignment creates a need for an additional signal phase at intersections**

Traffic Operations

Traffic operations change with the introduction of light rail as turn lanes are adjusted and traffic lanes are shifted.

A center running guideway eliminates non-intersection left turns but allows right turn in/right turn out driveway access. This is discussed in more detail below under Driveway Access. The number of thru lanes and turn lanes are not impacted with a center running guideway. Parking may be available on both sides of the roadway depending on available rights of way and desired sidewalk width. Center running is the only type of guideway system currently used in downtown Salt Lake City. Operationally, the more consistent a system is, the easier it is for the public to operate around it. A center running guideway on 400 West and on 200 South would be consistent with South Temple, Main Street, 700 South, 400 South, and 500 South.

A side running guideway allows non-intersection left turns and has no impact on the number of thru lanes and turn lanes available for roadway traffic. All crossing locations would require train activated crossing gates or other active warning system. While crossing gates provide a safe operational scenario, they are considered undesirable. The most significant impacts of a side

ALIGNMENT ANALYSIS

running guideway are the signal impacts discussed under System Operations (an additional phase in the traffic signal cycle), the fact that a side running guideway prohibits parking adjacent to the guideway, and that all driveways require active crossing gates and signals. Also, a side running guideway on 400 West and/or 200 South would be unique to the traveling public in the downtown area.

TRAFFIC OPERATIONS SUMMARY

- A center running alignment is best for traffic because it allows driveway access without the need for crossing gates
- A center running alignment eliminates mid-block left turns but this impact is lessened by allowing U-turns at intersections

Driveway Access

Driveway access is significant to businesses and residents along the Project corridor. Both center running and side running configurations impact driveway access. A center running guideway eliminates all non-intersection left turns. Side running results in the elimination of driveways or the need for crossing gates at any remaining driveways. Following is a discussion of the individual access needs of the businesses and residents along the corridor, the alternative access routes available, and the level of impact side running tracks have on the businesses and residents.

400 West

Along 400 West there are five driveways on the east side of the roadway and three on the west, see Figure 8. The property owners with driveways include the Gateway development owning all three driveways on the west side of 400 West, the Delta Center, UP&L (two driveways), the Utah Paper Box, and the Dakota Lofts.

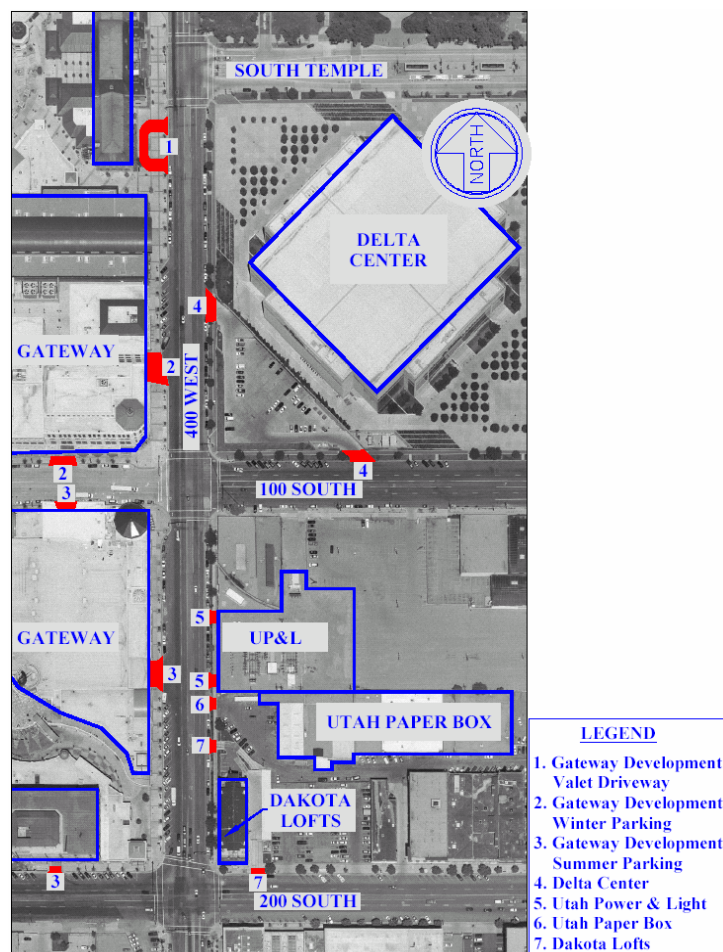


Figure 8. 400 West Driveway Access

Gateway Development Valet Driveway - The Gateway Development has a valet parking loop at approximately 20 South. This valet service serves a very limited amount of traffic. The loop is not impacted with a center running configuration because the driveways can be easily restricted to right turn in/right turn out access without impacting valet operations. However, a west side running alignment would require driveway closure or the installation of train activated gates.

ALIGNMENT ANALYSIS

Gateway Development Winter Parking Garage - Further south on 400 West, at approximately 70 South, the Gateway Development's Winter Parking Garage access has two lanes in and two lanes out. This parking garage has a capacity of approximately 1,000 vehicles. A center running guideway would permit right turns in and out and prohibit left turns. The existing entrance/exit on 100 South provides an alternative access point mitigating the loss of left turn access into and out of this garage. Additionally, the public will have the opportunity to do U-turns at the next available intersection.

A side running guideway in this area would cause significant operational issues considering the parking garages have a ticket/payment controlled entry/exit process requiring drivers to obtain a ticket to enter the garage. Locating the guideway adjacent to these activities would complicate the traffic operations and would require the ticket/payment areas to be relocated further into the parking garage.

Gateway Development Summer Parking Garage - The Gateway Development also has a driveway located at approximately 150 South serving the Summer Parking Garage with two lanes in and two out. This parking garage has a capacity for approximately 1,500 vehicles and, when combined with the Winter Parking Garage, serves over a million patrons per year. A center running guideway blocks the left turning movements into and out of the Summer Parking Garage. There are two alternatives available to the current left turn into the garage for motorists northbound on 400 West if a center running guideway is implemented. First, if a station is not located on 400 West, a mid-block signalized intersection could be implemented at 150 South allowing left turns across the trackway. The second alternative is to divert traffic to the other existing entrance/exits on 100 and 200 South. These alternatives are described in more detail below.



A mid-block signalized intersection at 150 South would allow protected left turns into the Summer Parking Garage. However, there are some operational constraints that make an intersection a less attractive alternative. For instance, because this parking garage has a ticket/payment process as described for the Winter Garage, there would be a limit to the number of vehicles able to make left turns based on the "bottleneck" caused by patrons stopping to collect a ticket. Also, in order to provide a left turn, the left turn would have to start at the 200 South intersection causing the sidewalk widths to be reduced to 12-feet on the east side of the road and 10-feet on the west. In order to facilitate the lanes needed, the sidewalk space on the east side of the roadway would be reduced to the minimum 12-feet. In this configuration, there would be two thru lanes in each direction, a right and left turn lane (west side) and a left turn on the east side. The 150 South intersection and a station platform at 125 South cannot be implemented together for lack of space. The 125 South station platform is discussed in more detail later in this document.

An alternative to providing the left turn at 150 South is to divert traffic to the existing 100 South or the 200 South garage access points using signage. While patrons may be accustomed to using the 400 West access when traveling from the south, it is assumed that they will quickly learn to

ALIGNMENT ANALYSIS

access the garage elsewhere or to do a U-turn at the 100 South intersection allowing them to enter the garage on 400 West.

During events when large volumes of vehicles are exiting in a short period of time, the vehicles exiting on 400 West are directed south on 400 West with the majority of vehicles turning west on 200 South. This type of operation currently is facilitated by using the parking lane along the west side of 400 West as a right turn lane at 200 South. This “parking lane” or right turn lane is recommended for all alternatives.

Considering the amount of traffic using the parking garage and the operations during special events, a side running guideway along the west side of 400 West is not considered prudent.

Delta Center – The Delta Center, located on the east side of 400 West between South Temple and 100 South has a driveway at approximately 60 South. Pursuant to discussions with the Delta Center staff, the Delta Center is not impacted by the loss of left turns in and out of the driveway. The traffic circulation pattern preferred by the Delta Center has the driveway at 60 South as a right in/right out only. A side running guideway would have a significant impact on the Delta Center operations due to loss of the parking lane for staging large vehicles during special events.



Utah Power – Further south, Utah Power owns the next two driveways on the east side between 100 South and 200 South at approximately 130 South and 150 South. These driveways are not for public use and provide access to an electrical substation area of approximately 1.1 acres. Because these access points are controlled and are not frequently utilized, the impacts of the loss of left turns in and out are considered minimal. A side running or center running guideway would have minimal impact on this driveway however, the driveways will have to be widened to accommodate the large vehicles.



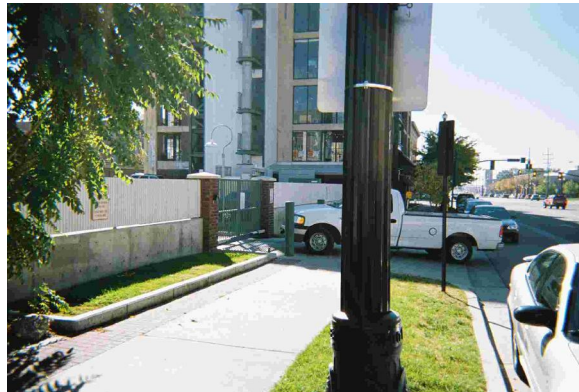
ALIGNMENT ANALYSIS

Utah Paper Box - The Utah Paper Box owns the next driveway along the east side of 400 West at 160 South. This driveway is at the back of the business and supports employee parking and the shipping needs of the business. The Utah Paper Box makes boxes for a wide range of merchandise, primarily confection products such as those produced by the Western Nut Company. The factory, located along 400 West, is responsible for printing the boxes, which are then shipped to another location for assembly. The Utah Paper Box consumes approximately 300 tons of paper per month. Semi-trucks are used to deliver paper, ink, and other supplies and for hauling the printed boxes to the next stage in the process. Six (48-foot long) semi-trucks use this driveway each day. Because the loading docks are too close to 400 West, the trucks typically serve the docks by both stopping on 400 West and backing into the docks from 400 West or by pulling through the property via alleyways off of 200 South, pulling straight onto 400 West and then backing to the docks. The loss of left turns into and out of this driveway has a minimal impact to the Utah Paper Box based on the current operations. To facilitate the reverse movement to the loading docks and to avoid conflict with a center running guideway, the driveway will need to be widened and merged with the Utah Power and Light driveway located directly north of this driveway.



A side running guideway would have a significant impact on operations because the track crossing would have to be controlled by gates that would activate each time a light rail vehicle approached. Semi-trucks backing across the guideway would create an operational situation unacceptable to both UTA and the Utah Paper Box. For this reason, the Utah Paper Box would be forced to change their operations by either relocating or making significant building modifications.

Dakota Lofts - The final driveway on the east side of 400 West supports the residential needs of the Dakota Lofts. The Dakota Lofts is a 6-story condominium complex with approximately 35 residential units; the ground floor is used for retail. The driveway access on 400 West is gated and code controlled. An alternative access is provided to and from 200 South. A center running guideway would continue to allow right in and right out access but would prohibit left turns. Because this access is residential, the travel patterns of residents are expected to adjust by either performing U-turns at the intersections or approaching the area using a different course.



A side running alignment would have a significant impact to this driveway based on the code-controlled access and the need for drivers to stop while the code is entered and the gate opens. Likely, with a side running guideway, this driveway would have to be closed or the code-controlled access eliminated.

ALIGNMENT ANALYSIS

200 South

Along 200 South there are four and five driveways on the north and south side of the street, respectively. See Figure 9.

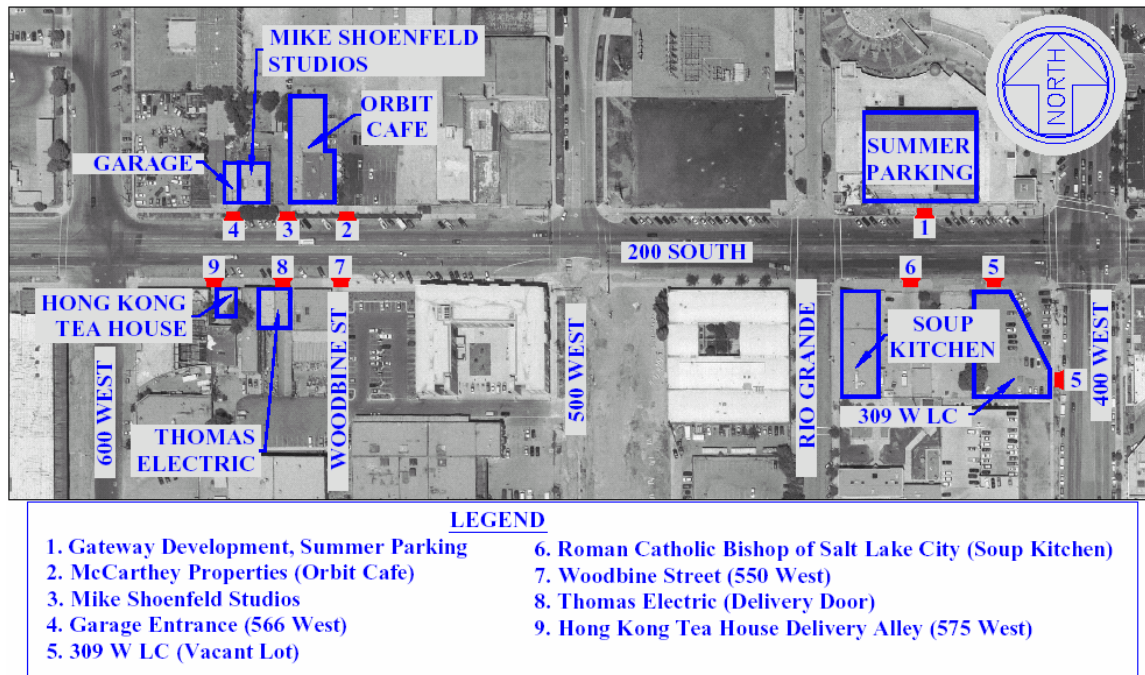
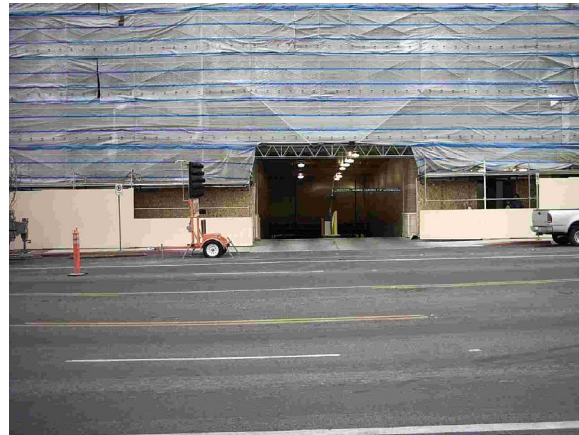


Figure 9. 200 South Driveway Access

Gateway Development (parking garage) -

At approximately 425 West, on the north side of the roadway, the Gateway Development's Summer Parking Garage has access with one lane in and out. A center running guideway would permit right turns in and out and prohibit left turns. The loss of left turns has a minimal impact on garage operations at this entry/exit because the majority of traffic using this driveway can approach from the east and upon exiting utilize the 500 West/200 South intersection to circulate nearly any direction. A side running guideway in this area would create significant operational issues due to the controlled entry/exit process of the parking garage and the need for train activated crossing gates.



McCarthy Properties (Orbit Café) - The Orbit Café is located at approximately 540 West on the north side of the roadway with a surface parking lot east of the building. A center running guideway would permit right turns in and out and prohibit left turns. Vehicles currently using the parking lot are passenger vehicles and delivery vehicles. There are no existing alternative access points for the Orbit Café. Patrons arriving from the west will have to perform a U-turn at the 500 West intersection and similarly, patrons departing to the east will have the option of either making right turns around the block or performing a U-turn at the 600 West intersection. A side running guideway on the north side of 200 South would have minimal access impacts to this

ALIGNMENT ANALYSIS

driveway but would require the driveway to have train activated crossing gates controlling access to and from the parking lot.



Mike Schoenfeld Studio - The Mike Schoenfeld Studio is located at approximately 560 West on the north side of the roadway with a controlled access employee parking area provided east of the building. A center running guideway would permit right turns in and out and prohibit left turns. Only passenger vehicles use this parking lot and there are no alternative access points. Because employees become accustomed to access routes, the loss of left turns is considered insignificant for this property. A side running guideway on the north side of the roadway would cause significant operational difficulties due to the coordination of the train activated crossing gates and the business' controlled access gate. Likely, the controlled access gate would have to be moved further into the property.



Garage Entrance (566 West) - This access is currently not used and the building has lost its Right of Occupancy. The impact of no left turns is considered insignificant at this time. A side running guideway would force this access to be eliminated or significantly altered to accommodate train activated crossing gates. Regardless of alignment, it is recommended this driveway access be removed.



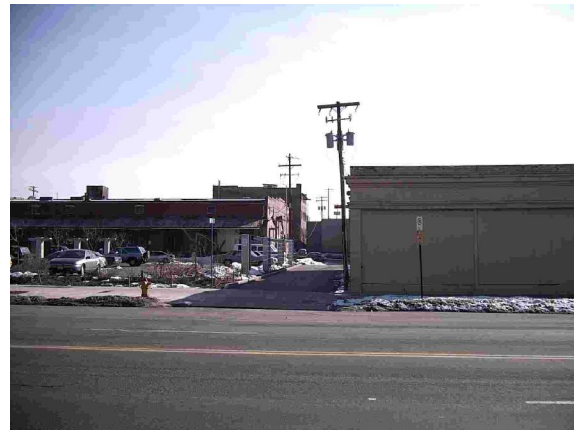
309 W LC (vacant lot) - Located at approximately 420 West on the south side of the roadway, this access is currently serving as a parking lot for passenger vehicles. With a center running guideway, right turns in and out would be permitted; left turns would be prohibited. However,

ALIGNMENT ANALYSIS

based on the proximity to the intersection, left turns are already prohibited. Alternative access is available to and from 400 West. Vehicles approaching this property from the east will have an opportunity to perform a U-turn at the next available intersection. A side running guideway would require a train activated crossing gate be installed however, because an alternative access is available, the closure of the driveway should be reviewed further.

Roman Catholic Bishop of Salt Lake City (Soup Kitchen) - The next driveway access to the west belongs to the Roman Catholic Church and is located at approximately 430 West on the south side of the roadway. The driveway serves passenger vehicles and delivery vehicles and has no alternative access. A center running guideway would provide for right turns in and out of the driveway; left turns would be prohibited. The loss of left turns is considered minimal since U-turns are possible at the next available intersection and it is assumed traffic will redirect accordingly. A side running guideway would have minimal access impacts to this driveway but a train activated crossing gate would have to be implemented.

Woodbine Street (550 West) - Located mid-block, this alleyway provides access to a surface parking lot serving the Bridges Development and delivery access for Thomas Electric. This alleyway connects with an east/west alleyway that accesses 500 West (Eccles Ave.). A center running guideway would permit right turns in and out and prohibit left turns. Considering the available alternative access, the loss of left turns is considered insignificant. A side running guideway would have minimal access impacts to this alleyway however, train activated gates would have to be implemented.



Thomas Electric (Delivery Door) - Located at approximately 560 West, on the south side of the roadway, Thomas Electric has a delivery door accessing 200 South. Currently, delivery vehicles (1-ton vehicles) back to the delivery door daily and off-load merchandise. Semi-trucks pull curbside between the delivery door and Woodbine in a designated loading zone. While a center running guideway prohibits left turns, based on the type of existing parking (back-in, diagonal) and that vehicles will be able to do U-turns at 600 West, the loss of left turns is manageable. A side running guideway on the south side of 200 South would have a devastating effect on this business' ability to receive deliveries forcing the need to relocate.



ALIGNMENT ANALYSIS

Hong Kong Tea House and Restaurant Delivery Alley (575 West) - Located at 575 West, a delivery driveway is provided directly west of the Hong Kong Tea House and Restaurant. This driveway access has a limited amount of room and cannot support large semi-truck delivery. When used, the delivery trucks are able to back into this delivery area. A center running guideway will have little impact on this driveway entrance. A side running guideway, along the south side of 200 South would likely cause the driveway to be closed. Due to its narrow width, there is not room to incorporate the train activated crossing gates and still have a usable entrance.



DRIVEWAY ACCESS SUMMARY

- **There are 16 driveway access points along the Project corridor**
- **A center running alignment has the least impact on driveway access**
- **A side running alignment forces driveways to be eliminated (impacting businesses) or to have gate controlled access**

On-street Parking

On-street parking will be impacted by the implementation of light rail. The magnitude of the impacts is dependent upon the lane configurations, sidewalk widths, station platform locations, and guideway location. A side running guideway has the greatest impact on parking. Parking adjacent to the guideway is not permitted based on safety issues associated with patrons walking into traffic lanes or on the guideway. Considering this, if a side running guideway is implemented either on 400 West or 200 South, no parking will be permitted adjacent to the trackway. A center running guideway can afford parking on either side of the roadway as space permits. Parking is discussed more fully later in the document during the station location analysis.

ON-STREET PARKING SUMMARY

- **A center running alignment is the best alternative for preserving parking**
- **A side running alignment precludes parking on that side of the roadway**

Geotechnical Considerations

Based on the recent pavement and soil samples collected along the Project corridor, there is no significance, with respect to geotechnical considerations, to the location of the guideway on 400 West or 200 South.

Cost Implications

The construction/capital cost difference between a center running guideway and a side running guideway is a function of the number of utilities impacted underneath the guideway and the number of crossing gates required at driveways for the side running alignment.

ALIGNMENT ANALYSIS

Utilities – The utilities, both public and private, impacted by a center running alignment are less than those impacted by a side running alignment. The number of utilities impacted is directly related to cost.

Crossing Gates – The side running scenario requires crossing gates to be placed at each active driveway. The center running alignment does not require crossing gates and is therefore less expensive with respect to crossing gates.

COST SUMMARY

- A center running alignment is the most cost effective alternative

ALIGNMENT RECOMMENDATION

Based on the evaluation results, the center running guideway is a better alternative than the side running guideway. The center running guideway “out performs” side running with respect to future expansion, utilities, system operations, driveway access, and cost. Table 3 below illustrates a summary of the criteria. All criteria are not weighted equally.

Table 3. Alignment Analysis Summary

ALIGNMENT ANALYSIS SUMMARY		
	Center Running	Side Running
Future Expansion	Best	Worst
Utilities	Best	Worst
TRAX System Operations	Best	Worst
Driveway Access	Best	Worst
Cost	Best	Worst

STATION LOCATION

Based on the Alignment Analysis above, a Station Location evaluation was performed assuming a center running corridor on 400 West and 200 South. The Station Location section provides discussion on the specifics of a TRAX station, the various station location alternatives, the criteria and analysis comparing each alternative, and resulting in a summary table comparing each alternative.

Station Layout

UTA's standard center loading, light rail station platform can accommodate a 4-car light rail train, is 355-long, and is approximately 18-feet wide. A station platform is elevated 8-inches above the rail. Access ramps are located at each end of the platform to provide the ADA community or others who have difficulty using stairs, access to the light rail vehicles. Figure 10 illustrates a typical station platform.

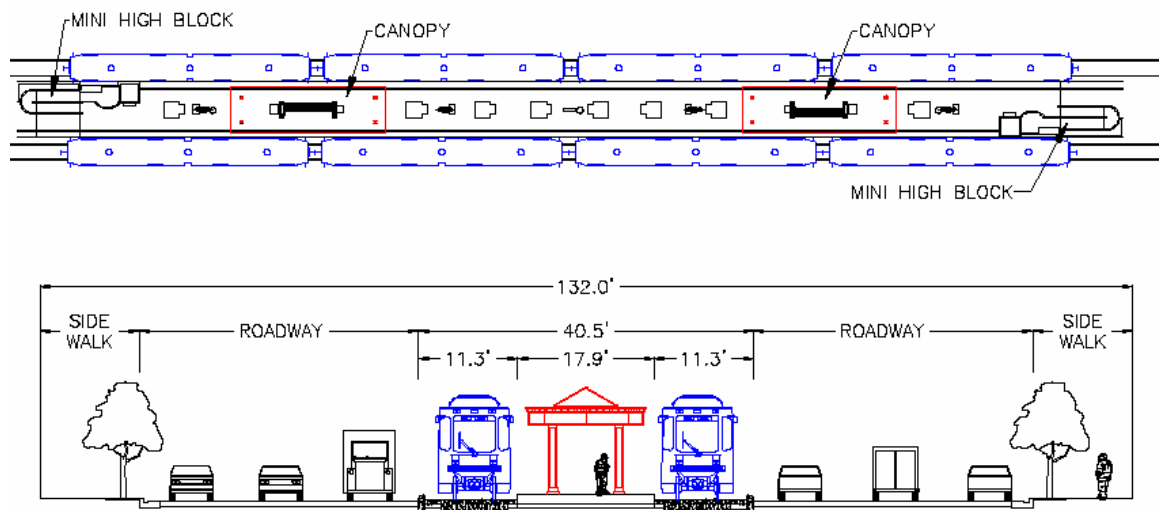


Figure 10. Typical Station Platform

Station platforms are always adjacent to a signalized intersection unless the station platform is outside of the roadway corridor. The rationale behind this is based on the following:

- **Pedestrian Access** – On busy roadways, pedestrians utilize pedestrian signals to cross the roadway and to access the station platforms.
- **Light Rail Operations** – Light rail operations are more successful when the average speed is as high as possible. Impacts to average speed include station stops and signalized intersections. By combining these two activities (signal stops and station stops), light rail operations are more efficient.
- **Mid-block Access** – Mid-block access provides the public with the ability to access the station platforms without walking to the nearest intersection. To facilitate mid-block crossings, signals are installed to provide a controlled crossing of the traffic lanes and the

STATION LOCATION

guideway. For this Project, mid-block crosswalks will be provided at all stations as applicable.

Considering all of this, several proposed station locations have been evaluated based on criteria significant to the City, UTA, and the community. The stations first were screened for any “fatal flaw” attributes or impacts that could not be mitigated; once identified, these stations were not evaluated further. Following is a listing of the various station alternatives and evaluations as appropriate.

STATION LOCATIONS ALTERNATIVES

75 South/400 West

The 75 South/400 West station has been identified as having a fatal flaw based solely on its proximity to the existing Delta Center Station platform located at 325 West/South Temple. The walking distance from the 100 South intersection to the west end of the Delta Center Station is less than 1000-feet. This station was listed in the West/East FEIS as a transfer station between the Airport to University Line and the Sandy to Salt Lake City Line, prior to the selection of the Intermodal Hub site. With the introduction of the Intermodal Hub, the need for a transfer station has been eliminated. Considering this, all alternatives with the 75 South/400 West station will not be evaluated further.

125 South/400 West

The 125 South/400 West station, located directly south of the 100 South/400 West intersection, has been identified as having a fatal flaw when used as the only station between the Delta Center Station and the Intermodal Center. The fatal flaw determination is based primarily on the lack of coverage along 200 South and the proximity of the station to the Delta Center Station. This single station alternative will not be evaluated further.

460 West/200 South

The 460 West/200 South station is located on the east side of the 200 South/500 West intersection. The 500 West corridor is unique in Salt Lake City with its 198-foot wide right of way created as part of the City’s Gateway Development Master Plan. North and south of the 200 South intersection, the full right of way is used to provide a wide median in the center of the right of way. Due to an existing Utah Power substation located at approximately 180 South on the east side of 500 West, the 500 West roadway narrows as it approaches the 200 South intersection. The 460 West/200 South station alternative would respect the widened right of way and would be located east of the right of way placing the station approximately 60-feet east of the current intersection. This would be the only station between the Delta Center Station and the Intermodal Hub under this alternative.

475 West/200 South

The 475 West/200 South station is the same as a the 460 West/200 South station except this station platform would be located within the widened 500 West right of way and would be adjacent to the existing, narrowed intersection. This would be the only station between the Delta Center Station and the Intermodal Hub under this alternative.

STATION LOCATION

525 West/200 South

The 525 West/200 South station is located on the west side of the 200 South/500 West intersection. While similar with respect to spacing to the 125 South/400 West station alternative, this station is centered in an area with significant development potential and for this reason will be evaluated fully. With this scenario, this would be the only station between the Delta Center Station and the Intermodal Hub.

Two Stations – 125 South & 525 West

This scenario employs two of the single station alternatives listed above; the 125 South/400 West Station and the 525 West/200 South Station.

No Station

This scenario has been identified as unacceptable based on the separation between the Delta Center Station and the Intermodal Hub Station. This station alternative will not be evaluated further.

STATION ALTERNATIVE SUMMARY

The station alternatives that will be evaluated further are:

- **460 West/200 South**
- **475 West/200 South**
- **525 West/200 South**
- **Two Stations – 125 South & 525 West**

CRITERIA/ANALYSIS

The placement of stations along the corridor has been evaluated carefully, comparing the benefits and the impacts. For this analysis, the four station alternatives are compared based on pedestrian access, sidewalks, parking, traffic flow, mid-block streets, public utilities, private utilities, land use, walking distance, TRAX system operations, station spacing, and cost.

500 West/200 South Intersection

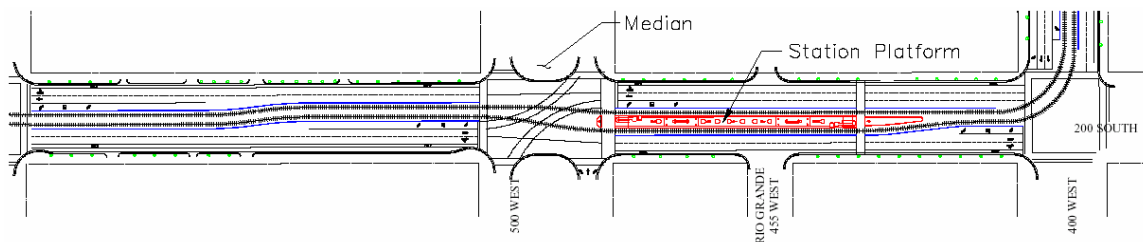
The 500 West/200 South intersection is the focal point of the difference between the 460 West and 475 West station alternatives. 500 West has a unique right of way width of 198-feet compared to the City's standard of 132-feet. This width currently accommodates a 100' landscaped median in the center of the roadway providing urban park space for the residential development, existing and proposed. This layout follows the Gateway Development Master Plan. Due to the Utah Power substation located at approximately 180 South/500 West on the east side of the roadway, the 500 West median was discontinued between 120 South and 280 South; this narrowed the 500 West roadway making it more consistent with a standard roadway corridor. Figure 11 shows this area.

STATION LOCATION

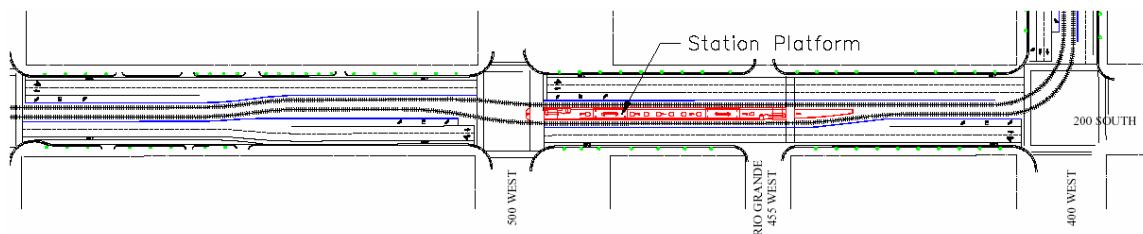


Figure 11. 500 West Looking South from Median at 150 South

With the introduction of a light rail corridor on 200 South and the possibility of a light rail station directly east of the 500 West/200 South intersection, the issue as to where the station should be placed was evaluated. The crux of the issue is whether the station is adjacent to the current intersection and partially within the 198-foot right of way [the 475 West alternative] or should the station be placed further east allowing the future roadway to be realigned to provide a median adjacent to the intersection [the 460 West alternative]. Figure 12 illustrates the two scenarios.



Widened Intersection - 460 West Alternative



Narrowed Intersection - 475 West Alternative

Figure 12. 500 West/200 South Intersection

The primary purpose of the widened intersection is to maintain the median urban park area in the center of 500 West. While this park area is an amenity to the residents in the area, there are other ways to provide urban park area while maintaining the narrowed intersection. The benefits of the

STATION LOCATION

narrowed intersection include the fact that the 200 South/500 West intersection can be controlled with a single traffic signal, the 475 West station can be adjacent to the intersection shortening walking access, and the mid-block crosswalk can be located at Rio Grande aligned with pedestrian flows. Alternatives to the 500 West median are illustrated below in Figure 13.

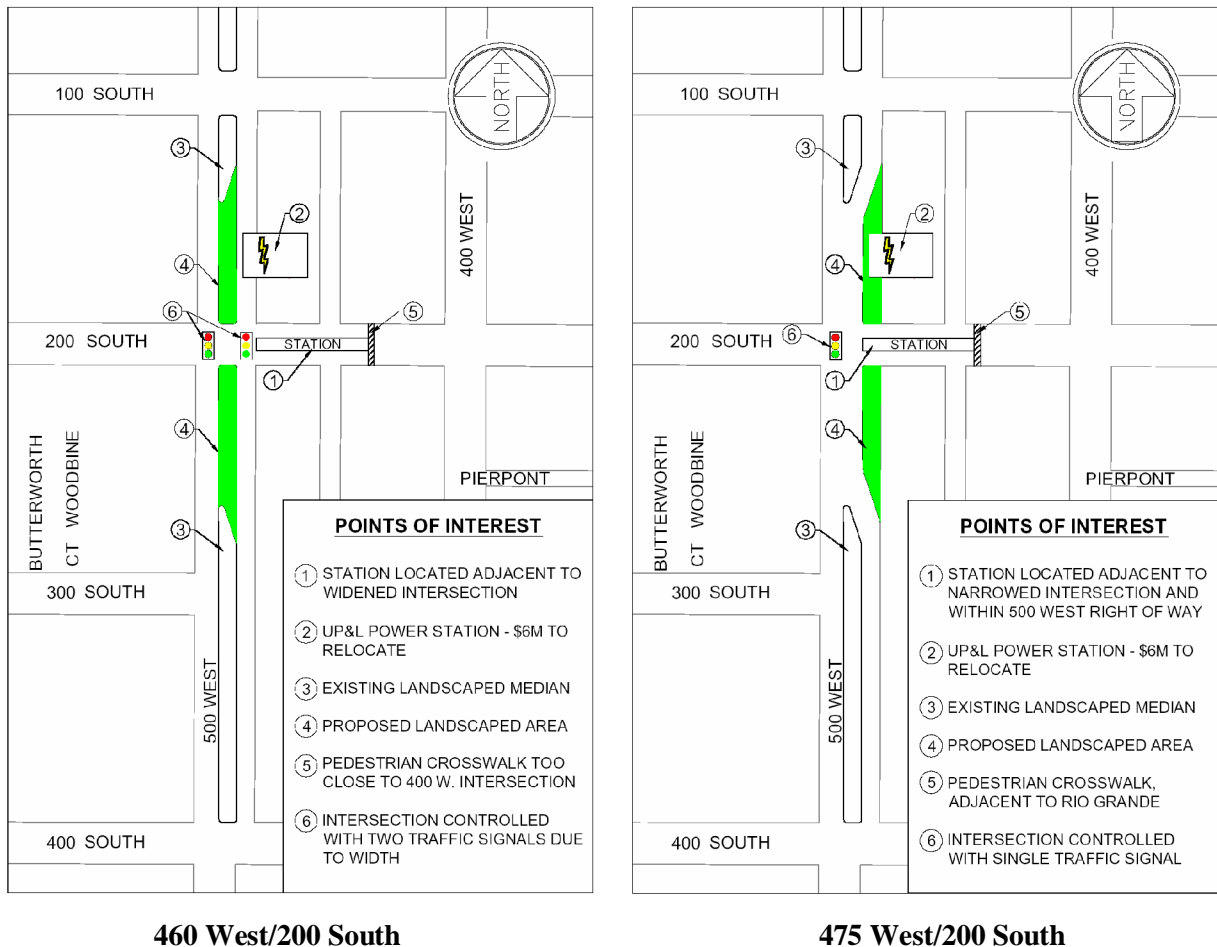


Figure 13. 500 West Right of Way Alternatives

500 WEST/200 SOUTH INTERSECTION SUMMARY

- The 460 West/200 South alternative preserves the 500 West widened corridor but creates a poor mid-block crosswalk situation near Rio Grande
- The 475 West/200 South alternative violates the 500 West widened corridor but aligns well with the Rio Grande mid-block crosswalk
- The 525 West/200 South and the Two Station alternative have no impact on the 500 West right of way

Pedestrian Access

Providing pedestrian access to station platforms is absolutely paramount to the success of transit. The station platforms are accessed at signalized intersections or via mid-block crosswalks. Table 4 below provides a brief summary of the access potential for each of the station alternatives.

STATION LOCATION

Table 4. Pedestrian Access

Station Alternative	Intersection Pedestrian Access	Mid-Block Crosswalks
460 West/200 South	500 West Intersection but the station is 60-feet further east to accommodate the widened 500 West right of way.	With station platform 60-feet further east, a mid-block crosswalk would impact the 400 West/200 South intersection and would be very close to the Gateway's Summer Garage driveway
475 West/200 South	500 West Intersection	Crosswalk directly east of Rio Grande
525 West/200 South	500 West Intersection	Crosswalk would be approximately 560 West/200 South
Two Station - 125 South & 525 West	100 South and 500 West	Crosswalk would be at 160 South and 560 West, respectively

The 460 West/200 South Station is located away from the existing 500 West intersection and prevents the ability to have a mid-block crosswalk. A detriment of no mid-block crosswalk is that passengers wanting to walk north on Rio Grande from the station platform are forced to walk west to 500 West to exit the station, then reverse direction and walk east to get back to Rio Grande. Obviously most people will attempt to jaywalk which is unlawful and creates an unsafe situation for pedestrians, automobiles, and light rail vehicles.

PEDESTRIAN ACCESS SUMMARY

- **The 475 West/200 South, the 525 West/200 South, and the Two Station alternatives provide mid-block access.**
- **The 460 West/200 South alternative, while able to have a “mid-block” crosswalk, the crosswalk would be very close to the 200 South intersection creating an undesirable situation**

Sidewalks

The balance between providing parking and widening sidewalks is difficult to determine and is typically site specific. For this project, parking will be provided where possible while keeping sidewalks a minimum of 12-feet wide. The only exception to the above is that to incorporate a station platform on 200 South, with a left turn lane at the intersections, sidewalks will have to be reduced to 11.5-feet, 6-inches less than the 12-foot minimum. This reduction is due to the bike lanes in both directions on 200 South. Considering the 4-foot tree wells planned for the sidewalk in this area, the effective walking space will be 7.5-feet.

The major corridors currently facilitating light rail differ significantly from one another. For example, Main Street had very limited parking but very wide sidewalks. Conversely, 400 South has no parking, narrow sidewalks, and uses its 132-feet of right of way space to accommodate additional lanes of traffic. The figures below illustrate a few of the other light rail corridors in Salt Lake City.

STATION LOCATION

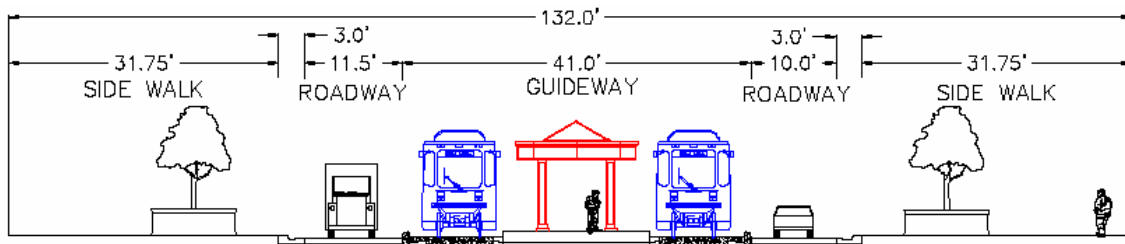


Figure 9 - Main Street Light Rail Corridor

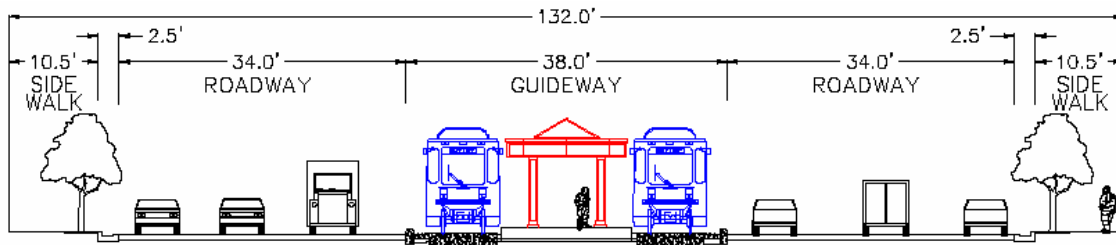


Figure 10 - 400 South Light Rail Corridor

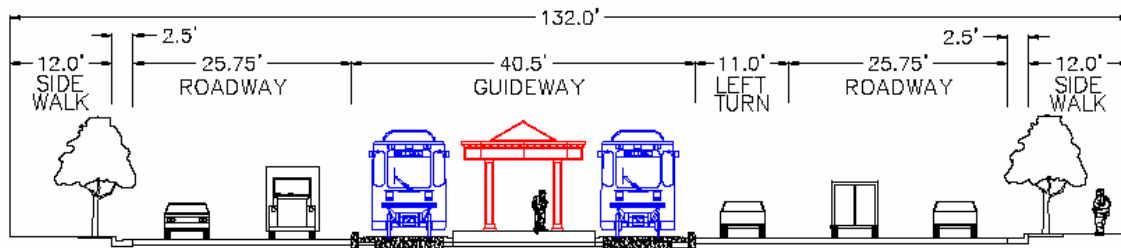


Figure 11 - Anticipated 400 West Light Rail Corridor

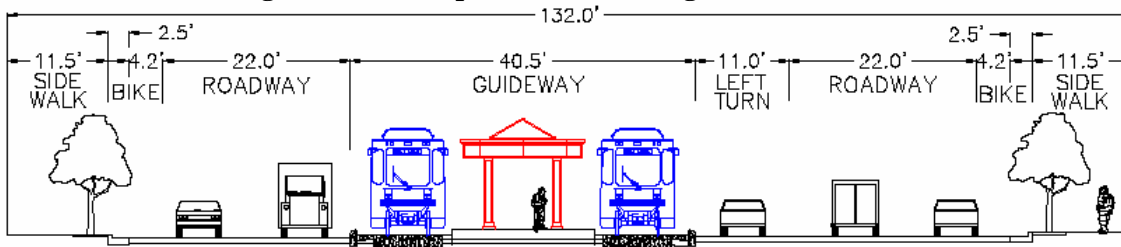


Figure 14. Anticipated 200 South Light Rail Corridor

SIDEWALKS SUMMARY

- All station alternatives can provide the required 12-foot sidewalks

Parking

Parking is very important to the residents and businesses along the Project Corridor. Primarily, most have access to off-street parking with the exception of the Delta Center, the businesses in the Dakota Lofts, Thomas Electric, the Hong Kong Tea House, and the Bricks. Regardless of the station alternatives selected, it is anticipated that on-street parking areas can be provided for each. Exact parking numbers will not be available until the design of the system is accomplished taking

STATION LOCATION

into account driveways, fire hydrants, sight distance requirements, and other factors. Figure 15 illustrates areas parking may be provided.

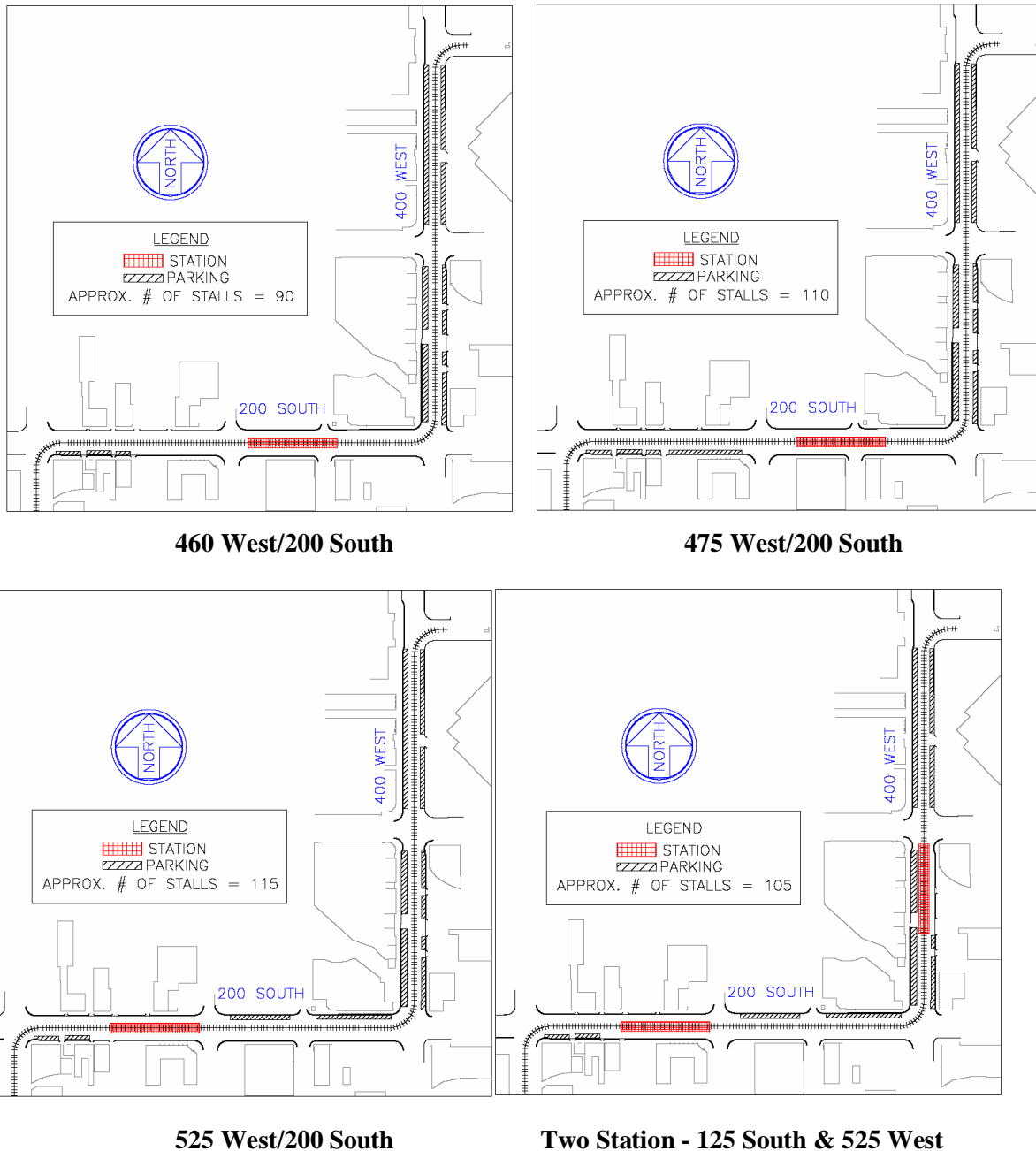


Figure 15. Parking

PARKING SUMMARY

- There are 217 existing parking stalls along the Project corridor
- The 525 West/200 South alternative has the least impact to parking
- The 475 West/200 South alternative impacts parking the most
- The 460 West Station and the Two Station alternatives impact parking about the same.

STATION LOCATION

Traffic Operations

Regardless of the station alternative selected, the traffic flow will be similar with all alternatives. Along 400 West there will be two lanes of thru traffic in each direction and left turn lanes at each intersection. Similarly, on 200 South there will be two lanes of thru traffic in each direction, left turn lanes at each intersection, and a bike lane in each direction. Other than the signalized intersections along the corridor at 100 South, 200 South, 500 West, 600 West, and 300 South there will not be any other vehicular crossings of the guideway.

Intersection Level of Service (LOS)

The operating performance of an intersection is classified by Level of Service (LOS). LOS is the average time in seconds that each vehicle is delayed at an intersection. LOS is defined by letter designations or ratings, A to F, with A representing the best performance and F the worst. A LOS key is provided in Table 5. Salt Lake City has established a target LOS of D, or better, at each intersection throughout the downtown area during peak traffic flows.

Table 5. Level of Service

SLC INTERMODAL TRAX EXTENSION Intersection LOS Evaluation							
LEVEL OF SERVICE (LOS)* - VISSIM		No TRAX		Build TRAX with Station at :			
Intersection	Stop Control	Existing	Future (2020) No Build	475 West**	525 West	125 S & 525 W	No Station
400 West & South Temple	Signal	A	B	B	B	B	B
400 West & 100 South	Signal	B	B	C	C	D	C
400 West & 200 South	Signal	C	C	D	D	D	D
200 South & Rio Grande	Stop NB	A	A	A	A	A	A
200 South & 500 West	Signal	A	B	C	C	C	C
200 South & 600 West	Stop N/S (Fut.Sign.)	A	A	C	C	C	C
200 South & 300 West	Signal	C	C	D	D	D	D
100 South & 300 West	Signal	A	A	A	A	A	A
200 South & 900 West	Signal	A	A	B	B	B	B

Average Delay per Vehicle			* Though LOS may be the same, the delay can be 10 - 25 seconds more per vehicle. ** 460 West Station has additional delay but remains within LOS values
LOS	Signal	Stop Control	
A	≤ 10	≤ 10	
B	> 10 - 20	> 10 - 15	
C	> 20 - 35	> 15 - 25	
D	> 35 - 55	> 25 - 35	
E	> 55 - 80	> 35 - 50	
F	> 80	> 50	

TRAFFIC OPERATIONS SUMMARY

- All station alternatives can achieve an acceptable LOS D or better with the implementation of the Salt Lake City Intermodal Hub TRAX Extension

Mid-block Streets

Throughout downtown Salt Lake City, there are some mid-block streets bisecting the large blocks forming corridors ideal for pedestrian use. This category of evaluation was established to identify

STATION LOCATION

which station alternatives best use the existing or future mid-block alleyway areas. Following is a list of existing mid-block areas.

Rio Grande Street (existing) - This mid-block roadway runs in a north-south orientation and is located between 400 West and 500 West. This street has a single lane in each direction south of 200 South and is one-way (northbound) north of 200 South. Rio Grande north of 200 South is a private roadway with a public use easement.

Woodbine Court (existing) – Woodbine Court is a single lane roadway or alley extending south of 200 South at approximately 550 West.

The possibility for mid-block roadways is likely along 400 West at 150 South on the east side of 400 West and at 550 West north of 200 South. For this reason, mid-block roadways are a non-discriminate criteria.

MID-BLOCK STREETS SUMMARY

- **All station alternatives place a station near an existing or future mid-block roadway.**

Public Utilities

Public utilities include water, sewer, and storm drain facilities. Currently, Salt Lake City Public Utilities (SLCPU) has established a criterion that requires the relocation of all utilities underneath the guideway or within 9-feet of the trackway centerline. This is referred to as the Restricted Utility Area (RUA). An exception to this rule is storm drain on 400 West which can remain under the trackway as long as access to the system is provided from outside the RUA.

The utilities listed below are those that are impacted by a widened guideway to allow for a station and are in addition to the utility impacts listed in the Alignment Analysis. Included are those utilities that are parallel to the proposed guideway locations, within the RUA (2-feet wider than the guideway), and would likely require relocation. The quantities have been rounded to the nearest 200-feet.

460 West/200 South

Single Station at 475 West/200 South with widened 500 West intersection:

- 400-feet of 54-inch storm drain main (Affected but will remain in place)

475 West/200 South

Single Station at 475 West/200 South with narrow 500 West intersection:

- 400-feet of 54-inch storm drain main (Affected but will remain in place)

525 West/400 South

Single Station at 525 West/200 South

- 600-feet of 12-inch water service line and associated connections
- 400-feet of 60-inch storm drain main (Affected but will remain in place)

Two Station - 125 South & 525 West

Two stations, one at 125 South/400 West and 525 West/200 South:

- 400-feet of 48-inch brick arch sanitary sewer main line (400 West)
- 600-feet of 12-inch water service line and associated connections (200 South)
- 400-feet of 60-inch storm drain main (200 South, Affected but will remain in place)

STATION LOCATION

SLCPU has also established the criterion that any mains or laterals crossing perpendicular to the RUA be provided with casings for future access.

Private Utilities

The private utilities listed below are those that are within the RUA (2-feet wider than the guideway), and may or may not require relocation. Often private utilities can remain underneath the trackway depending on the location of the OCS poles, the type of access needed, and the depth of the facilities. The quantities below are in addition to those listed in the Alignment Analysis and have been rounded to the nearest 200-feet.

460 West/200 South

Single Station at 475 West/200 South with widened 500 West intersection:

- No additional impacts

475 West/200 South

Single Station at 475 West/200 South with narrow 500 West intersection:

- No additional impacts

525 West/400 South

Single Station at 525 West/200 South

- 400-feet of US West telephone conduits

Two Station - 125 South & 525 West

Two stations, one at 125 South/400 West and 525 West/200 South:

- 400-feet of US West telephone conduits (200 South)

UTILITIES SUMMARY

- **The 460 West/200 South and 475 West/200 South alternatives impact the least amount of private utilities**
- **The Two Station 125 South & 525 West alternative impacts the most private utilities**

Land Use

The land use along this corridor will have a significant impact on the success or failure of the transit extension. Along this Project corridor, there are many opportunities for development that should ensure a successful system. The land development opportunities are illustrated in Figure 16. The circles shown in the figure represent a ¼ mile walking distance.

STATION LOCATION

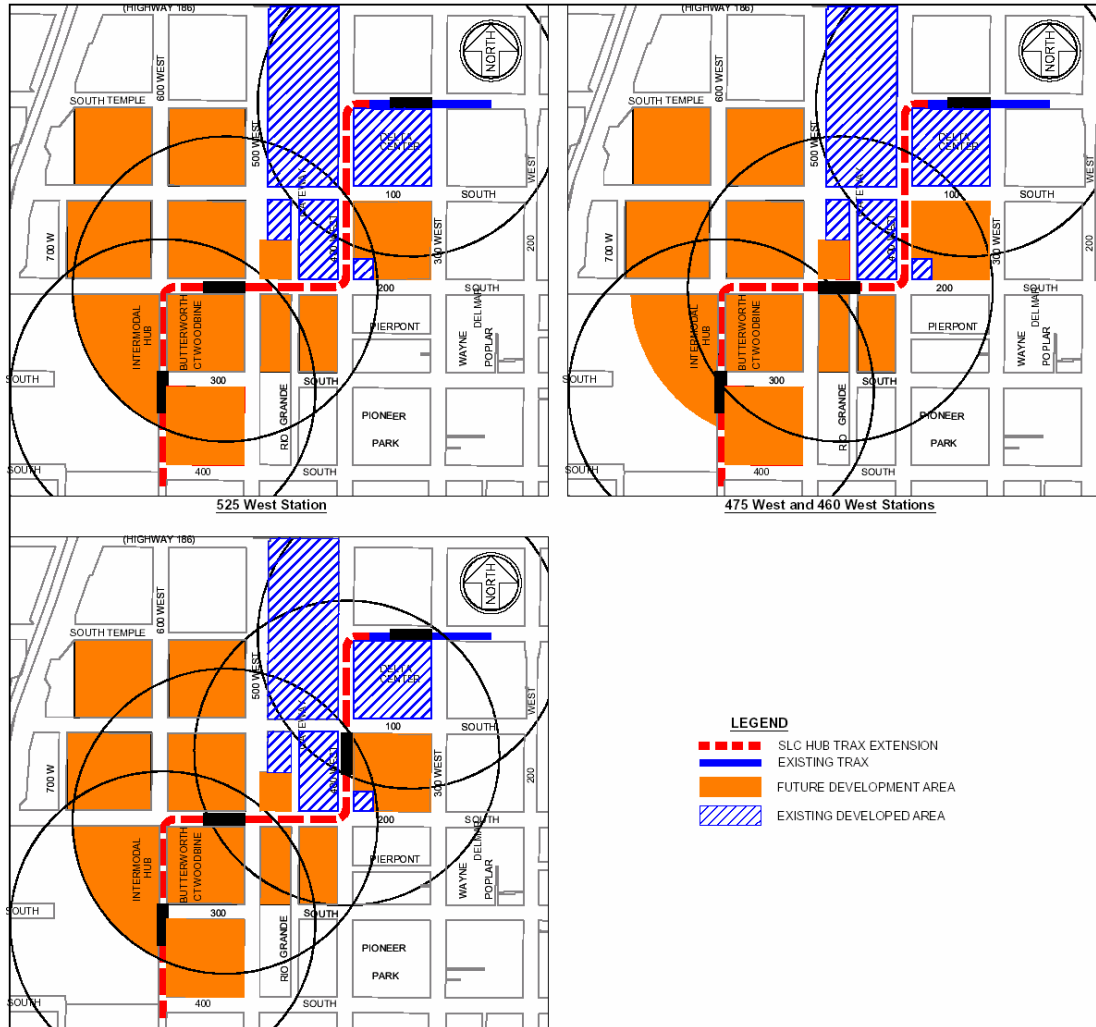


Figure 16. Land Use Maps

The ¼ mile walking distance circles illustrated in the figures show that all of the scenarios provide overlap of walking-distance boundaries. Each alternative provides a slightly different coverage but in summary, the 475 West Station appears to provide the best overall coverage without significant overlap and consistent with the rest of the downtown area.

Independent from the walking distance criteria, the 475 West Station alternative and 525 West Station alternative create a perception on 400 West that there are no stations available since a station platform will not be visible to the public from most of 400 West. However, the trains and track will be readily visible. This perception may be significant to the development opportunities on the east side of 400 West in the block between 100 South and 200 South.

LAND USE SUMMARY

- **The Two Station - 125 South & 525 West alternative provides the best coverage for future land development opportunities**
- **A single station at 475 West is adequate to meet industry walking distance needs**
- **The 525 West/200 South single station alternative does not adequately cover the 400 West area**

Walking Distance Comparison

The distance a transit patron is willing to walk is a function of many factors including age, mobility, purpose of trip, and whether or not packages or parcels are being carried. For this analysis, a ¼-mile distance was assumed to be a practical walking distance.

In Figure 17 below, the difference in coverage is shown between the two-station alternative and each single station alternative.

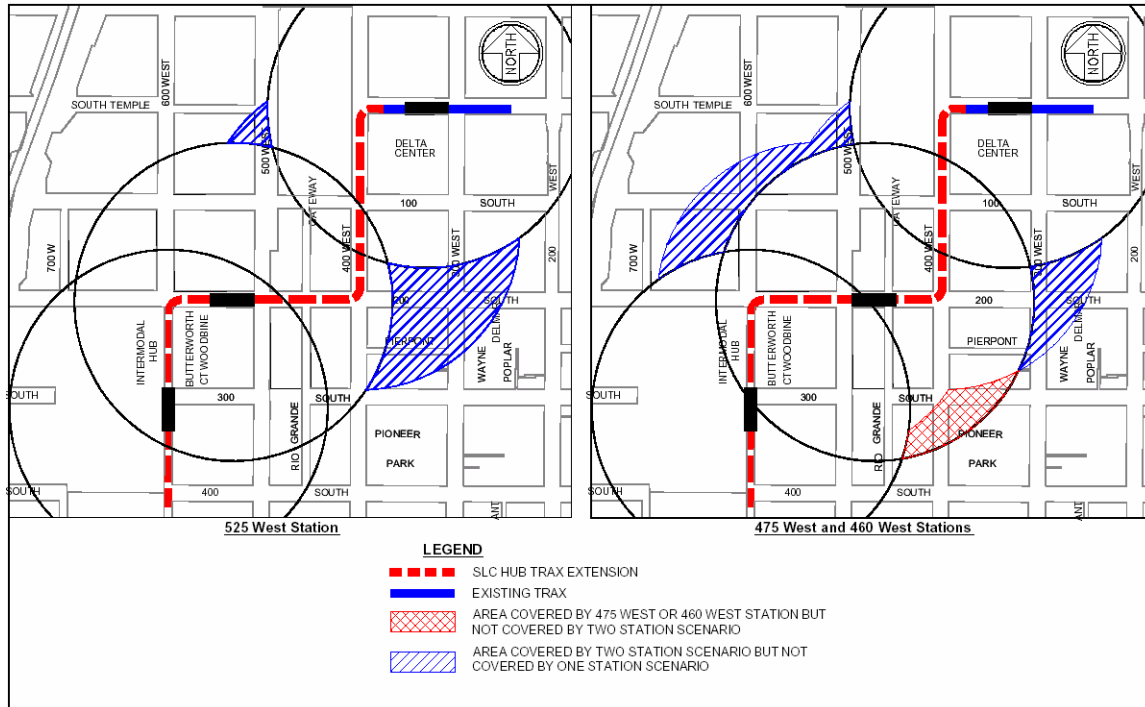


Figure 17. Walking Distance Comparison

TRAX System Operations

Light rail operations, that is, the day-to-day operations of the light rail system focus on system speed, operational safety, and system complexity. This section addresses the impacts of system alignment and station locations on system speed and system complexity.

System Speed

Light rail vehicles typically travel the speed of adjacent autos in order to coordinate with intersection traffic signals. The traffic signals and train signals are coordinated to provide train “priority” through the intersections, expediting the train. The most significant impacts to light rail speed are 90-degree corners, station stops, and the acceleration-deceleration before and after these features. Impacts are lessened when these features are adjacent to each other allowing the acceleration/deceleration sequence to only occur once.

System Complexity

Operationally, the 475 West, 460 West, and 525 West stations provide the “best” operating scenario because they are as close as possible to 90-degree turns and they provide the least number of station stops. The dual station scenario with a station at 125 South/400 West and 525 West/200 South will have an additional impact to system operations due to the additional station

STATION LOCATION

stop along the corridor. The additional time incurred by an additional station stop is averages approximately 60 seconds (30 seconds each way).

Operational Costs

The Utah Transit Authority has conducted a study on the operational costs associated with adding station platforms to the light rail system. Basically, the methodology used involved taking the annual overall operating costs of the light rail system and the number of hours of operation annually creating a cost of time. The cost per unit of time was then multiplied by the additional time the station stop added to the system. This resulted in an additional cost of \$300,000 per year per station.

TRAX SYSTEM OPERATIONS SUMMARY

- **Operationally, the single station alternatives are best since there are lower operational costs and the overall trip time for commuters is reduced.**

Station Spacing

UTA's light rail transit system allows access exclusively at station locations. Station platforms are provided where passengers can board or alight the light rail vehicles.

Ridership on a light rail system is dependent, among other factors, on system speed and system accessibility. When a system has too few stations, ridership can decrease because accessibility becomes too difficult. Conversely, when a system has too many stations ridership can also decrease because the system speed declines making trip time too lengthy and light rail a less appealing alternative.

In an urban environment, such as the downtown area, the public's access to transit is solely pedestrian in nature as compared to the use of "park and ride" lots in the south valley area. Typically, as an industry standard, it is assumed the public is willing to walk ¼ mile (1,300') or less to access light rail transit. This is approximately two Salt Lake City blocks. Assuming a pedestrian is willing to walk in either direction to or from a station, this creates a maximum station spacing of 2,600-feet to achieve the ¼-mile maximum walking distance. Figure 18 provides an illustration of existing station spacing elsewhere on UTA's TRAX system.

STATION LOCATION

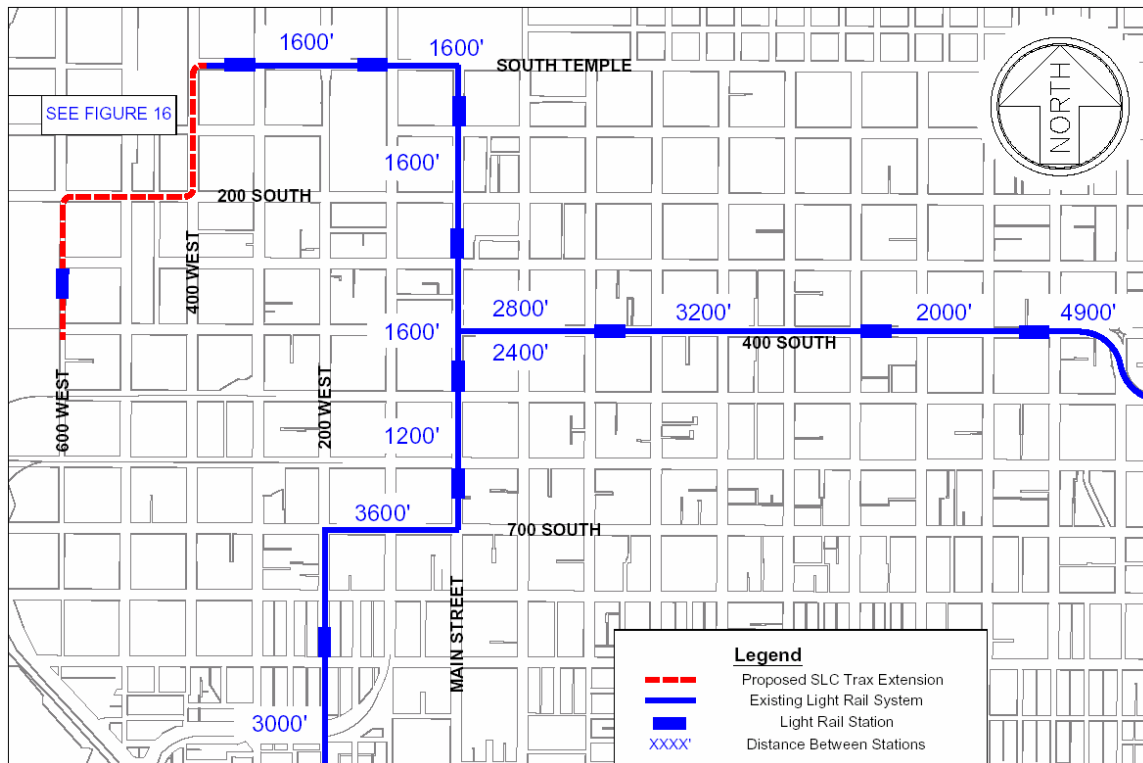


Figure 18. Station Spacing

Figure 19 illustrates the station spacing for the station alternatives, measured from center of station to center of station.

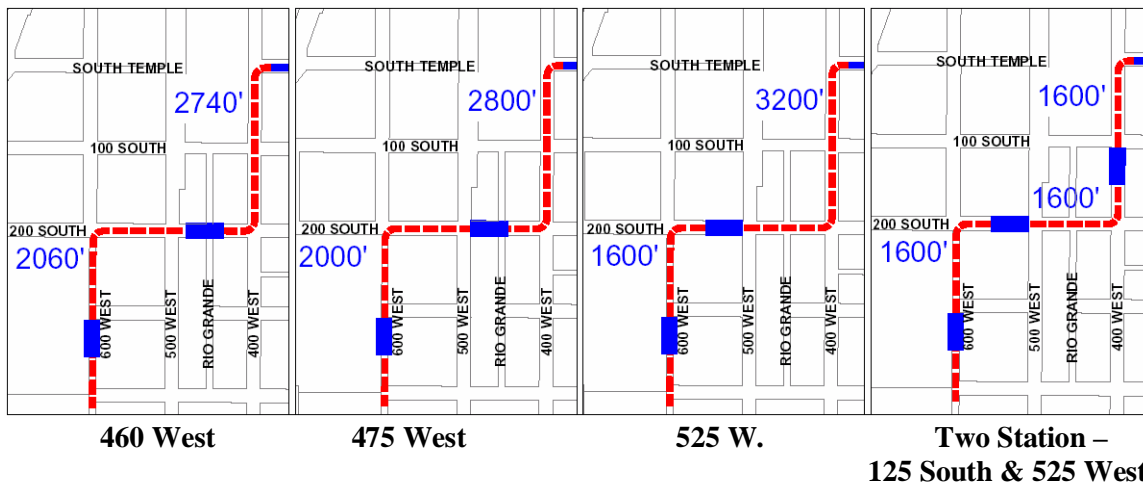


Figure 19. Station Alternative Station Spacing

STATION LOCATION

As illustrated in Figure 19, all station alternatives result in station spacing within the range of UTA's existing station spacing seen elsewhere in UTA's TRAX system however, the 525 West Station alternative slightly exceeds the 2,600-foot spacing criteria by 175'.

STATION SPACING SUMMARY

- **The Two Station alternative provides a station spacing comparable to Main Street**
- **The 460 West/200 South and 475 West/200 South alternatives both provide walking distances less than the industry standard of 1/4-mile**

Cost

The cost difference between the station alternatives is dependent on utilities, the station platforms, and the long term operational cost.

Utilities – The difference in utility costs is a function of widening the guideway the width needed to accommodate a station platform. Based on the analysis, the 460 West/200 South and 475 West/200 South alternatives have the least utility impacts and therefore cost the least.

Station Platforms – Obviously, the single station alternatives cost less than the two station alternatives.

Operational Cost – The operational cost are a function of not only maintenance of the platform but also the operational cost of adding more time to each trip while maintaining the same level of service. Single station alternatives cost less operationally than the two station alternatives.

COST SUMMARY

- **The 460 West/200 South and 475 West/200 South alternatives are the least expensive; fewer stations, less impacted utilities**
- **The 125 South & 525 West Station alternative is the most expensive as compared to the other alternatives**

STATION LOCATION

STATION LOCATION RECOMMENDATION

The recommendation for the “best” station alternative is a function of what is most important to those making the decision. Because not all analysis categories are weighted equally, the “best” alternative is not readily evident. Table 6 below illustrates the results of the analysis.

Table 6. Station Location Analysis Summary

Analysis Categories	Station Alternatives			
	460 West	475 West	525 West	125 S. & 525 West
500 West/200 South	Good	Worst	Best	Best
Pedestrian Access	Worst	Best	Best	Best
Sidewalks	Good	Good	Good	Good
Parking	Good	Worst	Best	Good
Traffic Operations	Good	Good	Good	Good
Mid-Block Streets	Good	Good	Good	Good
Utilities	Best	Best	Worst	Worst
Land Use	Good	Good	Good	Best
Walking Distance	Good	Good	Worst	Best
TRAX System Operations	Best	Best	Best	Worst
Station Spacing	Good	Good	Worst	Best
Cost	Best	Best	Best	Worst

Salt Lake City has determined that the land use development along this corridor is very important and key to the success of the area. Considering this, the Two Station – 125 South & 525 West alternative is the “best” alternative.

INTERMODAL HUB

The Intermodal Hub section of this report discusses the alignment of TRAX around the hub area as well as the requirements of the hub as they relate to the services the hub facilities provide.

ALIGNMENT

Phase I construction of the Intermodal Hub Project is currently underway with construction of the UTA/Greyhound Bus facilities. At the same time UTA has advanced the design of the Commuter Rail Project providing more detail on commuter rail station needs and criteria. This light rail project was originally intended to extend further west on 200 South turning south and entering the Intermodal Hub at approximately 650 West. This placed the Hub light rail platform between the commuter rail platform and the bus loading area. As the design for the site progressed, it became necessary to relocate the light rail alignment back to 600 West. Due to modifications to the commuter rail platform placement, the criteria that the stations cannot be curved, anticipated double tracking of the commuter rail system, restrictions on platform widths, and the lack of ability to modify the bus loading area, the Project alignment was moved to 600 West. Figure 20 illustrates the Intermodal Hub area and the 600 West alignment.

Moving the corridor to 600 West created a good urban design solution and tremendous opportunity to provide a Hub area with transit modes on both sides – ideal for the number of modes of transportation involved with this Hub area. Further, having the alignment on 600 West provides space on 200 South, west of 600 West, for additional bus loading areas, parking, or other uses.

600 West Corridor

Similar to 400 West and 200 South, the light rail corridor on 600 West can be built as a center running alignment, a side running alignment or as a center/side running alignment. Following are the pros and cons of the different corridor alignments.

Center Running

A center running corridor has all of the advantages previously mentioned in this report. The only notable disadvantage to center running is that pedestrians walking between the light rail station and the commuter rail station at the Hub would be required to cross the southbound lanes of 600 West. For this reason, no further consideration was given to a center running corridor.

Side Running

A side running corridor along the east or west side of 600 West is not an attractive alternative for many of the same reasons as those previously discussed regarding 200 South and 400 West: driveway access impacts, loss of parking, and complications with traffic operations at intersections. For this reason, a side running corridor was also discounted.

Center/Side Running

The center/side running corridor as shown in Figure 20 captures the best of both center running and side running. Parking is maintained between 200 South and 300 South on both sides of the roadway and the station placement allows transit patrons to access both commuter rail platforms and light rail platforms without crossing traffic lanes. For this reason, the center/side running guideway is recommended.

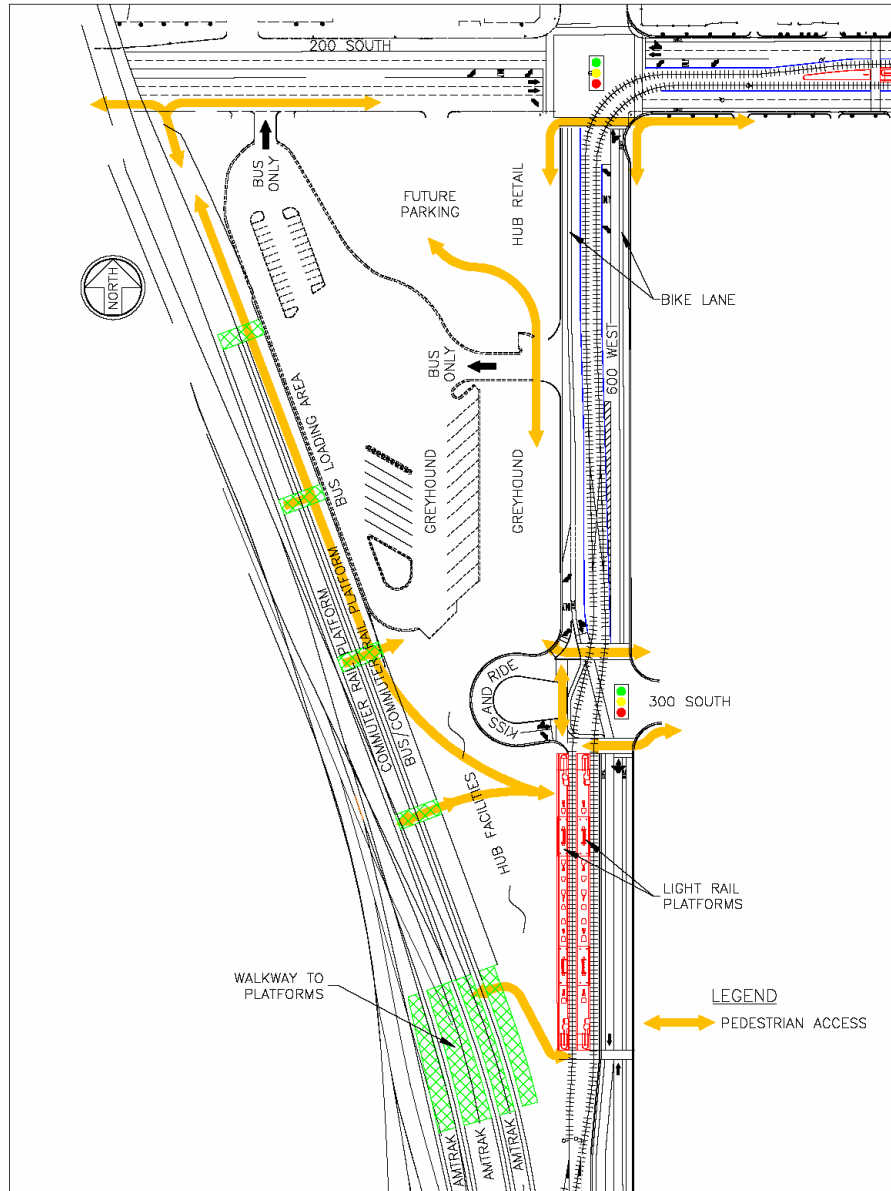


Figure 20. Intermodal Hub and 600 West

600 WEST CORRIDOR SUMMARY

- The light rail station was moved to 600 West because the alternative along the west side of the Hub could not be implemented within acceptable design criteria
- Center running TRAX on 600 West will not be used because it forces transit patrons to cross traffic lanes.
- Side running TRAX on 600 West will not be used because it eliminates parking along the street and impacts driveway access to the Hub
- Center/Side running is recommended for 600 West

HUB REQUIREMENTS

The Hub will serve three different types of rail service and two different bus service providers. The Hub layout has been planned to facilitate the various modes including pedestrian corridors, “kiss and ride” areas, package drop-off, and bus maneuvering areas. The specifics of each of these is discussed below.

Pedestrian Movements

Pedestrians obviously are significant to a successful transit hub. The Hub currently provides pedestrian movements throughout and around the Hub area except for the Greyhound maintenance area located west of the Greyhound facility. Figure 20 illustrates the pedestrian movements with shaded arrows.

Traffic Flow

The traffic flow at the Hub is fairly simple. With the light rail corridor in the center of 600 West, the traffic flow northbound and southbound become very similar to that on Main Street with no guideway crossings allowed at non-intersection locations. The result of this is that a vehicle turning southbound on 600 West has the option of turning into the “kiss and ride” at 300 South, turning east onto 300 South or continuing south on 600 West. The 300 South/600 West intersection will be signalized providing different phases for traffic, light rail, and pedestrians movements.

The bus way located west of the Greyhound terminal will serve UTA Bus loading, Greyhound Bus loading, and Greyhound Bus maintenance. It will not be open to the public. Bus traffic will be routed southbound along 600 West to approximately 250 South where it will enter the Hub site at a “BUS ONLY” entrance. All buses will exit onto 200 South. Figure 20 illustrates this area.

Parking

Parking around the Hub will primarily be on-street parking located on the east and west sides of 600 West between 200 South and 300 South. The parking will be parallel parking and can accommodate approximately 35 spaces.

“Kiss and Ride” Loop

A “kiss and ride” loop is planned as the gateway to the Intermodal Hub. The loop will be located directly west of the 300 South/600 West intersection and provides sufficient space for vehicles to maneuver around stopped vehicles. The loop will be integrated with the planned traffic signal at 300 South and will be fully signal controlled.

Package Drop-off

Greyhound Bus, along with passenger service, provides a parcel service. In order to facilitate the collection of parcels, the “kiss and ride” loop will provide the public the ability drop packages off, similar to a mail drop.

Bus Movements

The two bus service providers at the Hub are UTA and Greyhound. The UTA Bus service is a local to regional bus system providing service along the Wasatch Front. Greyhound provides regional to inter-state service. While both bus service providers offer distinctly different service, their movements in and around the Hub are very similar.

INTERMODAL HUB

All buses entering the Hub will originate as southbound on 600 West, entering the Hub at approximately 250 South. The UTA buses will circulate through the core of the Hub stopping along the westernmost boundary of the Hub, adjacent to a commuter rail platform, facing southbound. When scheduled, the buses will then circulate through the Hub and exit onto 200 South at the north end of the Hub. Greyhound buses follow primarily the same route except Greyhound will stop adjacent to its own facilities, still in the core area of the Hub.

HUB REQUIREMENTS SUMMARY

- **Pedestrian-ways are available throughout the Hub**
- **Traffic flow along 600 West and surrounding streets will meet future traffic needs**
- **Parking is provided along both sides of 600 West – 200 South to 300 South**
- **A “kiss and ride” loop is provided at 300 South with easy access to all modes**
- **Package Drop-off will be in the “kiss and ride” Loop**
- **Buses have been provided adequate maneuvering space**

STREETSCAPE

The scope of work for this section includes the visual design of the elements that make up the TRAX Project and the streets along which it runs. These elements include the trackway itself, the poles and hardware for the overhead power system (the “OCS” system), the architecture of transit stations, and the streetscape elements of sidewalks, street lights, trees and other supporting features.

STREETSCAPE AND TRACKWAY DESIGN

This Project is located entirely within downtown Salt Lake City which has a well-developed and regulated program of urban and streetscape design. Urban design for light rail is primarily a matter of fitting in the design of light rail facilities – its tracks, overhead power systems, and stations – with the city’s streetscape program. In practice, this is accomplished by basing the design of the Project on the existing light rail lines already in the Downtown area, in particular the University Line along 400 South.

The following paragraphs describe the urban design approach to each section of the Project along 400 West, 200 South, and adjacent to the SLC Intermodal Hub on 600 West.

400 West

The new Gateway Center, an intensive pedestrian-oriented mixed-use development, occupies the entire west frontage of 400 West from 50 North to 200 South. A variety of urban uses occupy the east frontage of 400 West with the Delta Center being the most intensive and pedestrian-focused. Overall, the street is an important and highly-used pedestrian corridor.

Generally, the light rail trackway will follow the center of the street in the same manner as the University Line along 400 South. The urban design of the trackway will include a “low profile catenary” OCS system, using the same decorative pole designs and colors as used on 400 South (University Line) or Main Street (Sandy/Salt Lake Line). As elsewhere in the downtown, the trackway will be embedded in concrete, commonly referred to as “embedded track”. While some cities have used ballast type track in urban areas, Salt Lake City has established a standard for embedded track that applies along this Project corridor.

As along 400 South, taper medians and other residual spaces in the track right-of-way will be landscaped with ground-covering, low maintenance plantings. It is recognized that safety for landscape maintenance staff is a major concern (issues of working in close proximity to operating light rail vehicles) as is the ability of plants to survive the harsh center-street environment.

Sidewalks along 400 West will be patterned as an “80-20” ratio of concrete slab to pre-cast concrete pavers (i.e. 80% slab to 20% pavers per length of sidewalk) in a pattern to be further determined during design development. As part of this process, public artists may be involved in sidewalk design or to provide specific artworks for incorporation within the design. This involvement may constitute the “arts in transit” component of the project.

Other sidewalk components will include street trees and street lights. Trees are already provided along the west frontage of 400 South and maintained under joint-agreement by the City and the Gateway development. Lights proposed for 400 West are the standard City ornamental option known popularly as the “Cactus Light”. The option consists of a central ornamental pole (similar to the light rail catenary pole), topped with an ornamental fixture and with a secondary pair of

fixtures on bracket arms (hence the name “Cactus”, after the arms on a Saguaro cactus). Typically, the lights are spaced at seven units per standard downtown block face.

200 South

The second section of the Project runs west along 200 South between 400 West and 600 West. 200 South in this section traverses an area of intense study and active redevelopment as a growing extension of Downtown. The Gateway development occupies the northern frontage of 200 South between 400 West and 500 West, greatly enhancing pedestrian activity along the street. The blocks to the west and south are under study currently as a future “transit oriented development” (TOD) mixed-use urban district linking the existing historic Rio Grande Depot (at 300 South and 500 West) with the new SLC Intermodal Hub along 600 West. 300 South and 200 South are both key corridors serving the TOD district and linking the new Hub with the rest of Downtown. 300 South is envisioned primarily as a “walking street” lined with shops and other pedestrian-focused activities and 200 South as a combined vehicular, transit, and pedestrian corridor similar in character to 400 West.

The trackway and streetscape design along 200 South are envisioned as equivalent to that along 400 West with the following distinctions:

1. The block between 400 West and 500 West will feature sidewalks, lighting, and landscaping similar to proposed conditions along 400 West. Along the south side of 200 South, under current conditions, landscaping would be maintained by fronting property owners. To maintain urban design standards equivalent to those of existing TRAX corridors in Downtown, it may be necessary to explore higher levels of municipal support (i.e. maintenance by the Parks Department) or joint operating agreements between the City and individual or grouped property owners, as is done currently with the Gateway development along 400 West.
2. In the block between 500 West and 600 West, the “80-20” sidewalk design (see above) would be replaced by a design pattern under development as part of the ongoing TOD study and design of the SLC Intermodal Hub. This design is currently under discussion and will be incorporated in the Project design later in the design development process.
3. Street trees along 200 South will also be determined in coordination with the TOD and Intermodal Hub planning and design processes. As with median landscaping (see above), the City will provide a list of tree options with an emphasis on drought tolerance and low maintenance.

Street lighting along the whole section of 200 South will utilize the “Cactus Light” standard ornamental pole and fixtures (see above).

SLC Intermodal Hub (600 West)

The trackway will turn south from 200 South onto 600 West and terminate at a station, south of 300 South, serving the SLC Intermodal Hub. The line will run in the center of 600 West between 200 South and 300 South then transition to the west side at 300 South before entering the station. In the future the line may be extended south along 600 West, staying along the west side of the street adjacent to the existing mainline railroad corridor.

In most respects, the urban design of the trackway and streetscape along 600 West will be similar to that along 200 South and 400 West. However, many details of the streetscape (plantings,

lighting, sidewalks, crosswalks) will be developed in cooperation with the design of the Intermodal Hub and the planning of the TOD district (see above). A fundamental objective of this design will be the facilitation of pedestrian movements along 300 South between the Hub and the Rio Grande Depot and the various pedestrian movements among the different transportation modes within the Hub, including the TRAX Project, commuter rail, intercity buses, UTA buses, and Amtrak trains.

Under evolving City urban design for 600 West, street lighting will likely utilize a City ornamental standard popularly known as the “Asparagus Light”. This option is identical to the “Cactus Light” (see above) except that the bracket arm fixtures (the “cactus arms”) are omitted.

STATIONS

It is already agreed between UTA and the City that the architecture and urban design of stations along the Project (excluding the station at the Intermodal Hub) will utilize the standard design already used along the University Line and the Downtown section of the Sandy/Salt Lake Line. This design prototype is an interpretation of traditional Downtown architecture based on the exterior canopy designs of the historic building at the northeast corner of Main Street and South Temple. The design is harmonious with the City’s streetscape standards for Downtown, including the use of the “Cactus” and “Asparagus” light fixtures and the corresponding ornamental designs of the light rail catenary poles and associated hardware.

The station platform features two canopy structures with standing and sitting areas under cover and a third canopy over a short elevated platform section, termed a “Mini-High Block”, allowing wheelchair users to board trains at floor level. The architecture of the canopies is the “signature” visual feature of the stations and sets the overall urban design of the system.

Platform materials and finishes will match those of the stations along the University Line. The Sandy/Salt Lake Line stations along Main Street and South Temple utilize granite pavers as a platform surface, whereas the University Line stations feature the more economical use of patterned concrete. This quality of finish is deemed acceptable for the Project stations and compatible with the urban design standards for the sidewalks.

It is recommended that these streetscape, trackway, and station design standards be incorporated into the Project so that it will blend in completely with the other light rail lines in Downtown, the Sandy/Salt Lake Line and the University Line. The result will be a transit system and street network that “reads” as a whole in terms of visual design and urban beautification. This sense of visual unity works to the advantage of both UTA and the City. For UTA, transit riders are best served by a system that is universally recognized and thus easily understood and used. For the City, unifying visual design will go far to extend the sense of Downtown into the areas west of 400 West that are currently moving from old industrial uses to new mixed-use communities of vibrant residential, commercial, recreational, and institutional opportunities.

OVERHEAD CONTACT SYSTEM

There are three different overhead contact systems used in the light rail industry; all three have been used within Salt Lake City. The three types are full-depth (standard) catenary, low-profile catenary, and trolley wire.

A full-depth catenary system involves two wires, a messenger wire (top wire) and a contact wire (bottom wire) supported by poles spaced approximately 180’ to 210’. The minimum gap between

the two wires is approximately 17-inches. In Salt Lake City, this type of system is used between 2100 South and 1300 South on UTA's Sandy/Salt Lake Line.

A low-profile catenary system also involves two wires but has a narrower pole spacing of 120' - to 160' maximum. The minimum gap between the two wires is 3-inches. This type of configuration is used in Salt Lake City on 200 West, 700 South, and all along the University light rail line. There are approximately 6 poles required per block.

Trolley wire involves only one wire but has a reduced pole spacing of 80' – 100'. The trade-off with a trolley wire system is that only one wire is suspended but the number of poles required is substantial. There are approximately 9 poles required per block. This type of system is used on Main Street and South Temple.

Based on consensus within UTA and Salt Lake City, the value of fewer wires is less significant than fewer poles. For this reason, a low-profile catenary system is recommended for the Project.

OVERHEAD CONTACT SYSTEM SUMMARY

- A low profile catenary system is recommended for the Project.

APPENDIX

PUBLIC COMMENTS

TRANSPORTATION ADVISORY BOARD

COMMUNITY COUNCILS

APPENDIX

MAYOR'S BICYCLE ADVISORY COMMITTEE

PLANNING COMMISSION

UTA'S CONFIGURATION CONTROL COMMITTEE

November 22, 2005

Salt Lake City Planning Commission
City & County Building
451 South State Street
Salt Lake City, Utah 84111

Re: UTA's position regarding TRAX station alternatives for the TRAX Connection

Dear Commission Members:

In the process of planning for the UTA TRAX connection from the Delta Center to the Intermodal Hub along 400 West, 200 South and 600 West, UTA and Salt Lake City jointly undertook an analysis to evaluate alternative solutions to several design issues related to the project. As part of the study, alternative TRAX stations were considered along 400 West and 200 South, see Figure 1. Based on the results of that analysis, UTA has concluded that one station on 200 South between 400 West and 500 West is preferred over the alternative of two stations with one on 400 West and one on 200 South. The UTA preference for a single TRAX station is based upon findings summarized in the attached table and discussed in the remainder of this letter.

Station Alternatives

- **Two Stations** – One station would be located in the center of the tracks on 400 West just south of 100 South (125 South), see Figure 2. The second station would be located in the center of the tracks on 200 South just west of 500 West (525 West). The Terminal Station for the TRAX Connection would be just south of 300 South on the west side of 600 West.
- **Single Station** - Three possible locations were considered for a single station on 200 South. Two of the location options for a single station are at approximately the mid point between the Intermodal Hub and the Delta Center, see Figure 3. These two single station options are in the middle of 200 South at 460 West and 475 West. The third option for a single station on 200 South is the same as the 200 South station for the two-station option located at 525 West.

Parking

Construction of a single station at the three possible locations on 200 South would reduce the number of available parking spaces as follows:

- Station at 460 West – 107 spaces
- Station at 475 West – 127 spaces
- Station at 525 West – 102 spaces

Construction of two stations at 125 South 400 West and 525 West 200 South would eliminate a total of 112 parking spaces.

Intersection Level of Service (LOS)

Based on traffic operations analysis, all intersections are forecast to operate at LOS D with either one or two stations. The amount of delay at the 200 South/400 West intersection is slightly higher with two stations compared to a single station on 200 South.

Impact on Public and Private Utilities

The impact on public and private utilities along 200 South is about the same for a single station between 400 West and 500 West compared to the station that would be built west of 500 West with two stations. Constructing a station on 400 West has impact on both public and private utilities that would not occur with a single station on 200 South.

Impact on Preserving 500 West Right-of-Way

For the two-station alternative, one station would be at 125 South 400 West. The second station would be at 525 West 200 South, see Figure 2. The station at 525 West 200 South would be west of the 500 West ROW line and therefore preserve all options for ROW width along 500 West. This would also be true if the station at 525 South 200 West were constructed as the single station for the TRAX Connection.

If a single station is located east of 500 West on 200 South it would be constructed so that the west end of the station platform is located at the east property line of 500 West, see Figure 3. The location of the east ROW line on 500 South is dependent on whether the existing intersection is preserved, or the intersection is widened to allow for a wider cross section of 500 South. If the single station were constructed at the existing intersection of 200 South and 500 West (475 West), the east end of the platform would be accessed by a crosswalk that lines up with the west sidewalk of Rio Grande (455 West). This option would preclude widening the existing ROW by 66 feet to provide the 198-foot ROW for 500 West. A single station at 475 West 200 South is the station location preferred by UTA.

If the decision is made to revise the intersection to achieve the planned 198-foot ROW for 500 West, the ends of the platform would be moved 66 feet to the east. Under this option, a cross walk would be provided just east of Rio Grande that would traverse the station rather than being located at the east end of the platform. Either scenario would

provide a single station that is not in conflict with the existing or widened ROW for 500 West.

Land Use/Walking Distance to TRAX Stations

One element of the study was to examine the land use walk access within ¼ mile of TRAX stations for each alternative. Based on results of the analysis, a single station on 200 South provides the best overall coverage for land use walk access to TRAX stations without significant overlap of the ¼ mile walk access zones. One area of future development is the block along the east side of 400 West between 100 South and 200 South. This entire block is within ¼ mile walk distance for a single station as well as for two stations. The difference of about 600 feet in walk distance for this block between a station on 400 West and a station on 200 South is not likely to result in significant development potential for the block. Furthermore, depending on the type of development, developers may prefer a station in an adjacent block rather than immediately in front of the development.

Station Spacing (Distance Between Stations)

The average station spacing with a single station is 1,985 feet compared to a station spacing of 1,205 feet with two stations. Although it may appear that closer station spacing would provide better land use access, the zigzag alignment along 400 West, 200 South and 600 West offsets the potential benefits gained by closer station spacing.

TRAX Ridership Potential

An important objective for UTA in all of its programs is to maximize ridership on the light rail transit system. Potential ridership on the TRAX Connection and future economic development is related to walk access to stations along the alignment. As part of the study, a graphic was prepared that compared walk access within ¼ mile of TRAX Connection for either one or two stations. A copy of the walk access analysis graphic is attached to this letter, see Figure 4.

As illustrated in the graphic, there are two small areas on the east side of the TRAX Connection where there is a difference in ¼ mile walk access for the two options being considered. For the block on the east side of 300 West between 100 South and 200 South, there is an area where better access is provided with two stations. On the other hand, walk access within ¼ mile is diminished under the two-station scenario for the block bounded by 300 South, 400 West, 400 South and Rio Grande. The net difference in potential ridership for these two locations combined is minimal. Therefore, there is little potential difference in ridership from these two blocks with one station compared with two stations.

To the northwest of the TRAX Connection, there is an area in the graphic extending from 200 South and 700 West to 50 South and 500 West. In this area, two stations provide better walk access within ¼ mile than would be provided by a single station. The

southwest portion of this area is the current location of the UTA Central bus maintenance facility. The northeast area has existing development that will likely change over time. Constructing a station on 200 South to the west of 500 West for two stations rather than to the east of 500 West for a single station is not likely to have a significant positive effect on potential ridership attracted to the TRAX Connection from this area.

UTA therefore concludes that there is minimal ridership benefit or economic development potential to be gained by having two stations compared to a single station on 200 South.

Capital and O&M Cost

The capital cost for two stations is higher by approximately \$1 million compared to constructing a single TRAX station. Additionally, the annual operation/maintenance cost is about \$150,000 higher with a second TRAX station. Finally, the second station adds approximately 30 seconds to the 5-minute trip between the Intermodal Hub and downtown Salt Lake City.

Summary and Conclusions

In summary, UTA prefers a single station on 200 South for the TRAX Connection because of lower impact on utilities, lower capital and operation costs and less delay compared to constructing two stations. A single station on 200 South provides the best overall coverage for pedestrian access to TRAX stations within the established standard of ¼ mile walking distance. Because the two stations on the TRAX Connection would slightly shorten walk access for only a few future development areas, the minimal increase in TRAX ridership would not justify the capital and operating cost of the second station.

UTA is committed to working with the City on this important project in order to provide significantly improved public transit access via the TRAX Connection from the Delta Center to the Intermodal Hub. This Connection is an important link to commuter rail which will provide high quality access in the near future from Salt Lake City to Weber, Davis and Salt Lake Counties. Additionally, the TRAX Connection will support and enhance transit oriented development along the Connection and in the area surrounding the Intermodal Hub.

Sincerely,

John M. English
General Manager/CEO
Utah Transit Authority

Single TRAX Station Table Summary

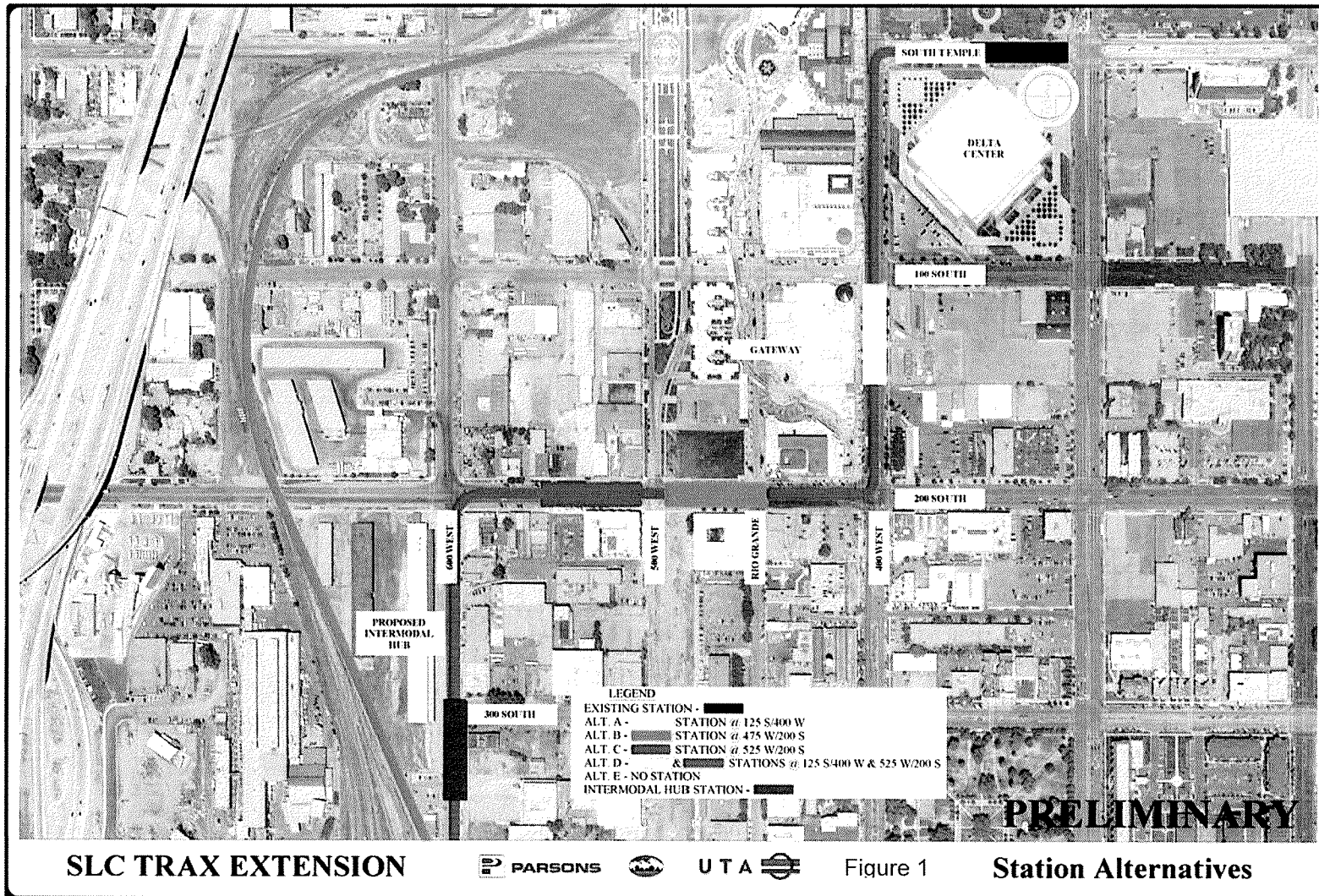
Evaluation Factor	Single Station on 200 South	Stations on 400 West and 200 South
Number of parking spaces impacted	460 West – 107 475 West – 127 525 West - 102	125 South - 112
Intersection Level of Service	Acceptable LOS (D or above) for all intersections	One intersection with slightly lower LOS
Impact on Public Utilities	Avoids station impact on utilities in 400 West	More impact resulting in higher cost
Impact on Private Utilities	Avoids station impact on utilities in 400 West	More impact resulting in higher cost
Impact on preserving 500 West right-of-way	May affect ability to preserve ROW	No impact
Land Use/Walking Distance to TRAX stations	Best overall coverage without significant overlap of ¼ mile walk access to stations	Slightly shorter average walk distance but significant overlap of ¼ mile walk access
Station spacing (distance between stations)	1,985 feet	1,205 feet
TRAX Ridership Potential	Walking distance to future development within ¼ mile of a station	Additional area within ¼ mile of a station not likely to be sufficient to justify additional station
Capital cost	Lower cost	Added cost of approximately \$1 million for 2 nd station
TRAX operation & Maintenance Cost	Lower cost	Increased cost of approximately \$150,000 annually due to 2 nd stop
Travel time from CBD to commuter rail	Trip time of approximately 5 minutes	Additional delay of approximately 60 seconds due to stop at 2 nd station

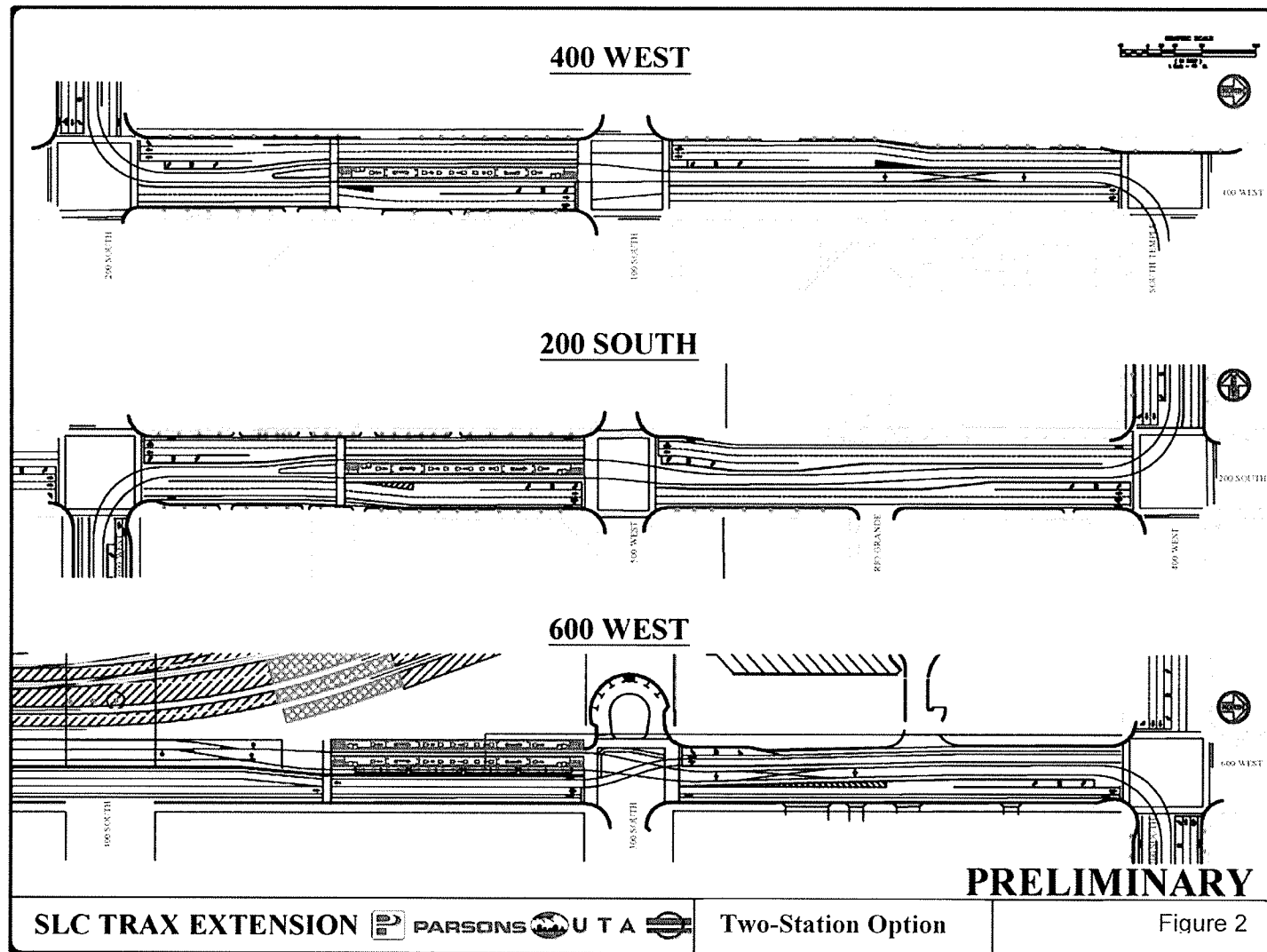


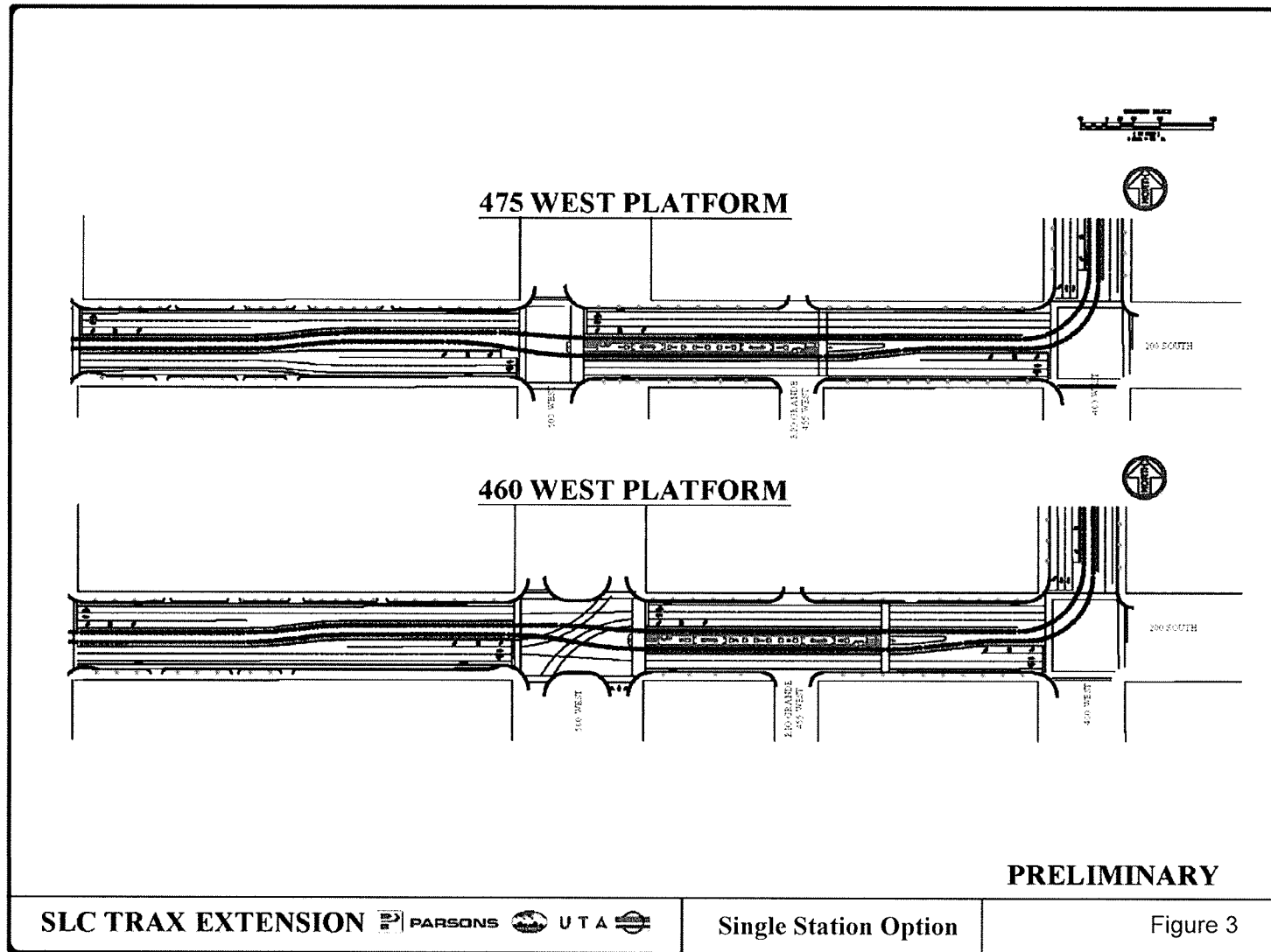
UTAH TRANSIT AUTHORITY
Salt Lake City, UT 84119

3600 South 700 West

TEL 801-262-5626





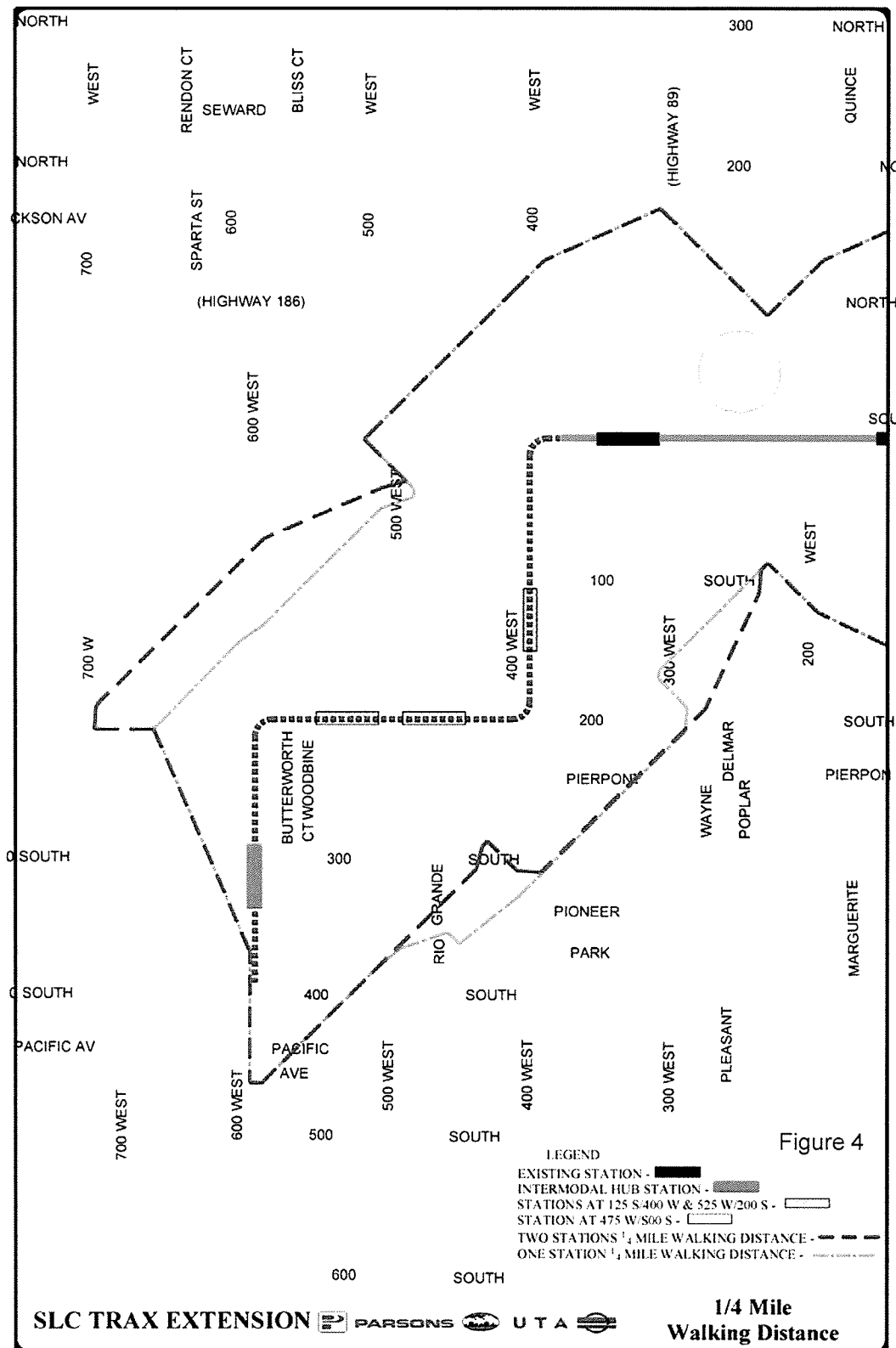




UTAH TRANSIT AUTHORITY
Salt Lake City, UT 84119

3600 South 700 West

TEL 801-262-5626





FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

To: Jake Boyer, Boyer Company
From: Dave Goeres, Ryan Hales, David Thompson
Date: November 23, 2005
SUBJECT: TRAX EXTENSION TRAFFIC SUMMARY *F&P#: 1882-4*

Background

Fehr and Peers served as the traffic consultant for the TRAX Extension Project. This project involved the evaluation and design of the TRAX extension from the existing Utah Transit Authority (UTA) TRAX terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at 300 South on 600 West. The TRAX extension route and a proposed station on 400 West were previously approved in two separate environmental documents. The 400 West portion was approved in the West/East Light Rail Project Final Environmental Impact Statement (FEIS), completed in 1999. The FEIS also approved a single station at 50 South 400 West, northwest of the existing station at the Delta Center. The 200 South and 600 West portions of the TRAX line were approved in the Intermodal Hub Environmental Assessment (EA) completed in May 1998.

The analysis completed by Fehr and Peers focused on four key areas of design of the proposed TRAX Extension:

- the track location;
- station location(s);
- the configuration of light rail alignment at the Intermodal Hub (600 West);
- and the streetscape design to be used along the project corridor.

The process and results of these analyses were provided to the design team and Salt Lake City in the *Traffic Operations Report* dated June 28, 2004

Stations Locations and Traffic

As part of this study, Fehr and Peers completed the traffic analysis for different station location scenarios. Nearly every feasible location for a station along the corridor was reviewed during the station location analysis. Following a screening process, a more detailed analysis was conducted for four alternatives:

- No Stations along the alignment
- One station at 460 West/200 South;
- One station at 475 West/200 South; and
- A dual station alternative with stations at 125 South/400 West and 525 West/200 South.

An additional scenario was proposed for evaluation during the study. This alternative would accommodate northbound vehicles on 400 West, to turn left across the TRAX alignment into the Summer Parking entrance. This movement would be provided by means of a signal located on 400 West, at approximately 150 South. This alternative is only feasible if a one station alternative is selected, because

constructing a TRAX station on 400 West will block this potential access. The Summer Parking access signal will stop only southbound traffic on 400 West, while northbound through traffic will free-flow to the 100 South intersection.

The traffic evaluation in this study used *Synchro/SimTraffic* and *VISSIM* software to simulate more realistic traffic and transit conditions and to obtain more accurate results for each of the intersections. In addition to the analysis, F&P developed visual simulations (movies) of the alternatives. The conditions for the existing, future no-build, and future build scenarios, were presented in the report, and summarized in Table 14. (Provided as a copy to this memo.) The table provides the Level of Service (LOS) and average delay per vehicle for each scenario.

Results

The results of the analysis revealed that each of the station alternatives can be designed to mitigate traffic operations to the generally accepted LOS D criteria standards. The critical intersection along the alignment is 200 South at 400 West. This intersection has the heaviest volume of traffic, and the TRAX alignment turns at this location.

Of all the alternatives, the single station on 200 South alternative provides the best traffic conditions at this critical intersection, LOS D with 37.7 seconds of delay per vehicle.

The two station alternative provides acceptable LOS D conditions (45 seconds) at the critical intersection. *"The 200 South intersection remains at LOS D, with some additional delay. Again, the southbound left-turn at 200 South incurs delay in a shortened storage lane, which increases delay at this intersection."* (June 28, 2004 report). The concern for traffic operations at this critical intersection is that if traffic grows beyond projected volumes, the short (75') southbound left turn storage lane on 400 West at 200 South will more rapidly be overwhelmed with traffic, which may more rapidly deteriorate the traffic conditions at the intersection.

The alternative with a single station on 200 South and the left-turn access on 400 West into the Summer Parking provides acceptable LOS D (46 seconds) traffic operations at the critical intersection, and fully acceptable LOS B (11 seconds of delay) at this new intersection. This alternative is planned with a longer (175') southbound left turn storage lane on 400 West at 200 South, which will better serve this critical intersection. (Parson preliminary design sheets for Open House)

Salt Lake City
Hub TRAX Connection
Boyer Summer Parking Left Turn Criteria
23 November 2005

F&P Review and comments 21 November 2005.

The following responses to these questions are based on the evaluation completed for the TRAX extension by Fehr and Peers during the Preliminary Design and approval phase.

The traffic evaluation for the TRAX extension showed the following results.

The best alternative for traffic operations along the 400 West Corridor (100 South to 200 South) was the No Station on 400 West scenario.

The next best alternative was the NB LT into Summer Parking.

The second worst alternative was the 2 Station, no 150 South Pedestrian Crossing.

The worst alternative was the 2 Station, 150 South Pedestrian Crossing.

The following criteria are to be addressed as part of the evaluation of the northbound to westbound left turn from 400 West in the Summer Parking facility at Boyer's Gateway development.

1. TRAX operations should be assumed at busiest possible schedule which would be 5 min headways in one direction. This should be modeled to appear as a train passing the left turn in question every 2 ½ minutes (one from each direction).

Existing TRAX VISSIM model was completed with 15 minute headways, trains passing in opposite directions at 7.5 minutes for all scenarios. This is the minimum headway currently operated on either the N-S or University Line. We are unaware of any increased operation / decreased headway that UTA is planning for the extension. Any further decrease to 10 min or 5 min headways, as suggested here, will create operational issues on the lines elsewhere in the system. If this increased TRAX frequency is requested for this scenario, all other previously evaluated scenarios should be recalibrated, since none were conducted with these operational conditions.

2. The signal at 150 South should operate allowing left turns in a protected phase only, requiring stop of southbound traffic. The signal would be pre-empted to give priority to TRAX movements.

The evaluations to date have used this configuration. The results were provided in Table 14 of the report.

3. No left turns out of the parking garage will be allowed.

The evaluations to date have used this configuration. The results were provided in Table 14 of the report.

4. Number of traffic lanes should not change.

Two through lanes are provided on 400 West in all scenarios. Appropriate turn storage lanes are provided in each scenario. The results are provided in Table 14 of the report.

Our previously stated concern with the selected, 2 station scenario is the short SB LT at 200 South on 400 West. This short (75') storage lane may more rapidly be overwhelmed with traffic, which may more rapidly deteriorate the traffic conditions at the intersection than any of the other scenarios.

5. Traffic level of service and delay time of adjacent intersections (400 West/200 South and 400 West/100 South) should be analyzed along with the left turn into the Summer Parking to determine whether they operate relatively the same as without the left turn; and no or little delay to TRAX service.

The evaluations to date have shown that the left turn into the summer parking operates at LOS B (11 seconds delay per vehicle) while maintain LOS D (46 sec/veh) at the critical 400 West / 200 South intersection. Since all of the scenarios were run with TRAX Priority, no delays were allowed for the TRAX in any scenario.

6. Traffic analysis should consider that the left turn into the Summer Parking garage is not a free flow movement and that it is impacted by the location and traffic implications of the parking ticket machines inside the parking garage.

The signal into Summer Parking was operated at 1/2 cycle (45 seconds) of the other main intersections. This cycle length allowed 6 vehicles to cross the TRAX line during the 12 seconds of green time. These 6 vehicles need to be accommodated in the receiving lanes of the parking garage.

7. Traffic analysis should utilize the same basic assumptions used in the traffic analysis done for the TRAX extension project and match the same future year 2020 conditions.

The evaluations to date have used this configuration. The results were provided in Table 14 of the report.

8. Traffic analysis should consider the operation of this left turn signal with and without an associated east/west pedestrian crosswalk. The east/west pedestrian crosswalk must be located as close to mid-block (150 South) as possible.

The evaluations for the Summer Parking signal did not provide a pedestrian crossing at 150 South. A pedestrian crossing at this location is not recommended because it detrimentally affects the operations of 400 West. Both NB and SB traffic has to be stopped to

allow pedestrians to cross. Pedestrian activity currently is and will be sufficiently accommodated at 100 South and 200 South. The only scenario that included the pedestrian crossing was the two TRAX station scenario. This was requested to provide access to the end of the station platform. This two station scenario provided the worst traffic conditions along the study corridor. 400 West / 200 South intersection remained LOS D, but increased average delay to 50.4 seconds. Additionally, the 400 West / 100 South intersection increased delay to LOS D (38.1 seconds).

9. Impacts of right turning vehicles into the Summer Parking and stopping pedestrians on the sidewalk during the left turn phase must be included in the analysis.

A pedestrian crossing signal will be installed to prevent pedestrian crossing of the garage entrance throat during the Left Turn green phase time. Right turning vehicles will be stopped by the SB signal on 400 West, and yield to LT vehicles, as at all signalized intersections.

10. Traffic analysis must include recommendations on how to address potential problems, such as left turning vehicles backing onto the sidewalk, into the street and over the TRAX lines, if the modifications to the Summer Parking ticketing system do not produce the desired results of allowing adequate stacking and movement into the parking garage.

The modifications to the summer parking will be designed and tested to accommodate the left turn vehicles. As with all existing signals and intersections, a malfunction in the signal is typically accommodated by other drivers yielding to the conditions.

11. Traffic analysis should estimate how many vehicles will actually be able to access the Summer Garage by using the protected left turn. This should be expressed as a share of the total vehicles accessing the Gateway parking facilities, and as a share of the total accessing the Summer parking garage through the 400 West driveway. These figures should be provided both in absolute numbers and percentages of the total.

The Boyer Company conducted parking counts at their garages. The counts revealed 555,000 cars enter the 400 West entrance annually. Using the highest quarterly count of 126,500 approximately 1,400 cars per day use this entrance. From the counts, approximately 65% of the entering vehicles approach from the south, and would therefore use the new protected left turn signal. Based on these counts and distribution, about 915 vehicles per day would use the new signal.

The signal timing at the Summer Parking was modeled at a 45-second cycle. This provides 80 cycles in a one-hour period, with 6 cars using the green time each cycle. At full capacity this signal could provide the protected left turn movement into the summer parking for 480

vehicles per hour. This capacity will not be fully utilized, and the 900+ vehicles will easily be accommodated in the signal timing.

12. The study should include an estimate of all costs necessitated by the installation of a traffic signal at this location. The base case for this analysis should be the assumption of a center-running TRAX line, double-tracked, on 400 West, without a station or any provisions for a future station. The estimate should include all traffic signal equipment, semaphores, controllers, conduit, electrical power supply, startup, testing and programming, along with the ongoing costs of power supply and signal phase evaluation and adjustment for the initial 5 years of operation. The estimate must also include mitigation work to adjacent properties. This mitigation work includes narrowing the sidewalk in front of Dakota Lofts along 400 West (including reconfiguring their existing access stairs and potentially reconfiguring their business entries), reconfiguring the sidewalk at the southeast corner of the 400 W 200 S intersection, and potentially reconfiguring the truck-loading access to the Utah Paper Box property on 400 West.

Installed full signal systems at intersections cost approximately \$125,000. The Summer Parking, Left turn signal is at most a ½ signal, controlling only SB and NB LT vehicles. However, the control must include coordination with the Transit Priority signal system, so the \$125,000 estimate is appropriate.

Other widening / narrowing costs must be added.

Though this alternative (based on preliminary plans submitted in 2004) does propose narrowing sidewalks by 3.5 feet on the southern half of the east side of 400 West, it provides a longer SB LT pocket at 200 South, which improves the operation of this intersection over the 2 station alternative. Also, the alternative provides parking on the northern half of the east side, which the two station alternative does not.

Sidewalks on both sides of 400 West, the intersection sidewalks, 400 West parking and truck access to the Paperbox will be reconfigured during the TRAX construction, regardless of the selected alternative.

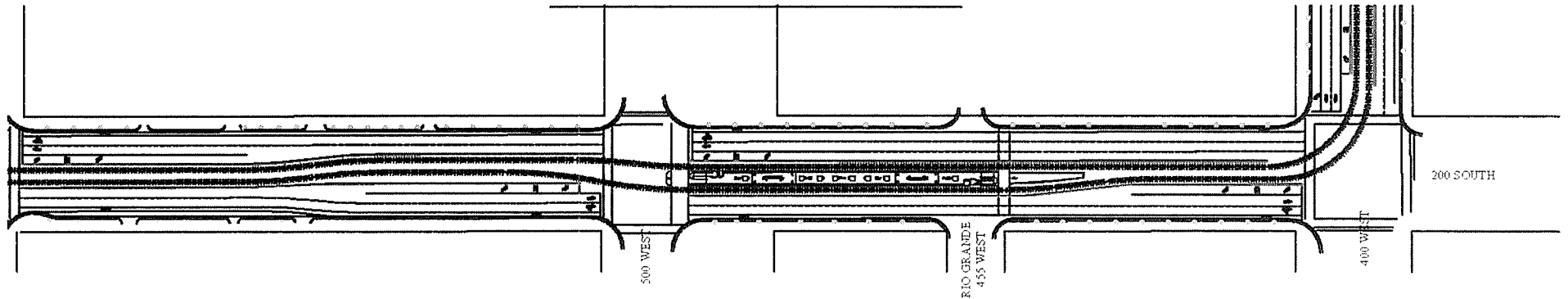
13. The study should calculate the cost per vehicle admitted to summer parking by way of the left turn phase, and evaluate the cost effectiveness of this solution.

Signal Cost ~ \$125,000

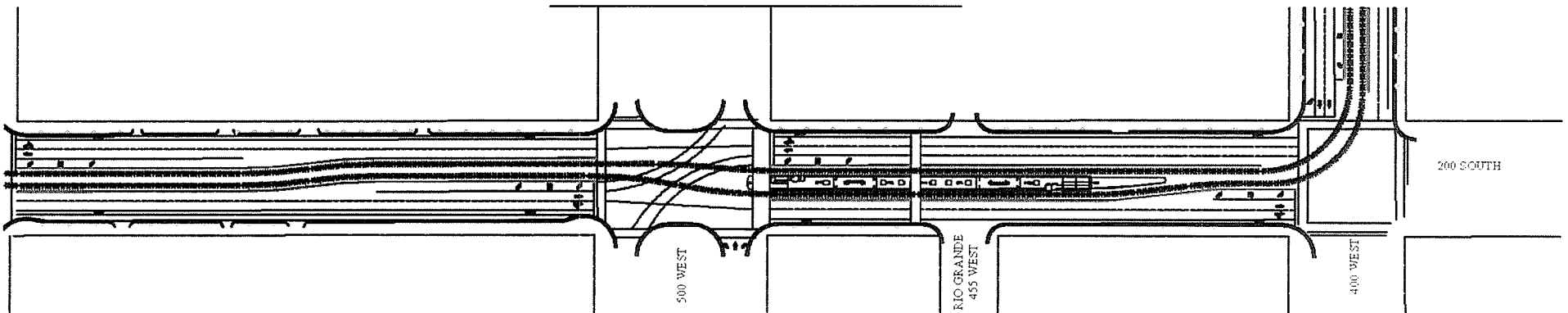
Vehicles using the signal ~ 360,000 annually.



475 WEST PLATFORM



460 WEST PLATFORM



PRELIMINARY

Rockwood, Cindy

From: Dansie, Doug
Sent: Wednesday, November 30, 2005 2:05 PM
To: Rockwood, Cindy
Subject: FW: Station Spacing

From: Harpst, Tim
Sent: Wednesday, November 30, 2005 2:02 PM
To: Guy-Sell, Mary; Dansie, Doug; Baxter, DJ; 'rjackson@uta.cog.ut.us'
Cc: Young, Kevin
Subject: RE: Station Spacing

More precisely, 660 foot long blocks with 132 foot right-of-way = 792 feet per block and one intersection

Timothy P. Harpst, P.E., PTOE

Transportation Director

Salt Lake City Transportation Division Phone: 801 535-6630

349 South 200 East, Suite 450 Fax: 801 535-6019

Salt Lake City, Utah 84111 email: tim.harpst@ci.slc.ut.us

From: Guy-Sell, Mary
Sent: Wednesday, November 30, 2005 1:53 PM
To: Dansie, Doug; Baxter, DJ; Harpst, Tim; rjackson@uta.cog.ut.us
Subject: Station Spacing

All –

SLC's blocks are approximately 800 lf from center of street to center of street. In UTA's letter to the Planning Commission, they stated that the average distance between stations (single station scenario) is 1985 feet. That is not correct. The distance between the Delta Center station and Hub station is 4800 lf (800 x 6). On average, a single station would then be spaced 2400 lf from either station. The 475 West station is actually 2800 lf from the Delta Center and 2000 lf from the Hub station. UTA further stated that the station spacing for the two station scenario is 1205 feet. That is not correct. The station spacing is 1600 lf (800 x 2).

Thank you,

11/30/2005

Rockwood, Cindy

From: Dansie, Doug
Sent: Wednesday, November 30, 2005 2:03 PM
To: Rockwood, Cindy
Subject: FW: TRAX stops at Gateway

From: Seth Jarvis [mailto:SJarvis@slco.org]
Sent: Wednesday, November 30, 2005 1:53 PM
To: Dansie, Doug
Cc: dhilke@childmuseum.org; abutler@childmuseum.org; Chris Crowley; Erin Litvack
Subject: TRAX stops at Gateway

Doug,

I've been doing more thinking about the implications of the one-stop vs. two-stops options for the TRAX line between the Delta Center and the new Intermodal Hub.

Schools are having an increasingly difficult time getting busses for their field trips. Both the costs of maintaining the busses, and now the high cost of diesel fuel, is forcing more and more schools to forego field trips for their students.

The two-stop option, with a TRAX stop at 125 South 400 West, would allow students from all over the Wasatch Front area to take public transportation to the heart of the Gateway, within easy reach of both the Clark Planetarium and the new Children's Museum of Utah.

The one-stop option's TRAX station at 200 South & Rio Grand is probably beyond most teacher's willingness to "herd" students and therefore limits the attractiveness of public transportation for school groups.

The planetarium and the Children's Museum would lobby UTA to offer discounted mid-day (when ridership is low) fares for school groups to reach our facilities. This would get young people introduced to taking public transportation, as well as allow cash-strapped schools to offer their students opportunities for field trips that would otherwise be unavailable to them.

This to me is all the more reason to select the two-stop option for extending TRAX from the Delta Center to the new hub.

Please pass this suggestion along to whomever you think is appropriate, and don't hesitate to get in touch with either myself or D.D. Hilke, Executive Director of the Children's Museum of Utah about this subject.

Thanks for your attention and best regards,

Seth Jarvis, Director
Clark Planetarium

11/30/2005

Rockwood, Cindy

From: Dansie, Doug
Sent: Wednesday, November 30, 2005 10:31 AM
To: Rockwood, Cindy
Subject: FW: Trax Stations

From: Larry Blunk [mailto:larryblunk@hotmail.com]
Sent: Wednesday, November 30, 2005 10:27 AM
To: Dansie, Doug
Subject: Trax Stations

Doug, I would like to express my desire that only one station be built for the Trax ext. to the hub. Traffic in the area can be bad as it is, but with adding the second station, I think it would only add to the problem. People can walk a short distance to catch Trax on Second South, or the Delta Center.

I'm aware of the Mayors standing on this issue, and respect him and his opinion, but I work in the area, and feel one station is more logical, and cheeper!

Regards, Larry Blunk 1757 Park Street, SLC, UT. 84105 801-466-3430

11/30/2005

Rockwood, Cindy

From: Dansie, Doug
Sent: Wednesday, November 30, 2005 1:41 PM
To: Rockwood, Cindy
Subject: FW:

From: Julie [mailto:julie.steinmetz@comcast.net]
Sent: Wednesday, November 30, 2005 12:30 PM
To: Dansie, Doug
Subject:

Hi I am a real estate agent who works at Urban Utah Homes and Estates. I also have clients who live in the Dakota loft building. I wanted to express my opinion on the topic of two Trax stations within one block of each other and location.

I am opposed to TWO stations, mainly because:

1) All parking spaces where a TRAX station will be located on a street would be eliminated. We have NO guest parking at the Dakota as it stands, now. Parking is a challenge in that vicinity for most business down there anyway.

2) It heard it is possible that all the trees will be taken out on the west side of the Dakota building. We desperately need the trees and the shade. In fact we could use more down there.

3) The noise level, for those who live and work at the Dakota will become more intense, part of the package of living downtown, nonetheless needs to be considered. There are 'computer voices' announcing when trains are coming and going from the station, and the brakes create noise on the stops and turns. I feel that there needs to be

Considerable thought into where you decide to place the station of all those involved in that area.

Thank you
Julie Steinmetz

Julie Steinmetz
Urban Utah Homes and Estates
380 West 200 South suite 104
Salt Lake city, Utah 84101
801-455-9144
julie@urbanutah.com

11/30/2005

Dansie, Doug

From: SHANEANEWMAN@aol.com
Sent: Wednesday, November 30, 2005 5:06 PM
To: Dansie, Doug
Subject: ONE station @ The Gateway is MORE than enough

We already have the station @ The Delta Center.

It would make the most sense to build the station on the South Side of Biaggi's in front of the Homeless Shelter.

11/30/2005

THE DODO RESTAURANT
CANYON CULINARY, INC.

TO: Mary Guy-Sell FAX: 535-6331
COMPANY: PHONE:
FROM: Katie DATE 11-30-05
RE: PAGES (INCLUDING COVER): 2

[illegible]

Nov 30 03 03:33P THE DODO RESTAURANT 0011000011 P-1

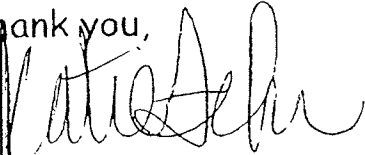
November 30, 2005

To whom it may concern,

The Dodo Restaurant at the Gateway Mall supports 2 stops in our area. One being on 400 West and the other on 200 South.

Please use this letter as our vote as we can not attend the meeting.

Thank you,



Katie Fehr
The Dodo Restaurant
Manager

HUMPHREY YOGART

GATEWAY CENTER
175 So. Rio Grande Street
Salt Lake City, Utah 84101
(801) 456-0050
(801) 274-1595 Fax

FAX TRANSMITTAL

Phone: (801) 456-0050 Store Location
(801) 456-0051 Store Fax
(801) 277-2748 Main office
(801) 274-1595 Main office fax

TO: Mary Guy-Sell

FAX NO. 801-535-6331

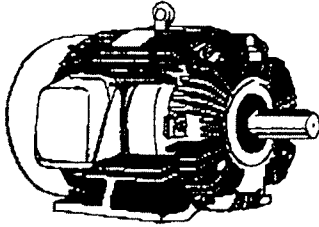
DATE: November 30 2005

ATTN: Mary Guy-Sell

FROM: TRANS Wierthen

Message: In regards to the projected extension
to the UTA Trax Line myself and the
owner, Tony Ferrante, would like to see
the two stations be built
Thank you'

Total number of pages including this cover sheet 1



THOMAS ELECTRIC COMPANY

Established 1915

549 West 200 South

Salt Lake City, Utah 84101

Phone (801)-363-8817 • Fax (801)-363-8818 • Toll Free (800)-369-5332

Date: 11/30/05

To: Salt Lake City Planning Commission

From: Richard Thomas

Re: Public Hearing - Petition - Intermodal Light Rail Extension

I would like to submit the following comments concerning the proposed additional Trax stops.

1. The two station alignment means that I will be able to go out my front door and walk approximately 750 feet, which takes about 3 minutes, and board the light rail at the Intermodal Hub. If I'm feeling lazy, I can instead walk east approximately 360 feet, which takes a minute and forty seconds and board the light rail at 500 West. If I'm in the mood for some real exercise, I can walk past the 500 West stop and catch the light rail around the corner on 400 West, approximately 2 minutes further on from the 500 West stop. Imagine having three light rail boarding choices within six minutes of our front door. If you want to count the Delta Center station, there will be 4 Trax stops within 9 minutes of leisurely walking distance. I think it is safe to say that a person could walk from the Intermodal Hub to the Delta Center in less time than it will take to ride Trax. Isn't this overkill?

2. But we are planning for the future, the planners have said. We will see an increase in density that we will justify this infrastructure. This month marks my 30th year at Thomas Electric. In 30 years, the only increase in density along 200 South that we have seen is the result of the Gateway project and Bridges apartment building, all in the last 5 years or so. Many of the limits to growth in the neighborhood apply today that have always applied. A careful study of property ownership in the area leads one to the conclusion that aggregation of small parcels into large parcels is very unlikely to happen anytime soon. With the exception of the Phil McCarthey property, the remaining parcels between the Delta Center and the Intermodal Hub are unlikely to result in large projects being developed anytime soon, if ever. Current zoning allows for buildings that have a maximum height of 40 feet. Density improvements from infill will be limited and slow to occur. Why spend over a million dollars more and over a hundred and fifty thousand a year to maintain an extra Trax stop that can't be justified by the numbers now or any time in the foreseeable future.

3. For an assortment of reasons, virtually no one wants the two stop alignment. UTA does not, the owners of Gateway do not, most of the property owners and business owners do not, and even most of the members of the city council do not. From my point of view, as the owner and operator of a business on 200 South, the Trax extension with a stop between 500 and 600 West will create traffic and parking problems that we may not be able to overcome. Why is the Mayor's office pushing this? Months ago, when I attended an open house and learned of the two-stop proposal, I suggested to the folks involved in this planning that they put away their maps and planning circles temporarily and walk the neighborhood between the Intermodal Hub and the Delta Center. Perhaps they could get a feel for the neighborhood by so doing. Perhaps they could discover that four stops within 12 minutes walking distance wasn't so smart after all. The Main Street environment has proved that, even if you build it, they still might not come. I would hope that each person voting on this has taken the time to walk the route between the Delta Center and the Intermodal Hub and is not basing his or her decision on maps and circles. Second South is not Main Street. With the present zoning it never will be, and because of that there will be less density. I hope that common sense may play a role in your decision.

4c. Agenda

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, November 30, 2005, at 5:45 p.m.**

The Planning Commissioners and Staff will have dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting is open to the public for observation.

1. **APPROVAL OF MINUTES FROM WEDNESDAY, November 9, 2005.**
2. **REPORT OF THE CHAIR AND VICE CHAIR**
3. **REPORT OF THE DIRECTOR**
Briefing of Northwest Quadrant Master Plan Timeline and process (*Everett Joyce*)
4. **PUBLIC NOTICE AGENDA – Salt Lake City Property Conveyance Matters** (Karryn Greenleaf at 483-6769 or karryn.greenleaf@slcgov.com; Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com):
 - a) Salt Lake City Public Utilities and Murray City conducting business in relation to the UTOPIA project – Murray City is requesting that Public Utilities issue standard utility permits to allow telecommunication lines to cross the City owned property of the Jordan and Salt Lake City and Canal, at two locations within the City of Murray, Utah. The locations are approximately 7200 South 500 East and 7500 South 500 East and the crossings are requested as part of the UTOPIA project and may be either underground or aerial in nature. The Public Utilities staff intends to approve the standard utility permits as requested.
 - b) Draper City and Salt Lake City Public Utilities Department – Draper City is requesting that Public Utilities issue standard utility permits allowing bridge structures over, and utilities under, the Jordan and Salt Lake City Canal at two locations. The locations are located at 13600 South Dahle Way and 12400 South 111 West. Additional permits will be issued to each utility as separate entities. The Public Utilities staff intends to approve the bridge crossing and standard utility permits as requested.
 - c) Wathen Construction and Salt Lake City Public Utilities – Wathen Construction is requesting the realignment of an existing waterline easement. The realignment of the waterline easement at 2400 East Oakcrest Lane is necessary to facilitate development of the property. The old easement will be vacated in exchange for a new easement alignment. This location is in Cottonwood Heights City. The Public Utilities staff intends to approve the requested easement realignment.
5. **PUBLIC HEARINGS**
 - a) **Petition No. 400-04-52** – Salt Lake City and the Utah Transit Authority (UTA) are jointly working to connect the existing terminus of the light rail line at the Delta Center, located at approximately 350 West South Temple, to the Intermodal Hub located at 300 South 600 West. The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by the Spring of 2008 to coincide with the opening of commuter rail service at the Intermodal Hub. The route of the light rail extension will be along 400 West, 200 South, and 600 West. The Salt Lake City Planning Commission will hold a public hearing regarding the number and location of stations along that route with the intent of providing a recommendation to the City Council. (*Staff – Doug Dansie 535-6182 or doug.dansie@slcgov.com*)
 - b) 1) **Petition No. 400-05-06** – A request by **Richard Astel** for approval to rezone the properties located at approximately 516-524 South 500 East Street and 517-533 South Denver Street from a Moderate/High Density Multifamily Residential (RMF-45) zoning district to a High Density Multifamily (RMF-75) zoning district. The applicant is also requesting approval to rezone approximately twenty-five feet (25') of the rear portion of the property located at approximately 466 East 500 South Street from a Residential/Office (RO) zoning district to the same zoning district as the Planning Commission recommends for the 516-524 South 500 East and 517-533 South Denver Street properties; preferably RMF-75. The request also includes an amendment to the future land use map of the Central Community Master Plan to identify the properties as High Density Residential rather than Medium High Density Residential. The purpose of this request is to accommodate the construction of a 43 unit multi-family residential development. (*Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com*)
 - 2) **Petition No. 410-748** – A request by **Richard Astel** for planned development approval for a 43 unit multi-family housing development located at approximately 516-524 East and 517-533 South Denver Street. Included is a request to modify provisions of the zoning ordinance including but not limited to:
 - a. Allowing grade changes in excess of two feet (2') to accommodate driveway entrances to a subterranean parking structure;
 - b. Allowing multiple buildings with a shared common area over an underground parking structure on a single lot;
 - c. Modifying minimum yard standards to allow an encroachment of the subterranean parking structure; and

d. Modifying minimum yard standards such that the RMF-45 standards would be applied to the proposed development etc.

The parcels are currently zoned RMF-45. (Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com)

3) **Petition No. 490-05-23 – Theas Webb** requesting preliminary subdivision approval to reconfigure several existing parcels located at approximately 466 East 500 South Street, 516-520 South 500 East Street, and 517-533 South Denver Street into three parcels to accommodate the construction of a 43 unit multi-family residential structure. The parcels are currently within the RO and RMF-45 zoning districts. (Staff – Janice Lew at 535-7625 or janice.lew@slcgov.com)

- c) **Petition No. 400-05-08 and Petition No. 400-05-09 – Rowland Hall, St Mark's School** requesting to amend the East Bench Community Master Plan Future Land Use Map to identify the property located at approximately 1443 East Sunnyside Avenue as Institutional rather than Open Space and to rezone the property from an Open Space to an Institutional zoning classification. This is a 13-acre portion of the Mt. Olivet Cemetery property. (Staff – Everett Joyce at 535-7930 or everett.joyce@slcgov.com)

6. UNFINISHED BUSINESS

4d. Minutes

**SALT LAKE CITY
PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, November 30, 2005**

Present for the Planning Commission were Laurie Noda (Chairperson), Tim Chambless, Babs De Lay, John Diamond, Robert Forbis Jr., Peggy McDonough (Vice Chairperson), Prescott Muir, Kathy Scott and Jennifer Seelig. Craig Galli was unable to attend.

Present from the Planning Division were Alexander Ikefuna (Planning Director), Cheri Coffey (Deputy Planning Director), Douglas Wheelwright (Deputy Planning Director), Everett Joyce (Senior Planner), Doug Dansie (Principal Planner), Janice Lew (Principal Planner), Cindy Rockwood (Acting Planning Commission Secretary) and Deborah Martin (Senior Planning Secretary).

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson Noda called the meeting to order at 5:45 p.m. Minutes are presented in agenda order and not necessarily as cases were heard by the Planning Commission. Audio recordings of Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

A field trip was held prior to the meeting. Planning Commissioners present were Chairperson Laurie Noda, Tim Chambless, Kathy Scott, Jennifer Seelig and Robert Forbis. Planning Division Staff present were Doug Dansie, Everett Joyce and Janice Lew.

PUBLIC HEARINGS

Petition No. 400-04-52 – Salt Lake City and the Utah Transit Authority (UTA) are jointly working to connect the existing terminus of the light rail line at the Delta Center, located at approximately 350 West South Temple, to the Intermodal Hub located at 300 South 600 West. The Salt Lake City Intermodal Hub will function as the central transit transfer point for commuter rail, light rail, UTA bus, Greyhound bus, Amtrak, and transit support services. The light rail connection is planned to be constructed by the Spring of 2008 to coincide with the opening of commuter rail service at the Intermodal Hub. The route of the light rail extension will be along 400 West, 200 South, and 600 West. The Salt Lake City Planning Commission held a public hearing regarding the number and location of stations along that route with the intent of providing a recommendation to the City Council.

At 5:51 p.m., Chairperson Noda introduced Petition 400-04-52 and Staff, Doug Dansie. The members of the presentation committee included Doug Dansie, Principal Planner; DJ Baxter, Senior Advisor to the Mayor's Office; Tim Harpst, Director of Transportation; and Ralph Jackson, Utah Transit Authority (UTA).

Mr. Baxter began the presentation with a discussion of the proposed light rail extension in relation to the existing University and Sandy light rail lines. The proposed new rail would travel south onto 400 West and turn west onto 200 South proceeding to 600 West and turning south to end at the SLC Intermodal Hub. Commuter rail will enter upon the west side of the Intermodal Hub. A cross platform transfer would connect the two rail lines creating a seamless transfer for riders.

Coordinating the TRAX line and the commuter rail project schedule together will create a more efficient and seamless transit offer. Salt Lake City's goal is to support existing and future development in the Depot District and Downtown area while providing a smooth connection to Downtown from the Intermodal Hub. UTA's goal is to link commuter rail to the TRAX system ensuring efficient service and continued successful ridership.

Meetings with community councils, property owners, businesses and public houses have been held to discuss the options of one vs. two possible stations

The recommended configuration is to have double tracks in the middle of the street to match the existing area. Traffic movements will be maintained with the exception of Rio Grande Street. None of the stakeholders on Rio Grande Street have requested the preservation of the present traffic movements. Drivers would not be able to cross the TRAX lines at Rio Grande Street. The overhead electric system, station design, streetscape design and landscaping will be consistent with the existing system on 400 South.

Four mid-block pedestrian crossings are being recommended along the route: 150 South across 400 West; 550 West across 200 South; Rio Grande Street across 200 South; and 350 West across South Temple. (The latter is currently a crosswalk, but will need to be signalized.)

Two stations are recommended at; 400 West and 100 South, and 200 South just west of the 500 West intersection. The purposes of this recommendation are to 1) optimize existing and future high density development in the Depot District; 2) increase ridership by preserving the pattern of existing stations and access points; 3) support future transit development in the Downtown area with a possible downtown circulator or loop. (Originally the light rail line had an airport line crossing at 400 South and turning up 400 West towards the airport. The City is still interested in having such an option and will consider a rail street car or a light rail line continuing south on 400 West. With this option in mind, a transfer station at this point will allow for such continuous options); 4) preservation of the 500 West park blocks.

Having the two stations with appropriate spacing provides 1600 linear feet of walking distance between stations. The following cities have the indicated distance between stations: Portland, 960 feet; Denver, 1145 feet; and Seattle, 1535 feet. Compared to other high density area transit system, 1600 linear feet is a large number.

The development potential in the Downtown area is tremendous. As much as 10-15,000 new residents are expected to reside in the area; given the prospective growth of the next 10-20 years. Businesses, employees, special event patrons and an increase of residents warrant the proposal of two stations.

If a single station is located in the midpoint between the Delta Center and the Intermodal Hub the possibility of adding a second station further on the line is eliminated. If two stations are not presently warranted, a consideration for a single station at one of the two designated options is recommended in order to preserve the option of building a second station on the line.

Leading and encouraging future development with transit infrastructure is an option; as is only meeting the current demand. A single station at the Gateway development near the theaters is the first choice of the Administration if a single station is the recommendation of the Planning Commission.

Many citizens support the option of two TRAX stations. After 18 months of analysis and discussion with the public, the Administration suggests that the long-term interests of the city are best served by a two-station configuration. The neighborhood is prime for high density and residential development in the future and the intensity of the development warrants a two-station approval.

Mr. Jackson stated that much progress has occurred and an agreement has been reached on funding for the project. A fairly affirmative confirmation has been received from the Federal Transit Administration for one portion of this project. The preference of UTA is to have a single station. Noting the summary table on page 5 of the letter distributed from UTA, Mr. Jackson further discussed the reasons why one station is preferable. 1) Parking. On 200 South there are three locations for a station; 460 West, 475 West and 525 West. The smallest displacement of parking is located at the stations suggested at the 525 West or 460 West. 2) The intersection level of service. All of the proposed stations will operate with the same level of service, but the single station generates the lowest amount of delay at that intersection. On 400 West the southbound left turn lane is shortened because of the placement of the station. 3) The impact on public and private utilities. There are more utilities in the street on 400 West when compared to those situated on 200 South. Building a station on 400 West would prove more expensive. 4) The preservation of 500 West. The Master Plan suggests that 198 feet of the 500 West area is designated as a right-of-way. If the right-of-way is not preserved, the UTA recommends the station located at 475 West; if the right-of-way needs to be preserved, the recommendation for the 460 West station would be the second choice. If the preservation of the right-of-way is chosen by the City, the street will need to be widened and until widened, the platform would need to be extended to the existing crosswalk. An alternative to this is a design of the crosswalk at the middle of the platform rather than the end. The design of this station would differ because of the accommodating crosswalk needs. If crossing the street, a pedestrian would be required to go up and down a slope. The third choice for a single station is to place the station on the west side of the street (one of the solutions for the two station recommendation).

Upon considering the walking distance between the two alternatives, a balance is found because of the areas surrounding the stations. The differences in walking distances are not large enough to influence the potential ridership.

UTA supports transit-oriented development, but is unsure that increasing the transit traffic in this area warrants a two-station construction. Station capacity is not a concern, as the ridership statistics on the transfer point at the Gallivan Plaza station served 6,000 riders a day. As a transfer point, it is capable of handling such numbers and these purposed stations, even with full development, will not reach such a heightened capacity.

Capital cost is about one million dollars for the second station on 400 West. An additional annual operating cost of \$150,000 a year is also a consideration.

Commuter rail passengers transferring at the Intermodal Hub to Downtown have already ridden a fairly circuitous route and UTA believes TRAX would serve the riders better with only one stop rather than two.

The Planning and Development Committee of UTA, having suggested its first preference, but they are willing to accept the recommendation to move forward with two stations with the condition that one station be built now and another built in the future. The conditions suggested with this recommendation are to build a WOW for the second station. The cost of the second station would be covered wholly by the City or the City and the developer and UTA and the City

shall jointly agree on the threshold of development required before the second station construction.

Mr. Tim Harpst requested consideration of some of the transportation facts and figures presented. The following points are of concern: 1) The spacing of the station every two blocks. The City's proposal of a two-station development does continue the spacing continuation. 2) The 400 West station provides flexibility for growth and development. By placing a station on 400 West and interlining routes from different communities, the opportunity for transfers is more feasible. UTA and the City have recently released a request for proposals for a major transportation and transit study in the Downtown area, requesting an in-depth evaluation of the long-term transit future. The two-station recommendation provides flexibility to tie into the studies for future Bus Rapid Transit from the north and south. 3) Parking along the street is a concern as most angle parking will need to be altered parallel parking. No exact number of "lost" parking stalls can be given because of the preliminary stage of design. 4) Level of service. A grade system is used with A being the best while F being a failure and a target level of service D. With a conservative projection of 20 years, every scenario returns with a grade of a lower D. The intersection of 200 South and 400 West is considered the control intersection and will be impacted first, regardless of which option chosen. 5) The commute time with an additional station adds approximately 30 seconds onto the TRAX route. 6) A left turn signal consideration has been requested to be considered by the Gateway Development as an entrance option to their Summer parking garage. This option is only available if a 400 West station is not selected. Signalized controlled crossing are a main safety consideration for TRAX and aggressively enforced. Several points were considered regarding the Gateway request and a traffic impact study was required. The study conducted took into account the parking restrictions imposed upon the existing Gateway parking facilities. In the analysis conducted by Salt Lake City Transportation for the light rail study, the access points for drivers to reach various points along the route were considered. The proposed left turn signal can be completed and maintain a level of service D for the future. A traffic study was provided by the Gateway. The consultants stated that a left-turn lane could be provided. Six vehicles would be limited in the left-turn lane if constructed as proposed. One of the impacts associated with this option is the widening of the street on the south half of the block. Six parking stalls on the east side of the Dakota Lofts will be eliminated, while the curb be moved 3 ½ feet towards the Dakota Lofts building; narrowing the sidewalk. The developer would be responsible for incremental additional expense not associated with the TRAX line. 7) The proposed station at 475 West 200 South does extend into the right-of-way for the 500 West park blocks. This location is not recommended because of the preclusion of the development of the park blocks. 8) The proposed station at 460 West 200 South is a concern for the pedestrians. The location of the crosswalk would create some confusion for TRAX riders because of the inconsistency of the station. This choice is very limiting because of the future train purchase options; only trains with a configuration fitting this specific station could be considered. With this station a pedestrian intersection in the middle of the street would be required. The left-turn lane from 200 South to 400 West would be shortened given this option. This intersection is the control intersection and would continue to serve as a level of service D, but the left-turn lane will be maximized more frequently than past years.

Mr. Dansie made numerous points regarding the neighborhood of the Gateway area. The areas of the Avenues, Capitol Hill, Central City, and the East Central have all been down zoned within the past years. It is necessary for cities to have a high-density, vibrant neighborhood. Through the Gateway Master Plan, this area has been designated as high density. Consolidating the railroad tracks and shortening the viaducts have created the physical environment to build high-density. The Gateway is an area of the city that is physically and politically capable of accommodating a high-density neighborhood.

One of the attractions to the area is the number of large land owners in the Gateway area. Any block of development that occurs near to these proposed stations will create an immediate impact in the area.

Travel time is a fine-scaled choice. With respect to commuters traveling through the area, the 30-second addition of time is not necessarily enough time to consider. The City views this area as the second densest potential area in the City, second only to Main Street.

Residents of The Dakota Lofts have shown great concern for the noise because of the location of the proposed stops. Noting the location on the map according to either the one- or two-station option, The Dakota Lofts will be close to a station in either scenario. There is potential for the noise to be lessened; for example, lubricant was used at the S-curve on 400 South to reduce the noise made as the train proceeds up the hill. The station positioned at 400 West has caused some confusion regarding which scenario would cause loss of parking for the Dakota Lofts. Construction of a 400 West station would cause a loss of on-street parking adjacent to the station but not parking adjacent to the Dakota Lofts. The left-turn lane option would eliminate all on-street parking adjacent to the Dakota Loft.

Chairperson Noda requested questions for the applicant from the Commissioners:

Commissioner De Lay related an experience with a member of the City staff who stated that the project would begin in March. She questioned the truth of the statement.

Ms. Guy-Sell was the individual who spoke with Commissioner De Lay and related that she was informing all business owners within the area that the coordination of construction process would begin in February/March 2006. The actual construction will begin approximately in June 2006.

Commissioner De Lay requested clarification of the location of the stations. Would the location of the stations be every other block; and if so, she asked how the area is considered as every other block.

Mr. Dansie clarified by illustrating the existing stations placements on the map; noting that each station is separated by one and one half block face. The spacing between the Delta Center and the 400 West station is exactly the same as the Temple Square and City Center stations. One argument against the distance factor is the density in the Main Street area is higher than the area of 400 West; however, the potential of high density is higher for the area of 400 West than any other location within the City. A second comparison, for the one station scenario, is the spacing between the Library station and the Courthouse.

Commissioner De Lay questioned the elimination of the trees in the area if the left-turn lane is pursued. In one of the reports it states 3 ½ feet of the sidewalk will be removed while vehicles will be within 5 feet of the doors. With the trees gone, the cars will be rather close to the doors. She also was concerned about the non-existing landscaping plans.

Mr. Harpst explained that the design presented does require the curb being moved 3 ½ feet closer to the building. Therefore, the trees could be impacted. The Northbound outside lane would be adjacent to the curb along that designated portion of the block.

Mr. Dansie explained that because of the stairs exiting from the Dakota Lofts, if the trees are replaced, a narrower, meandering sidewalk would be constructed. Although landscaping is important, the planning for the project has not reached the level to prepare landscape designs.

Commissioner Seelig and Commissioner De Lay discussed the width of the sidewalk on both the east and west sides of 400 West to determine if they are the same.

Mr. Harpst responded that a “best fit” scenario will be discussed during the final design stages.

Commissioner Seelig requested clarification about the spacing of the one- or two-station locations.

Mr. Baxter repeated the spacing of station locations in other high-density cities. Since the stations are lined up flush with the intersections, the station spacing is calculated by the length of the block and the width of the street. The Delta Center station to the 400 West station would be 2800 feet from east end to east end. Mr. Jackson also stated that the distance from the Delta Center to the 465 West station was 2740 feet, while from the Hub to the west end of the 465 station is slightly over 2000 feet.

Commissioner Seelig requested to know if any noise complaints or issues have been raised by property owners regarding existing TRAX stations in the same proximity as the proposed stations. She also requested to know if such issues have been raised how they had been mitigated and how the proposed models relate to existing stations.

Mr. Jackson responded with remarks about the environmental commitment UTA carries with each TRAX line. The same mitigation that was considered for the University and the Medical Center line will be used for the proposed project.

Commissioner Seelig and Commissioner De Lay discussed the noise from the possible TRAX stations. It was pointed out that the Library station bell was heard prior to the beginning of the meeting, although the station is across the street.

Mr. Dansie related that most of the existing TRAX line is on commercial frontage. Adjacent to the University station, there are homes near and noise is a concern, but Staff has no immediate documentation on noise complaints. The closest relationship of residential to an immediate station is the 900 South station. There is a difference, because that station is placed on a straight line and doesn't have the noise from the curve.

Commissioner Seelig clarified her question to include the line located at Main Street and 400 South. Residential units are on upper floors of the New Grand hotel. She questioned if any complaints had been received relating to the noise from the trains as they turn from one street to the other.

Mr. Baxter has received some complaints regarding the S-curve noise further east. The UTA rail operations team has done their best to lubricate the trains to reduce the noise.

Mr. Jackson informed the commissioners that a unit called the “click-o-matic” has been installed on the S-curve resulting in a decrease in noise complaints. If the noise was a problem with the proposed rail, the same process would be initiated.

Commissioner Seelig requested if it was common practice to reduce the noise at night on existing rail lines or if this instance would be the first.

Mr. Jackson confirmed that the proposed area might be the first place for such practice.

Commissioner Chambless requested demographic projections for the immediate downtown area.

Mr. Dansie responded that in the Gateway area the zoning is mixed resulting in more opportunities for residential and commercial. The requirement for residential is not as great as in East Downtown, but according to the land size and zoning, the accommodation of 10,000 - 15,000 people would be a logical consideration.

Commissioner Chambless and Commissioner De Lay discussed the areas of development just beyond the area of 200 South and 400 West for residential dwellers. The location of the stations on 200 South will determine where the developments are. The area could become a magnet for significant residential development.

Mr. Dansie re-stated that large land owners have expressed interest in development, including three developers who are in the fact gathering stage of potential development.

Commissioner Chambless asked if UTA could supplement the area with bus shuttle service.

Mr. Jackson stated that the option could be considered; although, operating costs would be a factor.

Commissioner Chambless questioned the expense of the two-station construction and the difference between the one- or two-station options.

Mr. Baxter stated that many factors are considered with construction costs. Inflation of future construction of a new TRAX station situated between two active stations could cause conflict. Originally the estimate of the 900 South station construction cost was \$500,000, but the inflation and difficulty of construction between active rail lines cost was between \$1 to \$1.2 million dollars.

Regarding the left-turn lane, Commissioner Scott requested to know how many other entrances were available to the Summer parking garage.

Mr. Baxter stated that two other entrances are available; one on each the North and South ends.

Commissioner Scott, noting the transit study by Fehr & Peers, asked if many modifications would need to be made in order to create the left-turn lane and who would bear the expense.

Mr. Harpst stated that the incremental cost would be imposed upon the developer. As a requirement, the private property must have enough space to receive the vehicles that passed through the traffic signal. Preliminary information states the private property can hold up to nine cars. Six vehicles would be the maximum allowed in the left-turn lane at one time. Any modifications to the private property and the cost of the left-turn lane are the responsibility of the developer.

Hearing no further questions, Chairperson Noda opened the public hearing and asked if anyone representing the Community Councils was present.

(7:15 P.M.)

Peter Von Sievers, Chair of Capitol Hill Community Council expressed concern regarding the traffic distribution towards 400 and 300 West. Given the proposed TRAX line, the arterial traffic routes will become more congested. The Capitol Hill Community Council opposes the option for two stations and supports the concept of one station.

Commissioner Scott requested information about the Community meetings held regarding the area of 400 South and the TRAX line and any complaints resulting from the implementation of that TRAX line.

Mr. Von Sievers stated that the main difference is that 400 West north of Gateway doesn't have many businesses while 400 South does.

Commissioner Chambless requested quantifiable data regarding the impact of automobiles in the Capitol Hill area.

Mr. Von Sievers stated that data is being collected by Tim Harpst and the Transportation Division. The community is meeting with Transportation due to the high amount of traffic cutting through the residential areas to reach the eastern portions of the City.

Mr. Harpst agreed that the traffic impacts in the Capitol Hill Community have been reviewed for the last two decades and traffic control changes have been initiated. With the proposed design of TRAX there will be no loss of north/south through lanes and should not cause much impact on the traffic.

Mr. Von Sievers suggested updating the traffic studies that have been conducted because of the new stoplight on 300 North and Main Street.

Hearing no further comments, Chairperson Noda opened the public hearing to comments from the public.

(7:26 P.M.)

Mr. Richard Thomas, an owner of a business at 549 West 200 South, stated that too much money was being placed in a walking circumference of twelve minutes. The two-station plan will place a station directly in front of the Bridges building, creating a noise impact for the residents. For the one-station plan, the noise will be reduced because of the placement. Any of these options are going to cost the taxpayers money and reduce the existing walkable community.

Mr. Kelly Favero, a business owner on 400 West, opposes any loss of parking at the Dakota Lofts because of the potential effect it could have on his business.

Ms. Chamonix Larsen, President of the Home Owners Association of the Dakota Lofts, represents the 30 plus families and 4 locally owned and operated businesses located with the Dakota Loft building. There has been much expressed regarding the trees, noise and the parking that could be lost. Because of the historic nature of the building noise is problematic. As a TRAX rider it seems that the Downtown stops can result in slower travel through the area. Ms. Larson has no opinion of whether or not there should be two stations or one, as the building will

be affected either way, but requests a critical consideration of the walkable sense of the community.

Mr. Jake Boyer, The Boyer Company, is in favor of the TRAX line and strongly encourages development in the area. Much of the development outlined for the future is directly related to the existing development. An independent traffic engineer has conducted a study regarding the one- vs. two-station matter and concluded that the one-station option is superior. With approximately 915 vehicles per day a left-hand traffic signal could facilitate 450 vehicles per hour into the Summer garage. As the Gateway Mixed Use zone varies from the Downtown zone in terms of intensity of use, it seems unnecessary to continue the same pattern of stations when the density cannot be reached in the Gateway Mixed Use zone to the same extent as the Central Business District.

Commissioner De Lay mentioned that the developer would be responsible for the cost of changes and modifications made if a left-turn lane was implemented. She requested that Mr. Boyer consider that perhaps the public could be re-trained to enter at different areas of the parking garage.

Mr. Boyer agreed and recognized the cost as the developers' responsibility and would be willing to pay the expense at the cost of continued business success. Mr. Boyer stated that the 400 West entrance/exit is the largest and most often used.

Commissioner Muir stated that the left-hand turn lane was an independent issue in regards to the one- vs. two-station proposal. He asked Mr. Boyer if the allowance of a phased station construction was proposed if the Boyer Company had an opinion of the location of the station.

Mr. Boyer stated that the location is not necessarily the core concern of the Boyer Company. Providing a left-hand turn lane only to remove it upon an increase in traffic would be the least desired option of the Boyer Company.

Commissioner Muir stated that the future location and accessibility of the TRAX station might offset the disadvantage of people who drive.

Mr. Boyer agreed that a large source of traffic within the Gateway is those who come into the city from the south. TRAX is supported by the Gateway, but there is hesitancy to place the success of the development on only transit and possible density.

Commissioner Diamond referred to the subcommittee meetings that at one time discussed the option of connecting underground parking at 200 South to the Gateway development. While studying this option, there should be some consideration in creating a new entrance on 200 South.

Mr. Richard Thomas had a question regarding the support for the two-station alignment.

Mr. Baxter stated that members of the Rio Grande Community Council and 74% of business owners support two stations while 14% supported one station and another 14% were neutral. Many of the businesses stated that with two stations the employees would have easier access to the companies.

Commissioner De Lay noted the presence of the Dakota Lofts, the Gateway, and the Capitol Hill Neighborhood Council as opposed, as well as many other businesses within the area. She asked who was in favor.

Mr. Baxter listed the names of several specific businesses and organizations who had expressed support for the two station scenario.

Commissioner Muir asked Mr. Baxter if the left-hand turn lane issue was required to be connected to the decision of the one vs. two station petition or if the two-station petition is passed and phased through time would the option of the left-hand turn lane be further explored.

Mr. Baxter stated that if a station is built on 400 West the option of a left-hand turn lane is eliminated. If the two station position is a phased approach the City would require UTA to place a WOW in the tracks to accommodate for future construction. The WOW in the tracks would make it difficult to impossible to accommodate the left-turn lane during the Interim.

Ms. Coffey stated that the left-hand turn lane is not for the Planning Commission to decide, as the final decision rests with the Transportation division.

Mr. Harpst stated that the left-hand turn lane is an Administrative decision, but the input of the Planning Commission and the City Council would be advisable.

Chairperson Noda read the following letters into the record:

Mary Guy-Sell, Mayor's Office; Seth Jarvis, Clark Planetarium; Larry Blunk; Julie Steinmetz, Urban Utah Homes and Estates; Shaneanewman (email); Katie Fehr, The Dodo Restaurant; Travis Worthen, Humphrey Yogart; Richard Thomas, Thomas Electric Company; Dave Goeres, Ryan Hales & David Thompson, Fehr & Peers.

Seeing no one else wishing to speak, Chairperson Noda closed the Public Hearing and the Commission went into executive session.

Commissioner Muir questioned the cost of returning to the location of the prospective station site to build the station without the WOW in the tracks; therefore, allowing the present capability of a left-hand turn lane.

Ms. Guy-Sell stated that significant utility cost is necessary to return to the location and build a station. By WOWing the property now, the surrounding street would not need to be uprooted and provide fewer disturbances to the surrounding businesses upon construction.

Commissioner Seelig requested clarification on the impact of the width of the sidewalk if a TRAX station was built or if left-turn lane was constructed. She wondered if the impact would be heightened with one option or the other.

Mr. Harpst stated that the difference is 3 ½ feet for a left-turn signal, resulting in the removal of on-street parking and the shifting of northbound lanes to a location of five feet from The Dakota Loft building.

Returning to a prior question from Commission Muir regarding the cost to return and construct a station without a WOW system, Mr. Jackson stated that the service would need to be temporarily terminated to accommodate for the construction of the station and reconfiguration of

the rails. The cost for a TRAX station newly built is between \$500,000-750,000. The cost of construction for the 900 South station where the WOW was already placed was a little over one million dollars. It would be less expensive to build both stations at one time rather than return to the site and begin construction again.

Commissioner De Lay relayed personal experience and questioned those in need of two TRAX stations on 400 West. Stating that emergency vehicles, event traffic and Delta Center traffic use 400 West and 200 South as an artery for transportation and either location will cause damage to the quality of life for residents and businesses.

Commissioner De Lay and Commissioner Scott discussed the noises associated with the TRAX stations. The one- vs. two-station noise does make a difference because of the associated buffers surrounding the area.

Commissioner Muir stated concerns regarding the solutions presented. The support for future potential of the 500 West parkway is a major priority. It is an uncomfortable thought to forever preclude the option of the second station. If one station is approved with the option of allowing TRAX to build a second station without the WOW at 400 West, there will be a burdening cost to UTA to build another station.

Chairperson Noda noted that transit oriented development could increase the density within the designated area. The development of the land is a futuristic thought and extremely important for planning. By constructing a 400 West station, ease of access to the Gateway would be achieved. Although the left-turn lane option would be eliminated, it could be mitigated by the ridership resulting from TRAX.

Commissioner Chambless agreed with Chairperson Noda, anticipating residential and mixed use growth. With the anticipation of the certainty of growth, it is the duty of the Planning Commission to plan for the future.

Commissioner Seelig concurred with Commissioner Chambless, and agreed that other entrances to the Summer parking garage can be used.

Commissioner McDonough agreed with the current discussion. According to the previous discussions about the 500 West parkway, the one-stop proposal is difficult. It seems favorable to leave the sequence of the two-station construction to demand, the furthest west station being built first.

Commissioner Diamond stated that the situation with building the station beyond 500 West now would be rarely used. The study concludes that the station should be situated between 400 West and 500 West; with that in mind the Rio Grand crosswalk is not a favorable option. The crosswalk at 500 West would allow the potential of the Boulevard to come through in the north/south direction. One station between 400 West and 500 West seems the most logical option for TRAX.

Motion on Petition 400-04-52

Commissioner Muir moved that regarding Petition #400-04-52, based upon the analysis and findings in the Staff report, the Planning Commission transmit a favorable recommendation to the City Council supporting a two-station alignment with a recommendation that the two stations be phased based upon demand following the recommendation of UTA. Commissioner Scott seconded the motion. Commissioner

Chambless, Commissioner Forbis, Commissioner Seelig, Commissioner McDonough voted "Aye". Commissioner Diamond and Commissioner De Lay were opposed. Commissioner Galli was not present. As Chair, Chairperson Noda did not vote. The motion passed.

The Commission took a 5-minute recess.

Chairperson Noda made a clarification regarding the motion (accepted by Chairperson Muir), to include the recommendation of UTA and the City as the deciding bodies to determine when the second station is warranted.

Commissioner Scott stated that since there was extensive discussion on the left-hand turn lane, the Planning Commission might consider sending a recommendation regarding the left-turn lane.

Motion for Clarification on Petition 400-04-52

Commissioner Scott moved to offer a recommendation to the Transportation Division and City Council to consider the left-hand turn lane disallowed; therefore, making any modifications to the streetscape to accommodate the left-hand turn unnecessary. Commissioner De Lay seconded the motion. Commissioner Scott, Commissioner Chambless, Commissioner Forbis, Commissioner Seelig, Commissioner De Lay, Commissioner Diamond and Commissioner McDonough voted "Aye". Commissioner Muir opposed. Commissioner Galli was not present. As Chair, Chairperson Noda abstained. The motion passed.

5. Original Petition

PETITION NO. 400-04-52

PETITION CHECKLIST

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>12/3/05</u>	<u>DDH</u>	Petition delivered to Planning
<u>12/3/05</u>	<u>DDH</u>	Petition assigned to: <u>Doug Danner</u>
<u>12/16/05</u>	<u>DD</u>	Planning Staff or Planning Commission Action Date
<u>12/16/05</u>	<u>DD</u>	Return Original Letter and Yellow Petition Cover
<u>12/16/05</u>	<u>DD</u>	Chronology
<u> </u>	<u>NA</u>	Property Description (marked with a post it note)
<u> </u>	<u>AA</u>	Affected Sidwell Numbers Included
<u>12/16/05</u>	<u>DD</u>	Mailing List for Petition, include appropriate Community Councils
<u>12/16/05</u>	<u>DD</u>	Mailing Postmark Date Verification
<u>12/16/05</u>	<u>DD</u>	Planning Commission Minutes
<u>12/16/05</u>	<u>DD</u>	Planning Staff Report
<u>12/16/05</u>	<u>DD</u>	Cover letter outlining what the request is and a brief description of what action the Planning Commission or Staff is recommending.
<u>12/16/05</u>	<u>DD</u>	Ordinance Prepared by the Attorney's Office
<u>12/22/05</u>	<u>DD</u>	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>Doug Danner</u>	<u> </u>	Planner responsible for taking calls on the Petition
<u> </u>	<u> </u>	Date Set for City Council Action <u> </u>
<u> </u>	<u> </u>	Petition filed with City Recorder's Office

Petition No. 400-04-52

By _____

Is requesting an Intermodal Light Rail Extension involving the construction of a light rail transit (LRT) alignment, connecting the existing Utah Transit Authority light rail terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at approximately 300 South & 600 West (the Intermodal Hub LRT station will be located at approximately 325 South 600 West).

Date Filed _____

Address _____