
M E M O R A N D U M

DATE: July 3, 2006
TO: City Council Members
FROM: Russell Weeks
RE: Proposed Amendments to the Salt Lake City Major Street Plan and Rail Transit Corridor Maps
CC: Cindy Gust-Jenson, Rocky Fluhart, Louis Zunguze, D.J. Baxter, Tim Harpst, Alex Ikefuna, Kevin Young, Gary Mumford, Wayne Mills, Janice Jardine

This memorandum pertains to the Salt Lake City Planning Commission's Petition No. 400-05-14 to amend and update maps of Salt Lake City's *Major Street Plan* and *Rail Transit Corridors*. The City Council has scheduled a public hearing July 6 on the proposed amendments. The Council will consider the proposed ordinance immediately after the public hearing. The proposed ordinance would codify the proposed amendments and rename one of the maps.

Key Points

- The maps are attachments to the *Salt Lake City Transportation Master Plan*. As their titles indicate, one map shows major streets and their classifications in the master plan, and the other shows existing and potential rail transit corridors.
- The maps have not been updated since the City Council adopted the *Transportation Master Plan* in 1996.

Options

After the July 6 public hearing:

- Adopt the ordinance amending the maps.
- Do not adopt the ordinance.
- Adopt the ordinance, but add any amendments Council Members may wish to make.

Potential Motions

PUBLIC HEARING

- I move that the City Council close the public hearing.
- I move that the City Council continue the public hearing until (any date City Council Members may think necessary).

MOTIONS ON ISSUE

- I move the City Council adopt the ordinance amending the *Major Street Plan* map and the *Rail Transit Corridors* map and renaming the latter map the *Major Transit Facilities Map*, pursuant to Petition No. 400-05-14.
- I move that the City Council consider the next item on the agenda.
- I move the City Council adopt the ordinance amending the *Major Street Plan* map and the *Rail Transit Corridors* map and renaming the latter map the *Major Transit Facilities Map*, pursuant to Petition No. 400-05-14 with the following amendments (Council Members may add any amendments they wish.)

Issues/Questions for Consideration

- **Issue:** A consultant has begun a 12-month study that will lead to the publication of a *Downtown Transportation Master Plan*. Transportation Division officials have indicated that the division intends to revise the *Salt Lake City Transportation Master Plan* in conjunction with the study. Given those, will the two maps require further amendments than those now proposed? **Answer:** At the City Council's briefing by the Administration on June 15, Administration representatives indicated that one reason for updating the maps was to identify future mass transit corridors in areas such as 5600 West Street, 1300 East Street, 2100 South Street and Foothill Drive. In addition, the downtown transportation study will be considered as part of the revised *Transportation Master Plan*. However, there remains a potential that the maps could be modified after the downtown study and the revision to the *Transportation Master Plan*.
- **Issue:** Would the Utah Transit Authority's plans for its commuter rail line affect the *Major Street Plan's* designation of 500 West Street as a proposed collector street between South Temple and Victory Road? **Answer:** According to the Administration, the effect of UTA's commuter rail line on 500 West Street depends on the location of UTA's line along the Grant Tower curve area.
- Council staff has attached lists of proposed major street plan changes and proposed transit map changes from the Administration transmittal for quick reference by Council Members.

Background/Discussion

The Planning Commission initiated Petition No. 400-05-14 on May 22, 2005. The Planning Division then held two open houses – on December 7, 2005, and January 30, 2006. The Transportation Advisory Board adopted a motion on January 9, 2006, to support amendments to the two maps. The Planning Commission held a public hearing on the proposed amendments on March 22, 2006. After the hearing the Commission adopted a motion to recommend that the City Council adopt the proposed amendments to the maps.

As mentioned previously, the maps originally were adopted in 1996 as part of the *Salt Lake City Transportation Master Plan*. Many of the proposed amendments reflect projects that have been finished since the maps originally were adopted. Some proposed changes to the maps are designed to anticipate future projects.

According to the Transportation Division, the Administration would like to amend the maps to show mass transit corridors along 5600 West Street and in Sugar House. In the case of 5600 West Street the Utah Department of Transportation is conducting a major investment study

of the corridor, and the Administration wants to preserve mass transit as an option. In the case of Sugar House, the Administration would like to see the Sugar House railroad spur owned by the Utah Transit Authority developed into a working transit line. In addition, during the June 15 briefing the Administration indicated that the blue areas on the Major Transit Facilities Map – such as those on 1300 East and Foothill Drive – indicate potential corridors for future mass transit expansion. The Administration indicates that it would prefer amending the maps now to include the above items on the maps rather than wait roughly 10 months for the completion of the *Downtown Transportation Master Plan* and the revision of the *Salt Lake City Transportation Master Plan*.

Below are some amendments that may be of interest to the City Council.

The *Major Transit Facilities* map includes additions of corridors on the east side of the City for “potential light rail or significant bus service” between 2100 South and Interstate 80 and from Interstate 15 to 2100 East. The latter corridor appears to include the Sugar House spur – a railroad right of way owned by the Utah Transit Authority.

The *Major Street Plan* map contains about 50 changes. Seven streets or parts of streets have been removed from the map. Roughly 30 streets or stretches of streets have been added or changed to reflect their existing uses. A future interchange at 7200 West Street south of the City limit has been added. So has an interchange at 1800 North Street and Interstate 15.

One item the City Council may wish to explore is the designation of 500 West Street between South Temple Street and Victory Road from an existing local street to a proposed collector street. The City Council may wish to determine if the Utah Transit Authority’s plans to build a commuter rail line to the Intermodal Hub at 600 West 200 South may affect that designation.

It should be noted that the *Transportation Master Plan* defines a collector street as one that provides “connection between arterial and local streets. Collectors can be multi-lane but are meant to carry less traffic at lower speeds ... than arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.”

1996 Map Item	
Proposed Map Change	
Proposed UP/SP freight line relocation from Downtown	Removed
5600 West potential light rail or significant bus corridor (study area)	Expanded
Airport light rail extension corridor	Expanded
North/South consolidation of railroad tracks on one alignment	Completed - area removed from map
Planned commuter rail from Ogden to Salt Lake	corridor defined along consolidated rail corridor
Potential Downtown circulator	Expanded
Potential light rail or significant bus service corridor east of 2100 east	Expanded
New Additions	
Rail Intermodal Facility	
Existing/Completed Light Rail Lines	
Potential light rail or significant bus service along Beck Street to Downtown	
Intermodal Hub (2008)	
Potential light rail or significant bus service corridor between 2100 South and I-80 from I-15 to 2100 East	

Proposed Transit Map Changes

DRAFT

Proposed Major Street Plan Changes

	Street Name	Location	Proposed Change
1	West Davis Highway	Northwest area of City boundaries	Removed (proposed arterial)
2	Amelia Earhart Dr.	John Glenn to 7200 West	Removed (proposed arterial)
3	John Glen	700 North to Emelia Earhart	proposed to existing (arterial)
4	800 North	5600 West Wright Bros. Drive	Added (existing and proposed arterial)
5	2200 North	3200 West to I-215	Added (existing arterial)
6	2200 North	4000 West to 3200 West	Added (existing local)
7	2200 North	I-15 to Redwood Road	Removed (proposed arterial)
8	4000 West	Airport to 2200 North	Added (existing local)
9	150 South	5700 West to 5200 West	Added (proposed collector)
10	5200 West	150 South to 300 South	Added (existing collector)
11	5200 West	300 South to 700 South	Added (proposed collector)
12	5500 West	California to 2100 South	proposed to existing (collector)
13	California Ave	5600 West to 3400 West	proposed to existing (arterial)
14	3400 West	California to 500 South	proposed to existing (arterial)
15	3800 West	California to 900 South	proposed to existing (arterial)
16	1820 South	Bangerter Highway to 3230 West	proposed to existing (arterial)
17	2100 South	Redwood Road to 900 West	from arterial to collector (existing)
18	future interchange	7200 West (south of City limits)	Added interchange
19	Mountain View Corridor Options	2100 South to I-80	Added
20	6600 West	300 South to 700 South	Added (proposed collector)
21	300 South	5700 West to 6600 West	Added (proposed collector)
22	300 South	5200 West to 5500 West	Added (existing collector)
23	700 South	5500 West to 5700 West	alignment change
24	5700 West	north of California	proposed collector to existing local
25	1100 South	4800 West to 5600 West	Added (existing collector)



Proposed Major Street Plan Changes

	Street Name	Location	Proposed Change
26	4800 West	1100 South to California	proposed arterial to existing collector
27	1730 South	5070 West (approx.) to 5600 West	proposed to existing (arterial)
28	4800 West	700 South to 1100 South	Removed (proposed arterial)
29	4400 West	700 South to California	local and arterial to collector (existing)
30	4490 West	1600 South to 2100 South	collector to local (existing)
31	4250 West	1730 South to 2100 South	collector to local (existing)
32	1820 South	3230 West to Pioneer	Removed (proposed arterial)
33	Gladiola	California to Ninigret	proposed to existing (arterial)
34	3230 West	1750 South (approx.) to 2100 South	proposed to existing (arterial)
35	2760 West	Pioneer to 2100 South	proposed to existing (arterial)
36	2200 West	north of 2200 North	alignment of proposed arterial
37	2100 North	I-215 to 3200 West	Removed (proposed arterial)
38	200 South	I-15 to Redwood Road	arterial to local (existing)
39	1460 West	North Temple to North Star	collector to local (existing)
40	North Star	Redwood Road to 1460 West	collector to local (existing)
41	1800 North Interchange	I-15	Added interchange
42	Wasatch Dr	1300 South to 2100 South	from collector to local (existing)
43	2100 East	Foothill to 2100 South	arterial to collector (existing)
44	Main Street	N. Temple to S. Temple	Removed (existing arterial)
45	University	100 South to 400 South	local to collector (existing)
46	400 South	1300 East to University	local to collector (existing)
47	900 South	700 West to 900 West	local to collector (existing)
48	500 West	South Temple to 800 South	local to collector (existing)
49	500 West	South Temple to Victory Road	existing local to proposed collector

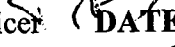
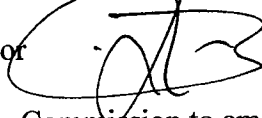
A. LOUIS ZUNGUZE
DIRECTOR

BRENT B. WILDE
DEPUTY DIRECTOR

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

ROSS C. "ROCKY" ANDERSON
MAYOR

CITY COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer  **DATE:** April 14, 2006
FROM: Louis Zunguze, Community Development Director 
RE: Petition 400-05-14 by the Salt Lake City Planning Commission to amend/update the Major Street Plan and Rail Transit Corridors maps. The maps are companion documents to the Salt Lake City Transportation Master Plan adopted in 1996.

STAFF CONTACTS: Wayne Mills, Senior Planner, at 535-6173 or wayne.mills@slcgov.com

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

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: None

DISCUSSION:

Issue Origin: In 1996, the Salt Lake City Council adopted the Salt Lake City Transportation Master Plan. As part of this Master Plan, the City adopted three companion documents known as the:

- Major Street Plan map;
- Rail Transit Corridors map; and
- Bikeways Master Plan

From time to time it is necessary to update the Salt Lake City Transportation Master Plan map documents to reflect changes to the City's transportation system. In September of 2004, the Salt Lake City Council adopted the Bicycle and Pedestrian Master Plan, which contains an updated Bikeways Master Plan map. On May 22, 2005, the Planning Commission initiated a petition directing the Planning Division and the Transportation Division to update the Major Street Plan and Rail Transit Corridors maps.

Analysis: Pursuant to the Planning Commission directive, the Planning Division and the Transportation Division reviewed the 1996 Major Street Plan map and the Transit Corridors map. In cases where the 1996 maps identified a street or transit project as "proposed" and that

street or transit project has been completed, the 2006 maps included amendments to reflect those changes. Staff also amended the maps to reflect current studies for new projects, such as, the options for the Mountain View Corridor and future rail transit extensions. The proposed Major Street Plan Map, the existing Major Street Plan Map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 map are attached as Exhibit 1 in the Planning Commission Staff Report. The proposed Major Transit Facilities Map, the existing Transit Map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 Transit Map are attached as Exhibit 2 in the Planning Commission Staff Report.

Master Plan Considerations: The Salt Lake City Transportation Master Plan (adopted in 1996) states that the companion maps to the plan “will be updated on a regular basis.” The proposed amendments to the Major Street Plan and the Transit Corridors Map are updates as directed in the Transportation Master Plan.

In addition to the Transportation Master Plan, the following community master plans were reviewed as to comments regarding the Major Street Plan and Transit Facilities Maps:

- Northwest – Jordan River/Airport (*adopted, January, 1992*)
- Avenues (*adopted, July, 1987*)
- Arcadia Heights, Benchmark, H Rock (*adopted, October, 1998*)
- West Salt Lake (*adopted, March, 1995*)
- Rose Park (*adopted, September, 2001*)
- Downtown (*adopted, February, 1995*)
- Visionary Gateway (*not an adopted plan*)
- Sugar House (*adopted, November, 2001*)
- East Bench (*adopted, April, 1987*)
- East Downtown (*adopted, September, 1990*)
- Capitol Hill (*adopted, November, 1999*)
- Central Community (*adopted, November, 2005*)

The following community master plans make recommendations regarding the Major Street Plan and Transit Facilities maps. The comments following the recommendations reflect whether or not the changes are proposed in the transportation map updates.

Arcadia Heights, Benchmark, H Rock Master Plan

Recommendation (page 15): Wasatch Drive should be reclassified from a “collector street” to a “local street.”

Staff Response: In response to the Master Plan recommendation, the proposed Major Street Plan shows Wasatch Drive, between 1300 South and 2100 South, as a local street.

Rose Park Small Area Plan

Recommendation (page 9): 900 West at 1000 North – 900 West should be extended northward into the existing bridge, which will connect to the Warm Springs frontage road.

Staff Response: Currently, the subject bridge connects to northbound I-15. Changing that bridge so that it connects to the Warm Springs frontage road can only occur when I-15, north of 600 North, is rebuilt. Reconfiguring the existing bridge will require more study during future evaluations of an I-15 North reconstruction project.

Downtown Master Plan

Recommendation (page 20): Improve 500 West to provide a freeway frontage road/secondary access route from the south that is away from residential areas.

Staff Response: 500 West, between 800 South and South Temple has been changed to an existing collector and between South Temple and Victory Road it has been change to a proposed collector in response to the master plan recommendation.

Recommendation (page 20): Close or narrow 2nd Avenue at State Street to discourage through traffic in residential areas. Second and Third Avenue should be reconverted to two way traffic. This is to discourage through traffic in the Avenues. Similar measures should also be taken on 100, 200 and 300 South, east of 700 East, to prevent excess traffic from moving onto these residential streets.

Staff Response: The recommendations are beyond the scope of the proposed map updates and require further study to determine the overall impacts to the City transportation system.

Recommendation (page 21): Victory Road should be disconnected from direct access to Beck Street to encourage commuter traffic to use 300 and 400 West rather than travel through the Capitol Hill neighborhood.

Staff Response: Victory Road and Beck Street are Utah State owned arterial streets. Any change of these roadways must be coordinated and studied by the Utah Department of Transportation (UDOT). Representatives from the Salt Lake City Transportation Division meet quarterly with representatives from UDOT. There is no indication from these meetings that UDOT intends to disconnect or change these roadways; therefore, the Victory Road and Beck Street configuration have not been proposed to be changed at this time. The City will continue to work with UDOT in addressing this issue.

Sugar House Master Plan

Recommendation/Policy (page 44): Evaluate the feasibility of reclassifying 1700 South, 2700 South, 900 East, and 1100 East/Highland Drive from “city arterial” to “collector” when the Transportation Master Plan is updated.

Staff Response: The Transportation Division finds that these streets should continue to be classified as City arterials because they carry higher traffic volumes from neighborhood to neighborhood, which falls under the definition of an arterial street.

Capitol Hill

Recommendation/Policy (page 17): Strongly support a 500 West collector system from Davis County to provide access to Downtown while bypassing residential areas of the Capitol Hill Community.

Staff Response: 500 West, between 800 South and South Temple has been changed to an existing collector and between South Temple and Victory Road it has been change to a proposed collector in response to the master plan recommendation.

PUBLIC PROCESS:

Two separate Open Houses were conducted to obtain citizen comments on the proposed map amendments. The first was held on December 7, 2005; no one attended. The second was held on January 30, 2006 with two people in attendance. One written response was received as a result of the open house notification (the individual responding was unable to attend the open house). The letter is attached as Exhibit 6 in the Planning Commission Staff Report (Exhibit 5b in this transmittal).

In the letter, the citizen, who represents the Parley’s Rails, Trails and Tunnels (PRATT) Coalition, requests that the Parley’s Creek Trail is recognized and included as a component in Salt Lake City’s intermodal transportation system and in the Major Transit Corridors Plan. The letter states that money has been obtained to fund the trail. There are two proposed alignments of the trail, one being in the Sugar House rail corridor, which has been proposed as a *Potential Long Range Light Rail or Significant Bus Service Corridor* on the proposed Major Transit Facilities map. The PRATT Coalition would like to see the rail corridor developed as a bicycle/pedestrian trail with the possibility of a single track trolley as long as it preserves room for the trail.

Staff Response: The Parley’s Creek Trail is identified on the adopted Bicycle and Pedestrian Master Plan as a proposed route. This is the appropriate location to identify a future trail and it is not necessary to identify it on the Major Transit Facilities map.

The proposed map amendments were presented to the Transportation Advisory Board (TAB) on January 9, 2006. The minutes of that meeting are attached as Exhibit 5 in the Planning Commission Staff Report. The TAB voted unanimously in support of the proposed maps with

the recommendation that the Potential Long Range Light Rail or Significant Bus Service Corridor between 2100 South and I-80 be extended eastward to connect with 2100 East (this corridor was previously shown to end at 1300 East). The Major Transit Facilities map was amended to reflect the Transportation Advisory Board's recommendation.

A Planning Commission public hearing was held on January 25, 2006. The Planning Commission passed a motion to recommend that the City Council adopt the proposed amendments to the Major Street Plan and Rail Transit Corridors maps. The motion passed with a unanimous vote.

RELEVANT ORDINANCES:

The Salt Lake City Code does not address standards for amendments to adopted City master plans; however, Section 10-9a-401 of the Utah State Code states that each municipality shall prepare and adopt a comprehensive, long range general plan for:

1. Present and future needs of the municipality; and
2. Growth and development of all or any part of the land within the municipality.

Utah State Code further states that the plan may provide for health, general welfare, safety, energy conservation, *transportation*, prosperity, civic activities, aesthetics, and recreational, educational, and cultural opportunities.

The Major Street Plan map and the Major Transit Facilities map are companion documents to the Salt Lake City Transportation Master Plan, which is part of the overall general plan for Salt Lake City. The Transportation Master Plan guides the City in making transportation related decisions, which affects the "present and future needs of the City" and "growth and development of the land within the City." The Planning Commission finds that the proposed updates to the Major Street Plan map and the Rail Transit Corridors map are in keeping with Utah State regulations for general plans (see page 9 of the Planning Commission Staff Report in Exhibit 5b).

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5. Planning Commission Hearing
 - a. Original Notice with Postmark
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6. Original Petition

1. Chronology

CHRONOLOGY

<i>June 1, 2005</i>	Petition Assigned
<i>June 1, 2005 to September 23, 2005</i>	Development of Draft Maps
<i>September 29, 2005</i>	Routed Proposed Maps to City Departments/Divisions
<i>October 3, 2005</i>	Mailed Proposed Maps to Wasatch Front Regional Council, Utah Department of Transportation, and Utah Transit Authority
<i>October 14, 2005</i>	Mailed Proposed Maps to West Valley City, South Salt Lake, Salt Lake County, Davis County, and North Salt Lake
<i>November 22, 2005</i>	Mailed Notice of 1 st Public Open House
<i>December 7, 2005</i>	Public Open House (0 in attendance)
<i>January 9, 2006</i>	Transportation Advisory Board Review
<i>January 12, 2006</i>	Mailed Notice of 2 nd Public Open House
<i>January 30, 2006</i>	Public Open House (2 in attendance)
<i>February 14, 2006</i>	Routed Final Draft of Maps to City Departments/Divisions
<i>February 21, 2006</i>	Notice of Planning Commission Public Hearing Advertised in the Salt Lake Tribune
<i>February 21, 2006</i>	Mailed Notification of Planning Commission Public Hearing
<i>March 8, 2006</i>	Planning Commission Public Hearing
<i>March 9, 2006</i>	Requested Ordinance from City Attorney
<i>March 22, 2006</i>	Minutes of Planning Commission Hearing Ratified

2. Ordinance

SALT LAKE CITY ORDINANCE

No. _____ of 2006

(Amending Two Portions of the Transportation Master Plan: (A) Major Street Plan: Roadway Functional Classification, and (B) Rail Transit Corridors, and Renaming Rail Transit Corridors to Major Transit Facilities)

AMENDING TWO PORTIONS OF THE TRANSPORTATION MASTER PLAN: (A) MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION, AND (B) RAIL TRANSIT CORRIDORS, AND RENAMING RAIL TRANSIT CORRIDORS TO MAJOR TRANSIT FACILITIES, PURSUANT TO PETITION NO. 400-05-14.

WHEREAS, the Planning Commission and the City Council of Salt Lake City, Utah, have held public hearings and have taken into consideration citizen testimony, filing, and demographic details of the area, the long range general plans of the City, and any local master plan as part of their deliberations. Pursuant to these deliberations, the City Council has concluded that the proposed two amendments to the Transportation Master Plan: (A) Major Street Plan: Roadway Functional Classification, and (B) Rail Transit Corridors, and renaming Rail Transit Corridors to Major Transit Facilities is in the best interest of the city.

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

SECTION 1. AMENDMENT TO TRANSPORTATION MASTER PLAN.

A. The Major Street Plan: Roadway Functional Classification shall be and hereby is amended as set forth in Exhibit A attached hereto.

B. The Rail Transit Corridors shall be and hereby is amended as set forth in Exhibit B hereto and shall be and hereby is renamed to Major Transit Facilities.

SECTION 2. EFFECTIVE DATE. This Ordinance shall become effective on the date of its first publication.

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

2006.

CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

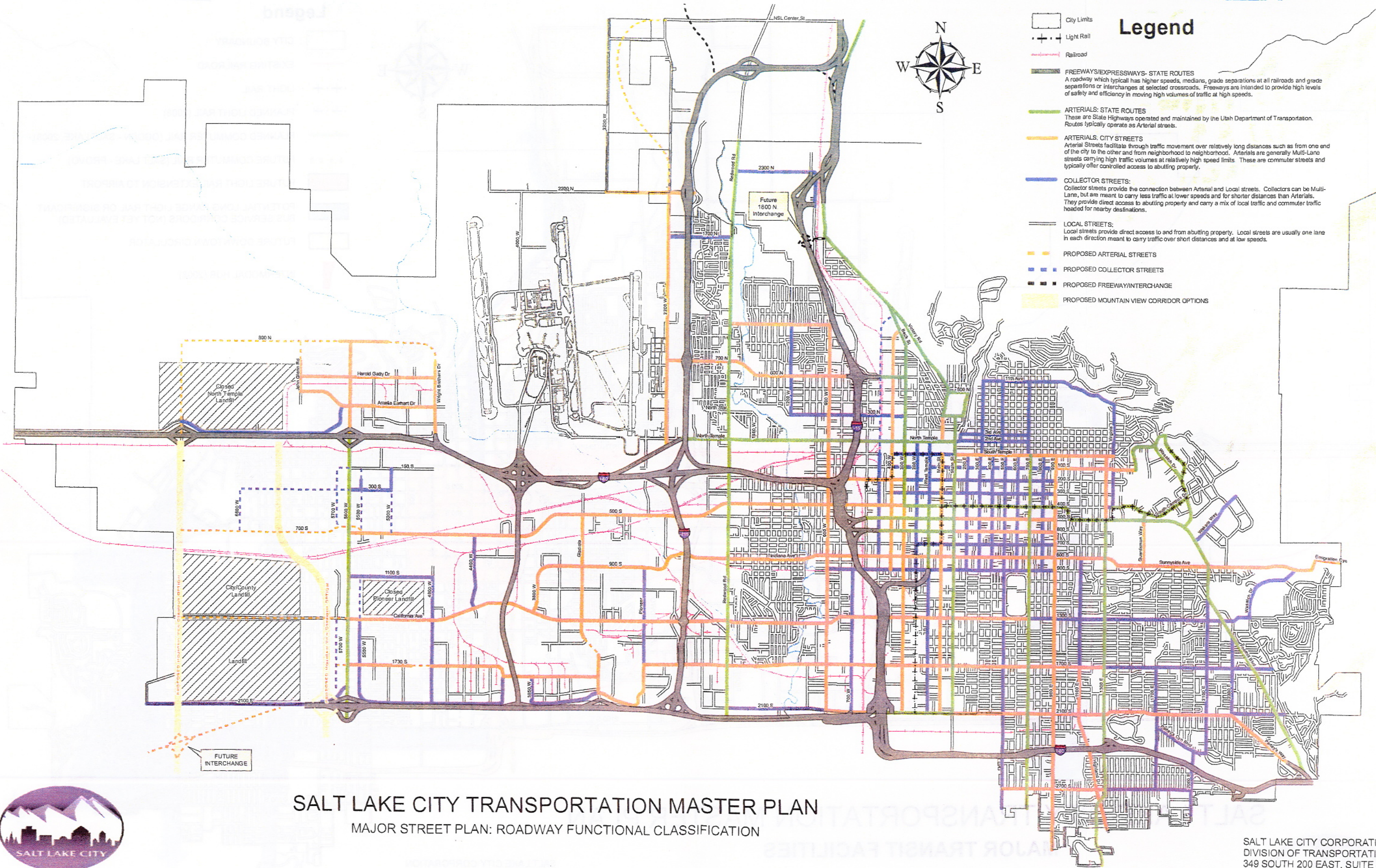
CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date March 13, 2006
By Melanie Huf

(SEAL)

Bill No. _____ of 2006.











Published: _____.

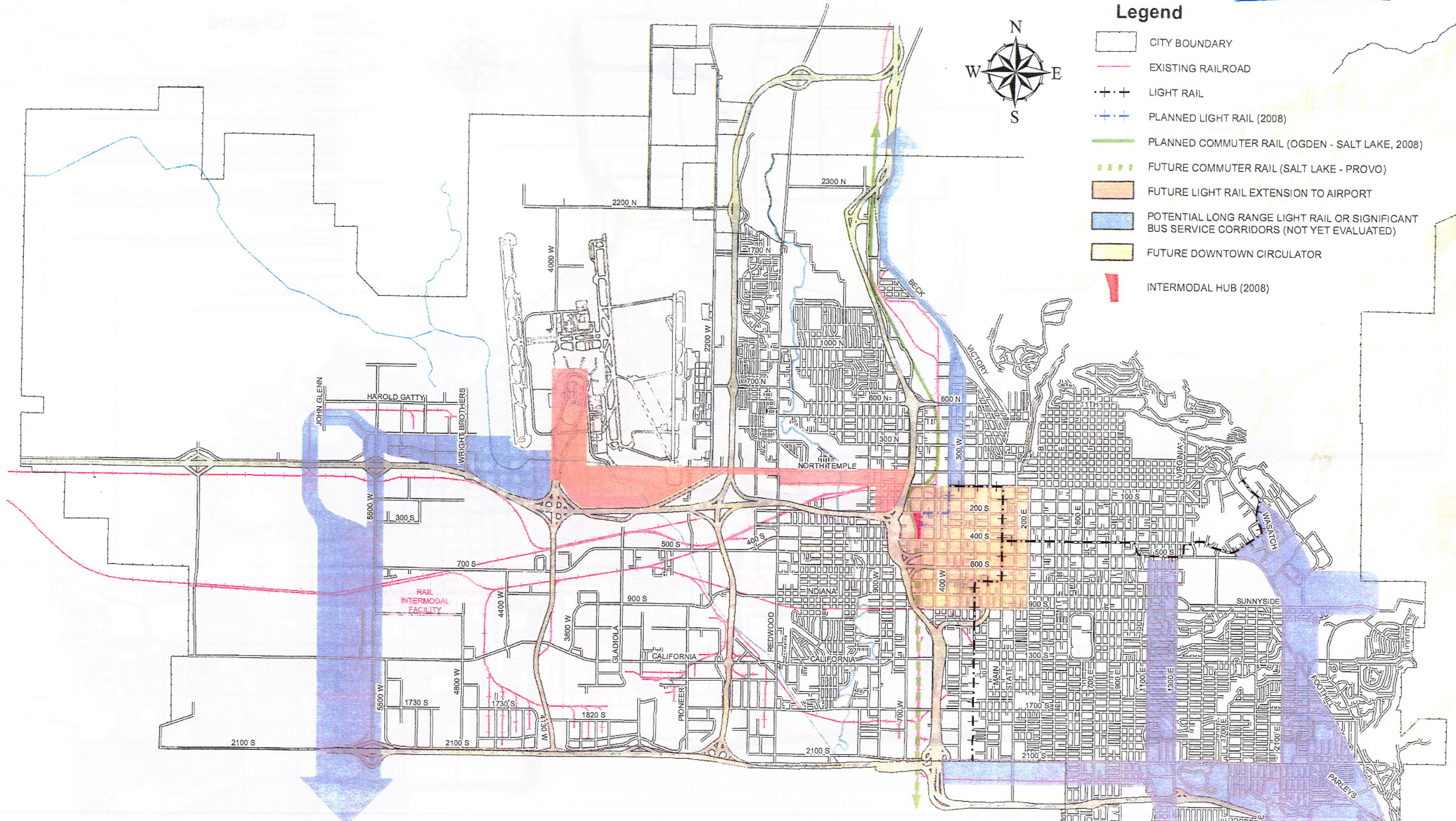


SALT LAKE CITY TRANSPORTATION MASTER PLAN
 MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION



Legend

-  CITY BOUNDARY
-  EXISTING RAILROAD
-  LIGHT RAIL
-  PLANNED LIGHT RAIL (2008)
-  PLANNED COMMUTER RAIL (OGDEN - SALT LAKE, 2008)
-  FUTURE COMMUTER RAIL (SALT LAKE - PROVO)
-  FUTURE LIGHT RAIL EXTENSION TO AIRPORT
-  POTENTIAL LONG RANGE LIGHT RAIL OR SIGNIFICANT BUS SERVICE CORRIDORS (NOT YET EVALUATED)
-  FUTURE DOWNTOWN CIRCULATOR
-  INTERMODAL HUB (2008)



SALT LAKE CITY TRANSPORTATION MASTER PLAN
 MAJOR TRANSIT FACILITIES



SALT LAKE CITY CORPORATION
 DIVISION OF TRANSPORTATION
 349 SOUTH 200 EAST, SUITE 450

DRAWN BY: K. BELL

3. Notice of City Council Hearing

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is currently reviewing Petition 400-05-14, a petition initiated by the Salt Lake City Planning Commission to amend/update the Major Street Plan and Transit maps. The maps are companion documents to the Salt Lake City Transportation Master Plan adopted in 1996.

The City Council is holding a public hearing to receive comments regarding the petition. During this hearing, the Planning staff may present information on the proposal 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 p.m.
PLACE: ROOM 315
City and County Building
451 South State Street
Salt Lake City

If you have any questions relating to this proposal, please attend the meeting or contact Wayne Mills at 535-6173, or e-mail wayne.mills@slcgov.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this public hearing.

Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the City Council Office at 535-7600; TDD 535-6021.

4. Mailing Labels



ORGANIZATIONS:

Updated: 4/1/2005 sj

DOWNTOWN ALLIANCE
BOB FARRINGTON, DIRECTOR
175 EAST 400 SOUTH, #100
SALT LAKE CITY, UT 84111

S.L. CHAMBER OF COMMERCE
175 EAST 400 SOUTH, SUITE #100
SALT LAKE CITY, UT 84111

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SALT LAKE CITY, UT 84110

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COALITION
P.O. BOX 521357
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SUGAR HOUSE MERCHANTS ASSN.
c/o BARBARA GREEN
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2000 SOUTH 1100 EAST
SALT LAKE CITY, UT 84106

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c/o NEIGHBORHOOD HOUSING SVS.
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Salt Lake City, UT 84104

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West Valley City
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COMMUNITY COUNCIL CHAIRS:

Updated: 11/3/2005 cr

KEN FUTZ, CHAIR
WEST POINTE COMM. COUNCIL
1217 NO. BRIGADIER CIRCLE
SALT LAKE CITY, UT 84116

KENNETH L. NEAL, CHAIR
ROSE PARK COMMUNITY COUNCIL
1071 NO. TOPAZ DR.
SALT LAKE CITY, UT 84116

ANGIE VORHER, CHAIR
JORDAN MEADOWS COMM. COUNCIL
1988 SIR JAMES DRIVE
SALT LAKE CITY, UT 84116

VICKY ORME, CHAIR
FAIRPARK COMM. COUNCIL
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SALT LAKE CITY, UT 84116

MIKE HARMAN, CHAIR
POPLAR GROVE COMM. COUNCIL
1044 WEST 300 SOUTH
SALT LAKE CITY, UT 84104

RANDY SORENSON, CHAIR
GLENDALE COMMUNITY COUNCIL
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PETER VON SIVERS, CHAIR
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ELIOT BRINTON, CHAIR
SUNNYSIDE EAST ASSOCIATION
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ELLEN REDDICK, CHAIR
BONNEVILLE HILLS
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DAVE MORTENSEN, CHAIR
ARCADIA HEIGHTS/BENCHMARK
COMMUNITY COUNCIL
2278 SIGNAL POINT CIRCLE
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MARK HOLLAND, CHAIR
SUGAR HOUSE COMM. COUNCIL
1942 BERKELEY STREET
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PAM PEDERSON, CHAIR
EAST LIBERTY PARK COMMUNITY
COUNCIL CHAIR
1165 WINDSOR STREET
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St. Mary's Community Council
VACANT

TIM DEE, CHAIR
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COMMUNITY COUNCIL CHAIRS:

Updated: 11/3/2005 cr

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SALT LAKE CITY, UT 84116

KENNETH L. NEAL, CHAIR
ROSE PARK COMMUNITY COUNCIL
1071 NO. TOPAZ DR.
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ANGIE VORHER, CHAIR
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VICKY ORME, CHAIR
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Chuck Chappell, Executive Director
Wasatch Front Regional Council
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Salt Lake City, UT 84116

Joseph Moore
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3600 Constitution Blvd., Ste. 240
West Valley City, UT 84119



ORGANIZATIONS:

Updated: 4/1/2005 sj

DOWNTOWN ALLIANCE
BOB FARRINGTON, DIRECTOR
175 EAST 400 SOUTH, #100
SALT LAKE CITY, UT 84111

S.L. CHAMBER OF COMMERCE
175 EAST 400 SOUTH, SUITE #100
SALT LAKE CITY, UT 84111

ATTN: CAROL DIBBLEE
DOWNTOWN MERCHANTS ASSN.
10 W. BROADWAY, SUITE #420
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SALT LAKE CITY, UT 84101

HISPANIC CHAMBER OF
COMMERCE
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P.O. BOX 521357
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SUGAR HOUSE MERCHANTS ASSN.
c/o BARBARA GREEN
SMITH-CROWN
2000 SOUTH 1100 EAST
SALT LAKE CITY, UT 84106

WESTSIDE ALLIANCE
c/o NEIGHBORHOOD HOUSING SVS.
MARIA GARCIA
622 WEST 500 NORTH
SALT LAKE CITY, UT 84116

WAYNE MILLS
1023 AUSTIN AVE.
SALT LAKE CITY, UT 84106

5. Planning Commission Hearing

a. Original Notice with Postmark

b. Staff Report

c. Agenda and Minutes

a. Original Notice with Postmark

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, March 8, 2006, at 5:45 p.m.**

Dinner will be served to the Planning Commissioners and Staff 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, February 22, 2006.
2. **REPORT OF THE CHAIR AND VICE CHAIR**
3. **REPORT OF THE DIRECTOR**
4. **PUBLIC NOTICE AGENDA** Salt Lake City Property Conveyance Matters
 - a) UTOPIA, DBA Murray City and Salt Lake City Public Utilities Department—Murray City, as part of the UTOPIA project is requesting that Public Utilities grant a standard utility permit to allow the installation of aerial fiber-optic telecommunications cables to cross the Salt Lake City Public Utilities Department owned Jordan and Salt Lake City Canal property located at approximately 700 East and 6700 South in Murray City. The Public Utilities Department Staff intends to approve the standard utility permit. (Staff - Karryn Greenleaf at 483-6769 or karryn.greenleaf@slcgov.com or Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com).
5. **PUBLIC HEARINGS**
 - * b) **Petition 400-05-17** - A request by the Salt Lake City Planning Commission to amend/update the Major Street Plan and Transit maps. The maps are components of and are amendments to the Salt Lake City Transportation Master Plan adopted in 1996. These maps cover the entire City boundary (Staff – Wayne Mills at 535-6173 or wayne.mills@slcgov.com).
 - c) **Petition 400-05-43** - A request by Blake Henderson to amend the zoning map to change the parcels of land located at approximately 857 East 100 South, 70 South 900 East and 58 South 900 East from RMF-35 to RMF-45 to build a new multi-family housing development. The City may also consider rezoning properties at approximately 50 South 900 East and 845 East 100 South (rear) from RMF-35 to RMF-45 to better conform with the existing land uses and be consistent with the proposed changes by the applicant. This proposal will also require an amendment to the Central Community Master Plan to identify the properties as medium-high density residential rather than medium density residential. (Staff - Doug Dansie at 535-6182 or doug.dansie@slcgov.com).
6. **UNFINISHED BUSINESS**
 - a) **Petition Number 410-571** - Applicants; Van Cott, Bagley, Conwall & McCartney Profit Sharing Trust, request an additional six-month extension of the approval period for the Conditional Use, changing the expiration date from March 16, 2006, to September 16, 2006. The project is a six-unit Residential Planned Unit Development located at 910 South Donner Way.

The next scheduled Planning Commission meeting will be March 22, 2006. This information can be accessed at www.slcgov.com/CED/planning.

b. Staff Report

DATE: March 1, 2006
TO: Salt Lake City Planning Commission
FROM: Wayne Mills, Senior Planner
RE: **STAFF REPORT FOR THE MARCH 8, 2006 MEETING**

CASE#: 400-05-14

APPLICANT: Salt Lake City Planning Commission

PROJECT LOCATION: City-wide

PROJECT/PROPERTY SIZE: Not Applicable

COUNCIL DISTRICT: **District One**, Carlton Christensen
District Two, Van Turner
District Three, Eric Jergensen
District Four, Nancy Saxton
District Five, Jill Remington Love
District Six, Dave Buhler
District Seven, Søren Simonsen

REQUESTED ACTION: Amend/Update the 1996 Major Street Plan and Major Transit Corridors Maps

APPLICABLE LAND USE REGULATIONS: Not Applicable

MASTER PLAN SPECIFICATIONS: Salt Lake City Transportation Master Plan, adopted in 1996

PROJECT DESCRIPTION:

In 1996, the Salt Lake City Council adopted the Salt Lake City Transportation Master Plan. As part of this Master Plan, the City adopted three companion maps known as the:

- Major Street Plan;
- Major Transit Corridors Plan; and
- Bikeways Master Plan

From time to time it is necessary to update the Salt Lake City Transportation Master Plan map documents to reflect changes to the City's transportation system. In September of 2004, the Salt Lake City Council adopted the Bicycle and Pedestrian Master Plan, which contains an updated Bikeways Master Plan map. On May 22, 2005, the Planning Commission initiated a petition directing the Planning Division and the Transportation Division to amend the Major Street Plan map and Rail Transit Corridors Plan map.

The Major Street Plan identifies and classifies existing and proposed freeways, arterial streets, collector streets, and local streets within Salt Lake City. The street classifications are defined as follows:

Freeways/Expressways – State Routes

A roadway, which typically has higher speeds, medians, grade separations at all railroads and grade separations or interchanges at selected crossroads. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds.

Arterials – State Routes

These are State Highways operated and maintained by the Utah Department of Transportation that typically operate as arterial streets.

Arterials – City Streets

Arterial Streets facilitate through traffic movement over relatively long distances, such as from one end of the City to the other and from neighborhood to neighborhood. Arterials are generally multi-lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets and typically offer controlled access to abutting property.

Collector Streets

Collector streets provide the connection between arterial and local streets. Collectors can be multi-lane, but are meant to carry less traffic at lower speeds and for shorter distances than arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.

Local Streets

Local streets provide direct access to and from abutting property. Local streets are usually one lane in each direction meant to carry traffic over short distances and at low speeds.

The Major Transit Corridors Plan identifies existing and proposed rail corridors as well as areas to be evaluated for significant bus service. The changes proposed to both maps reflect completed projects and recommendations from other Salt Lake City Master Plans and regional transportation studies. The proposed Major Street Plan Map, the existing Major Street Plan Map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 map are attached as Exhibit 1. The proposed Major Transit Facilities map, the existing transit map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 transit map are attached as Exhibit 2.

COMMENTS, ANALYSIS AND FINDINGS

COMMENTS:

City Departments/Divisions

The proposed maps were routed to the pertinent City Departments/Divisions on two occasions. The first draft of the maps was routed on September 29, 2005. The final draft was routed on February 14, 2006. The comments received from pertinent City Departments/Divisions are attached to this staff report for review (see Exhibit 3). The following is a summary of all comments/concerns received:

- A. **Public Utilities:**
No comments received.

- B. **Engineering:**
1100 South Street, between 4800 West and 5600 West, should be shown as an existing collector. Construction of 1100 South was completed last year as part of the Union Pacific Hub project.

Planning Staff Comment: The Major Street Plan has been amended to reflect the Engineering Division's comment.

- C. **Building Services:**
The Building Services Division has no comments regarding the proposal.

- D. **Transportation:**
The Transportation Division supports the proposed changes to the Major Street Plan map and the Major Transit Facilities map of the Salt Lake City Transportation Master Plan.

- E. **Fire:**
The Fire Department has no objections or comments regarding this proposal.

- F. **Airport:**
The following comments refer to streets on and near the airport.

1) Draft Major Street Plan, dated September 6, 2005 (22" x 36")

a) The terminal loop road is shown as a local street directly connecting to Interstate-80 and has been rerouted since this street map. This is a unique roadway that does not meet the definition of a collector or arterial road. Namely, this road does not carry traffic long distances, does not connect city neighborhoods, and the speed limit is low at 10 miles per hour in front of the terminals. This road should remain as a local road so that the near future changes to the loop road can be made. The Airport recommends no change to the airport loop road classification as a local street.

b) The loop road exit road has been relocated and is not shown correctly. Additionally, 4000 West does not allow public access under the two taxiways as indicated.

2) Existing Major Street Plan, dated April 16, 1996 (11" x 17") along with

3) Spreadsheet identifying the significant changes to the Major Street Plan

a) West Davis Highway (Spreadsheet #1) – Agreed that this street should be removed from the map.

b) 2200 North (Spreadsheet #4) – 4000 West and 2200 North Streets are located completely on-airport with only airport-controlled access. These streets do not meet the definition of a city arterial street. Namely these streets do not carry traffic from neighborhood to neighborhood and terminate at the airport's north support area. These two streets should be further discussed to ensure the correct classification is assigned – that being local or an arterial street.

c) The Terminal road system should be classified as a local street, rather than an arterial or collector street. It does not meet the definitions for either classification as previously discussed in 1 a) above.

d) 3200 West Street, north of 2200 North, should be classified as a local street. It is a dirt road.

4) Draft Major Transit Facility Plan, dated September 6, 2005 (11" x 17")

a) The map is correctly shown for a single in/out light rail track serving the airport. The map is shown correctly.

Planning Staff Comment: The comments received from the Department of Airports are reflected on the maps proposed to the Planning Commission.

G. City Council Staff:

On the map marked *Major Transit Facilities* there is a tan box bordered by North Temple, 200 East, 900 South and the I-15 freeway. The box is labeled *Potential Downtown Circulator*. Is there any way to drop the word *Potential* from the label, and is there a way to extend the blue *Planned Light Rail* line down 400 West Street and east to meet the existing light rail line at 700 South 200 West?

Planning Staff Comment: In response to the comments received from City Council Staff, the proposed map identifies the transportation corridor surrounding downtown as the "Future Downtown Circulator" instead of "Potential Downtown Circulator." The comment regarding a planned light rail line down 400 West and connecting to the existing light rail line requires future study. The recommendation may be studied in a future downtown transportation study and any changes recommended from that study would be covered on the proposed transit map under the "Future Downtown Circulator" designation.

H. Mayor's Office

No comments received.

Other Agencies/Organizations

A draft of the proposed maps was mailed to representatives of:

- Davis County
- City of North Salt Lake
- City of South Salt Lake
- Salt Lake County
- West Valley City
- Utah Department of Transportation (UDOT)
- Utah Transit Authority (UTA)
- Wasatch Front Regional Council

The only agency to respond with comments was West Valley City. A summary of the comments are as follows (full comments are attached as Exhibit 4):

1. Years ago there was a discussion with Salt Lake City regarding the possibility of an interchange at 4800 West from SR-201. The idea was that an interchange could be helpful to the developing properties around it and reduce some of the demand on Bangerter Highway and 5600 West. Would this be beneficial to pursue in a future expansion plan for SR-201.

Planning Staff Comment: Representatives from the Planning Division and Transportation Division remember having discussions regarding 4800 West and SR-201; however, the discussion was regarding the possibility of bridging 4800 West over or under SR-201. At the time, West Valley City was not willing to protect the right-of-way necessary for the 4800 West corridor. Due to the past discussion, the 4800 West issue was never pursued and Salt Lake City does not foresee pursuing this in the future.

2. What are Salt Lake City's thoughts on the extension of 2100 South to the west from 5600 West. The proposed maps show the road as a collector, probably just collecting traffic from the West Valley City side. The road has not been discussed much in the context of the Mountain View Corridor. Should Salt Lake City and West Valley City mutually promote the road connection to 5600 West as an added expense of the Mountain View

Corridor?

3. 7200 West is the other alternative for the Mountain View Corridor. What are your thoughts concerning that alignment?

Planning Staff Comment on items 1&2: The specific details of the Mountain View Corridor will be addressed upon study of the future alignment. Salt Lake City will work with West Valley City to determine which alignment addresses both jurisdiction's needs and recommend that alignment, as well as links to the alignment, to the Utah Department of Transportation.

Generally, Salt Lake City's planning efforts seem to be harmonious with West Valley City.

Transportation Advisory Board (TAB)

The proposed map amendments were presented to the Transportation Advisory Board (TAB) on January 9, 2006. The minutes of that meeting are attached as Exhibit 5. The TAB voted unanimously in support of the proposed maps with the recommendation that the Potential Long Range Light Rail or Significant Bus Service Corridor between 2100 South and I-80 be extended eastward to connect with 2100 East (this corridor was previously shown to end at 1300 East). The Major Transit Facilities map was amended to reflect the Transportation Advisory Board's recommendation.

Citizen/Community Comments

Two separate Open Houses were conducted to obtain citizen comments on the proposed map amendments. The first was held on December 7, 2005 with no attendance. The second was held on January 30, 2006 with two people in attendance. One written response was received as a result of the open house notification (the individual responding was unable to attend the open house). The letter is attached as Exhibit 6.

In the letter, the citizen, who represents the Parley's Rails, Trails and Tunnels (PRATT) Coalition, requests that the Parley's Creek Trail is recognized and included as a component in Salt Lake City's intermodal transportation system and in the Major Transit Corridors Plan. The letter states that money has been obtained to fund the trail. There are two proposed alignments of the trail, one being in the Sugar House rail corridor, which has been proposed as a transit corridor. The PRATT Coalition would like to see the rail corridor developed as a bicycle/pedestrian trail with the possibility of a single track trolley as long as it preserves room for the trail.

The *Potential Long Range Light Rail or Significant Bus Service Corridors* designation in question is a swath encompassing the area between 2100 South and the rail corridor from I-15 to 1300 East. The designation identifies the area as a potential transit corridor, but the specifics of the corridor have not yet been evaluated.

The Parley's Creek Trail is identified on the adopted Bicycle and Pedestrian Master Plan as a proposed route. Staff finds that this is the appropriate location to identify a future trail and it is not necessary to identify it on the Transit Facilities map.

ANALYSIS:

Pursuant to Planning Commission directive, the Planning Division and the Transportation Division reviewed the 1996 Major Street Plan map and the Transit Corridors map. In cases where the maps identify a street or transit project as “proposed” and that street or transit project has been completed, the maps were amended to reflect those changes. Staff also amended the maps to reflect current studies for new projects, such as, the options for the Mountain View Corridor and future rail transit extensions. The proposed Major Street Plan Map, the existing Major Street Plan Map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 map are attached as Exhibit 1. The proposed Major Transit Facilities map, the existing transit map (adopted in 1996), and a spreadsheet identifying the major changes to the 1996 transit map are attached as Exhibit 2.

Master Plan Review

The Salt Lake City Transportation Master Plan (adopted in 1996) states that the companion maps to the plan “will be updated on a regular basis.” The proposed amendments to the Major Street Plan and the Transit Corridors map are updates as directed in the Transportation Master Plan.

In addition to the Transportation Master Plan, the following community master plans were reviewed as to comments regarding the Major Street Plan and Transit Facilities maps:

- Northwest – Jordan River/Airport (*adopted, January, 1992*)
- Avenues (*adopted, July, 1987*)
- Arcadia Heights, Benchmark, H Rock (*adopted, October, 1998*)
- West Salt Lake (*adopted, March, 1995*)
- Rose Park (*adopted, September, 2001*)
- Downtown (*adopted, February, 1995*)
- Visionary Gateway (*not an adopted plan*)
- Sugar House (*adopted, November, 2001*)
- East Bench (*adopted, April, 1987*)
- East Downtown (*adopted, September, 1990*)
- Capitol Hill (*adopted, November, 1999*)
- Central Community (*adopted, November, 2005*)

The following community master plans make recommendations regarding the Major Street Plan and Transit Facilities maps. The comments following the recommendations reflect whether or not the changes are proposed in the transportation map updates.

Arcadia Heights, Benchmark, H Rock Master Plan

Recommendation (page 15): Wasatch Drive should be reclassified from a “collector street” to a “local street.”

Staff Response: In response to the Master Plan recommendation, the proposed Major Street Plan shows Wasatch Drive, between 1300 South and 2100 South, as a local street.

Rose Park Small Area Plan

Recommendation (page 9): 900 West at 1000 North – 900 West should be extended northward into the existing bridge, which will connect to the Warm Springs frontage road.

Staff Response: Currently, the subject bridge connects to northbound I-15. Changing that bridge so that it connects to the Warm Springs frontage road can only occur when I-15, north of 600 North, is rebuilt. Reconfiguring the existing bridge will require more study during future evaluations of an I-15 reconstruction project.

Downtown Master Plan

Recommendation (page 20): Improve 500 West to provide a freeway frontage road/secondary access route from the south that is away from residential areas.

Staff Response: 500 West, between 800 South and South Temple has been changed to an existing collector and between South Temple and Victory Road it has been change to a proposed collector in response to the master plan recommendation.

Recommendation (page 20): Close or narrow 2nd Avenue at State Street to discourage through traffic in residential areas. Second and Third Avenue should be reconverted to two way traffic. This is to discourage through traffic in the Avenues. Similar measures should also be taken on 100, 200 and 300 South, east of 700 East, to prevent excess traffic from moving onto these residential streets.

Staff Response: The recommendations are beyond the scope of the proposed map updates and require further study to determine the overall impacts to the City transportation system.

Recommendation (page 21): Victory Road should be disconnected from direct access to Beck Street to encourage commuter traffic to use 300 and 400 West rather than travel through the Capitol Hill neighborhood.

Staff Response: Victory Road and Beck Street are Utah State owned arterial streets. Any change of these roadways must be coordinated and studied by the Utah Department of Transportation (UDOT). Representatives from the Salt Lake City Transportation Division meet quarterly with representatives from UDOT. There is no indication from these meetings that UDOT intends to disconnect or change these roadways; therefore, the Victory Road and Beck Street configuration have not been proposed to be changed.

Sugar House Master Plan

Recommendation/Policy (page 44): Evaluate the feasibility of reclassifying 1700 South, 2700 South, 900 East, and 1100 East/Highland Drive from “city arterial” to “collector” when the Transportation Master Plan is updated.

Staff Response: The Transportation Division finds that these streets should continue to be classified as City arterials because they carry higher traffic volumes from neighborhood to neighborhood, which falls under the definition of an arterial street.

Capitol Hill

Recommendation/Policy (page 17): Strongly support a 500 West collector system from Davis County to provide access to Downtown while bypassing residential areas of the Capitol Hill Community.

Staff Response: 500 West, between 800 South and South Temple has been changed to an existing collector and between South Temple and Victory Road it has been change to a proposed collector in response to the master plan recommendation.

FINDINGS

Issues that are being generated by this proposal

Analysis: The Salt Lake City Code does not address standards for amendments to adopted City master plans; however, Section 10-9a-401 of the Utah State Code states that each municipality shall prepare and adopt a comprehensive, long range general plan for:

- a) Present and future needs of the municipality; and
- b) Growth and development of all or any part of the land within the municipality.

Utah State Code further states that the plan may provide for health, general welfare, safety, energy conservation, *transportation*, prosperity, civic activities, aesthetics, and recreational, educational, and cultural opportunities.

The Major Street Plan map and the Major Transit Facilities map are companion documents to the Salt Lake City Transportation Master Plan, which is part of the overall general plan for Salt Lake City. The Transportation Master Plan guides the City in making transportation related decisions, which affects the “present and future needs of the City” and “growth and development of the land within the City.”

Finding: Staff finds that the proposed updates to the Major Street Plan map and the Major Transit Facilities map are in keeping with Utah State regulations for general plans.

RECOMMENDATION:

In light of the comments, analysis and findings noted above, staff recommends that the Planning Commission forward a positive recommendation to the City Council to adopt the proposed amendments to the Major Street Plan Map and the Major Transit Facilities Map.

Wayne Mills
Senior Planner








Attachments: Exhibit 1 – Proposed Major Street Plan, Existing Major Street Plan, Spreadsheet of Major Changes
Exhibit 2 – Proposed Major Transit Facilities Map, Existing Rail Transit Corridors Map, Spreadsheet of Major Changes
Exhibit 3 – Department/Division Comments
Exhibit 4 – Other Agency/Organization Comments
Exhibit 5 – Transportation Advisory Board (TAB) Minutes
Exhibit 6 – Citizen Letters

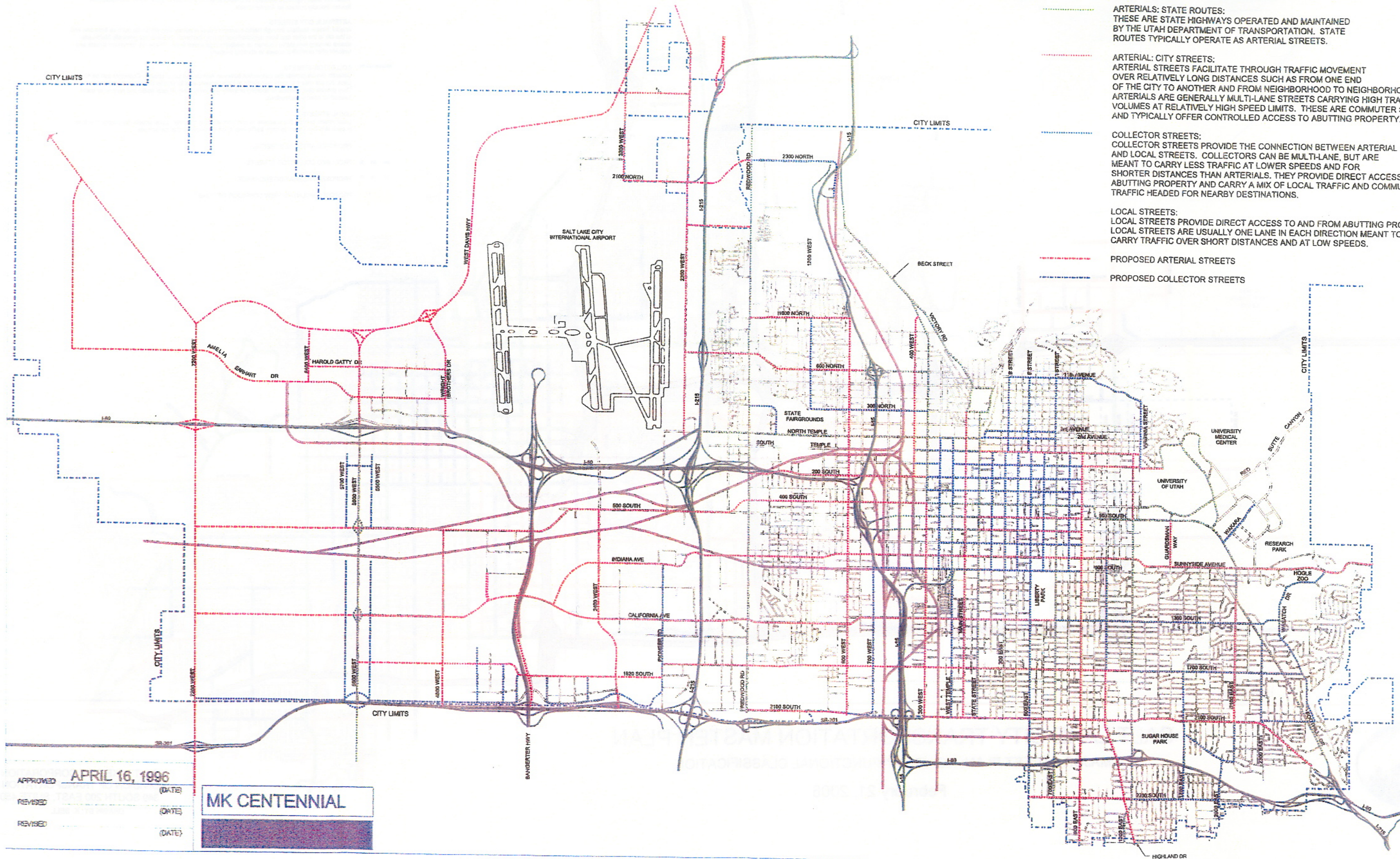
Exhibit 1
**Proposed Major Street Plan, Existing Major Street
Plan, and Spreadsheet of Major Changes**

SALT LAKE CITY TRANSPORTATION MASTER PLAN

MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION

LEGEND

-  **FREWAYS: / EXPRESSWAYS - STATE ROUTES:**
A ROADWAY WHICH TYPICALLY HAS HIGHER SPEEDS, MEDIANS, GRADE SEPARATIONS AT ALL RAILROADS, AND GRADE SEPARATIONS OR INTERCHANGES AT SELECTED CROSSROADS. FREWAYS ARE INTENDED TO PROVIDE HIGH LEVELS OF SAFETY AND EFFICIENCY IN MOVING HIGH VOLUMES OF TRAFFIC AT HIGH SPEEDS.
-  **ARTERIALS: STATE ROUTES:**
THESE ARE STATE HIGHWAYS OPERATED AND MAINTAINED BY THE UTAH DEPARTMENT OF TRANSPORTATION. STATE ROUTES TYPICALLY OPERATE AS ARTERIAL STREETS.
-  **ARTERIAL: CITY STREETS:**
ARTERIAL STREETS FACILITATE THROUGH TRAFFIC MOVEMENT OVER RELATIVELY LONG DISTANCES SUCH AS FROM ONE END OF THE CITY TO ANOTHER AND FROM NEIGHBORHOOD TO NEIGHBORHOOD. ARTERIALS ARE GENERALLY MULTI-LANE STREETS CARRYING HIGH TRAFFIC VOLUMES AT RELATIVELY HIGH SPEED LIMITS. THESE ARE COMMUTER STREETS AND TYPICALLY OFFER CONTROLLED ACCESS TO ADJACENT PROPERTY.
-  **COLLECTOR STREETS:**
COLLECTOR STREETS PROVIDE THE CONNECTION BETWEEN ARTERIAL AND LOCAL STREETS. COLLECTORS CAN BE MULTI-LANE, BUT ARE MEANT TO CARRY LESS TRAFFIC AT LOWER SPEEDS AND FOR SHORTER DISTANCES THAN ARTERIALS. THEY PROVIDE DIRECT ACCESS TO ADJACENT PROPERTY AND CARRY A MIX OF LOCAL TRAFFIC AND COMMUTER TRAFFIC HEADED FOR NEARBY DESTINATIONS.
-  **LOCAL STREETS:**
LOCAL STREETS PROVIDE DIRECT ACCESS TO AND FROM ADJACENT PROPERTY. LOCAL STREETS ARE USUALLY ONE LANE IN EACH DIRECTION MEANT TO CARRY TRAFFIC OVER SHORT DISTANCES AND AT LOW SPEEDS.
-  **PROPOSED ARTERIAL STREETS**
-  **PROPOSED COLLECTOR STREETS**



APPROVED **APRIL 16, 1996**

(DATE)

REVISED

(DATE)













REVISED

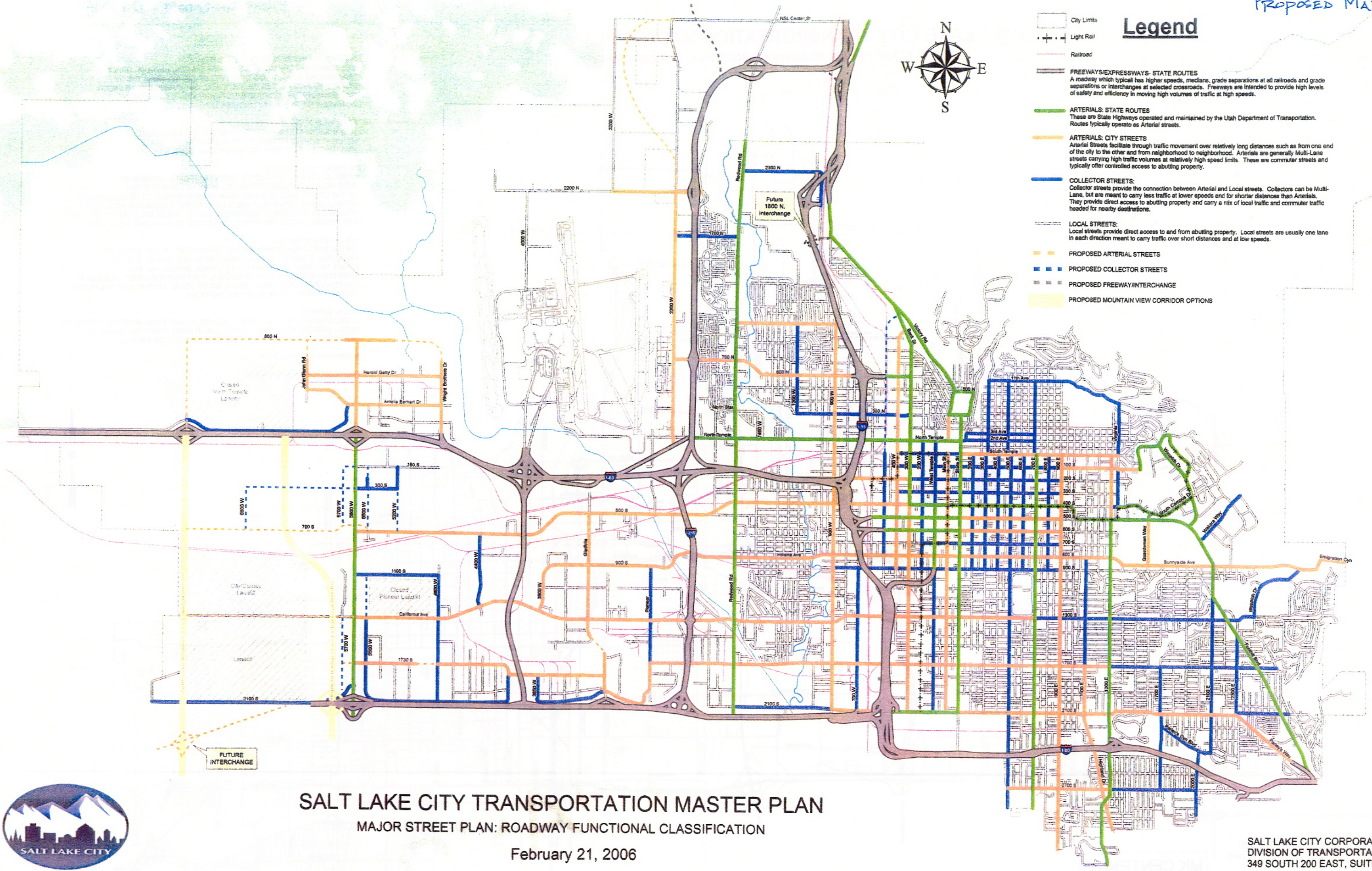
(DATE)

MK CENTENNIAL

PROPOSED MAP

Legend

-  City Limits
-  Light Rail
-  Railroad
-  **FREWAYS/EXPRESSWAYS- STATE ROUTES**
A roadway which typical has higher speeds, medians, grade separations at all railroads and grade separations or interchanges at selected crossroads. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds.
-  **ARTERIALS: STATE ROUTES**
These are State Highways operated and maintained by the Utah Department of Transportation. Routes typically operate as Arterial streets.
-  **ARTERIALS: CITY STREETS**
Arterial Streets facilitate through traffic movement over relatively long distances such as from one end of the city to the other and from neighborhood to neighborhood. Arterials are generally Multi-Lane streets carrying high traffic volumes at relatively high speed limits. These are commuter streets and typically offer controlled access to abutting property.
-  **COLLECTOR STREETS:**
Collector streets provide the connection between Arterial and Local streets. Collectors can be Multi-Lane, but are meant to carry less traffic at lower speeds and for shorter distances than Arterials. They provide direct access to abutting property and carry a mix of local traffic and commuter traffic headed for nearby destinations.
-  **LOCAL STREETS:**
Local streets provide direct access to and from abutting property. Local streets are usually one lane in each direction meant to carry traffic over short distances and at low speeds.
-  **PROPOSED ARTERIAL STREETS**
-  **PROPOSED COLLECTOR STREETS**
-  **PROPOSED FREEWAY/INTERCHANGE**
-  **PROPOSED MOUNTAIN VIEW CORRIDOR OPTIONS**



SALT LAKE CITY TRANSPORTATION MASTER PLAN

MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION

February 21, 2006



SALT LAKE CITY CORPORATION
DIVISION OF TRANSPORTATION
349 SOUTH 200 EAST, SUITE 450
DRAWN BY: K. BELL

D. FT

Proposed Major Street Plan Changes

	Street Name	Location	Proposed Change
1	West Davis Highway	Northwest area of City boundaries	Removed (proposed arterial)
2	Amelia Earhart Dr.	John Glenn to 7200 West	Removed (proposed arterial)
3	John Glen	700 North to Emelia Earhart	proposed to existing (arterial)
4	800 North	5600 West Wright Bros. Drive	Added (existing and proposed arterial)
5	2200 North	3200 West to I-215	Added (existing arterial)
6	2200 North	4000 West to 3200 West	Added (existing local)
7	2200 North	I-15 to Redwood Road	Removed (proposed arterial)
8	4000 West	Airport to 2200 North	Added (existing local)
9	150 South	5700 West to 5200 West	Added (proposed collector)
10	5200 West	150 South to 300 South	Added (existing collector)
11	5200 West	300 South to 700 South	Added (proposed collector)
12	5500 West	California to 2100 South	proposed to existing (collector)
13	California Ave	5600 West to 3400 West	proposed to existing (arterial)
14	3400 West	California to 500 South	proposed to existing (arterial)
15	3800 West	California to 900 South	proposed to existing (arterial)
16	1820 South	Bangerter Highway to 3230 West	proposed to existing (arterial)
17	2100 South	Redwood Road to 900 West	from arterial to collector (existing)
18	future interchange	7200 West (south of City limits)	Added interchange
19	Mountain View Corridor Options	2100 South to I-80	Added
20	6600 West	300 South to 700 South	Added (proposed collector)
21	300 South	5700 West to 6600 West	Added (proposed collector)
22	300 South	5200 West to 5500 West	Added (existing collector)
23	700 South	5500 West to 5700 West	alignment change
24	5700 West	north of California	proposed collector to existing local
25	1100 South	4800 West to 5600 West	Added (existing collector)

D. FT

Proposed Major Street Plan Changes







	Street Name	Location	Proposed Change
26	4800 West	1100 South to California	proposed arterial to existing collector
27	1730 South	5070 West (approx.) to 5600 West	proposed to existing (arterial)
28	4800 West	700 South to 1100 South	Removed (proposed arterial)
29	4400 West	700 South to California	local and arterial to collector (existing)
30	4490 West	1600 South to 2100 South	collector to local (existing)
31	4250 West	1730 South to 2100 South	collector to local (existing)
32	1820 South	3230 West to Pioneer	Removed (proposed arterial)
33	Gladiola	California to Ninigret	proposed to existing (arterial)
34	3230 West	1750 South (approx.) to 2100 South	proposed to existing (arterial)
35	2760 West	Pioneer to 2100 South	proposed to existing (arterial)
36	2200 West	north of 2200 North	alignment of proposed arterial
37	2100 North	I-215 to 3200 West	Removed (proposed arterial)
38	200 South	I-15 to Redwood Road	arterial to local (existing)
39	1460 West	North Temple to North Star	collector to local (existing)
40	North Star	Redwood Road to 1460 West	collector to local (existing)
41	1800 North Interchange	I-15	Added interchange
42	Wasatch Dr	1300 South to 2100 South	from collector to local (existing)
43	2100 East	Foothill to 2100 South	arterial to collector (existing)
44	Main Street	N. Temple to S. Temple	Removed (existing arterial)
45	University	100 South to 400 South	local to collector (existing)
46	400 South	1300 East to University	local to collector (existing)
47	900 South	700 West to 900 West	local to collector (existing)
48	500 West	South Temple to 800 South	local to collector (existing)
49	500 West	South Temple to Victory Road	existing local to proposed collector

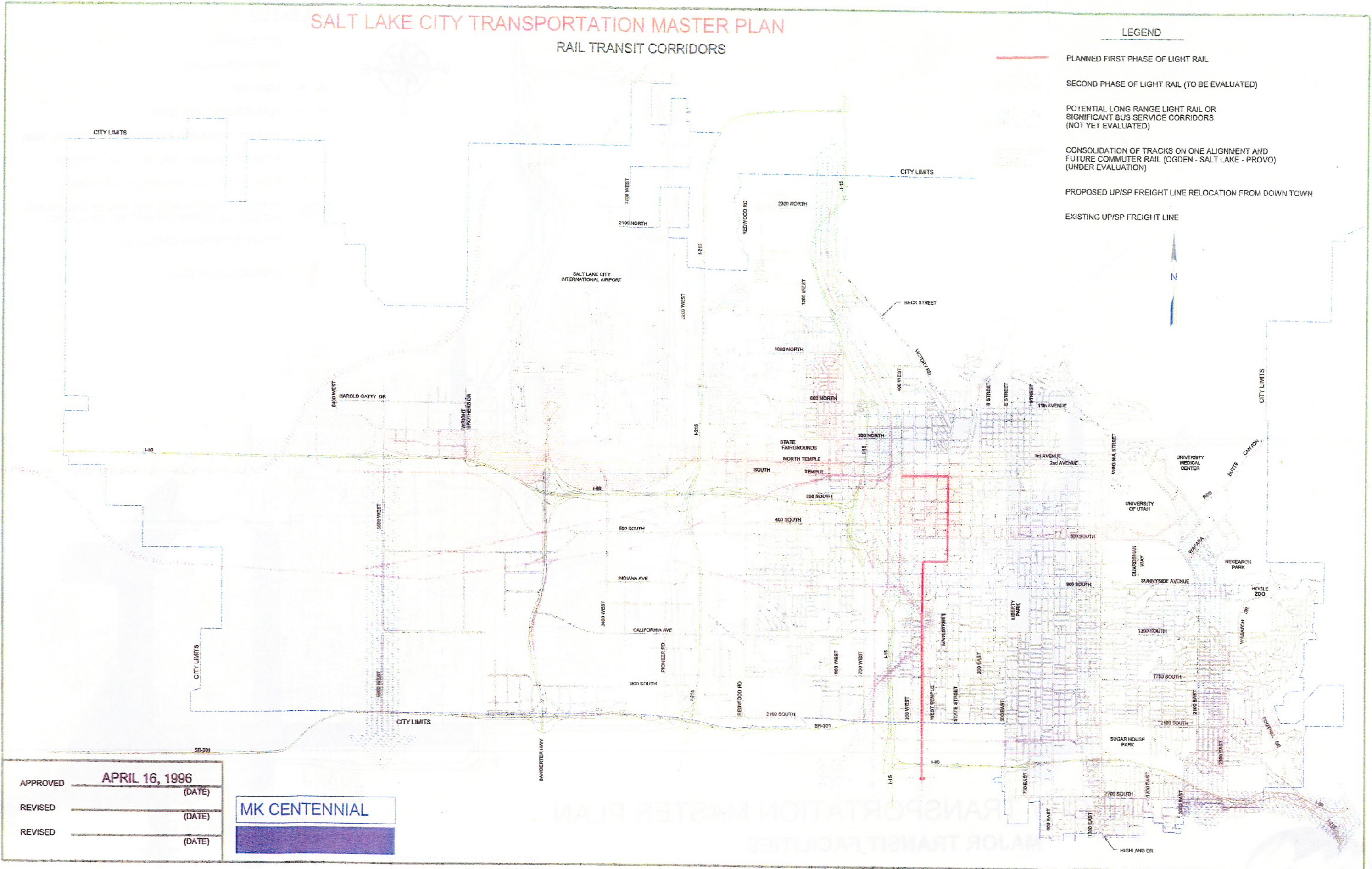
Exhibit 2
**Proposed Major Transit Facilities Map, Existing Rail
Transit Corridors Map, and Spreadsheet of Major
Changes**

SALT LAKE CITY TRANSPORTATION MASTER PLAN

RAIL TRANSIT CORRIDORS

LEGEND











-  PLANNED FIRST PHASE OF LIGHT RAIL
-  SECOND PHASE OF LIGHT RAIL (TO BE EVALUATED)
-  POTENTIAL LONG RANGE LIGHT RAIL OR SIGNIFICANT BUS SERVICE CORRIDORS (NOT YET EVALUATED)
-  CONSOLIDATION OF TRACKS ON ONE ALIGNMENT AND FUTURE COMMUTER RAIL (OGDEN - SALT LAKE - PROVO) (UNDER EVALUATION)
-  PROPOSED UP/SP FREIGHT LINE RELOCATION FROM DOWN TOWN
-  EXISTING UP/SP FREIGHT LINE

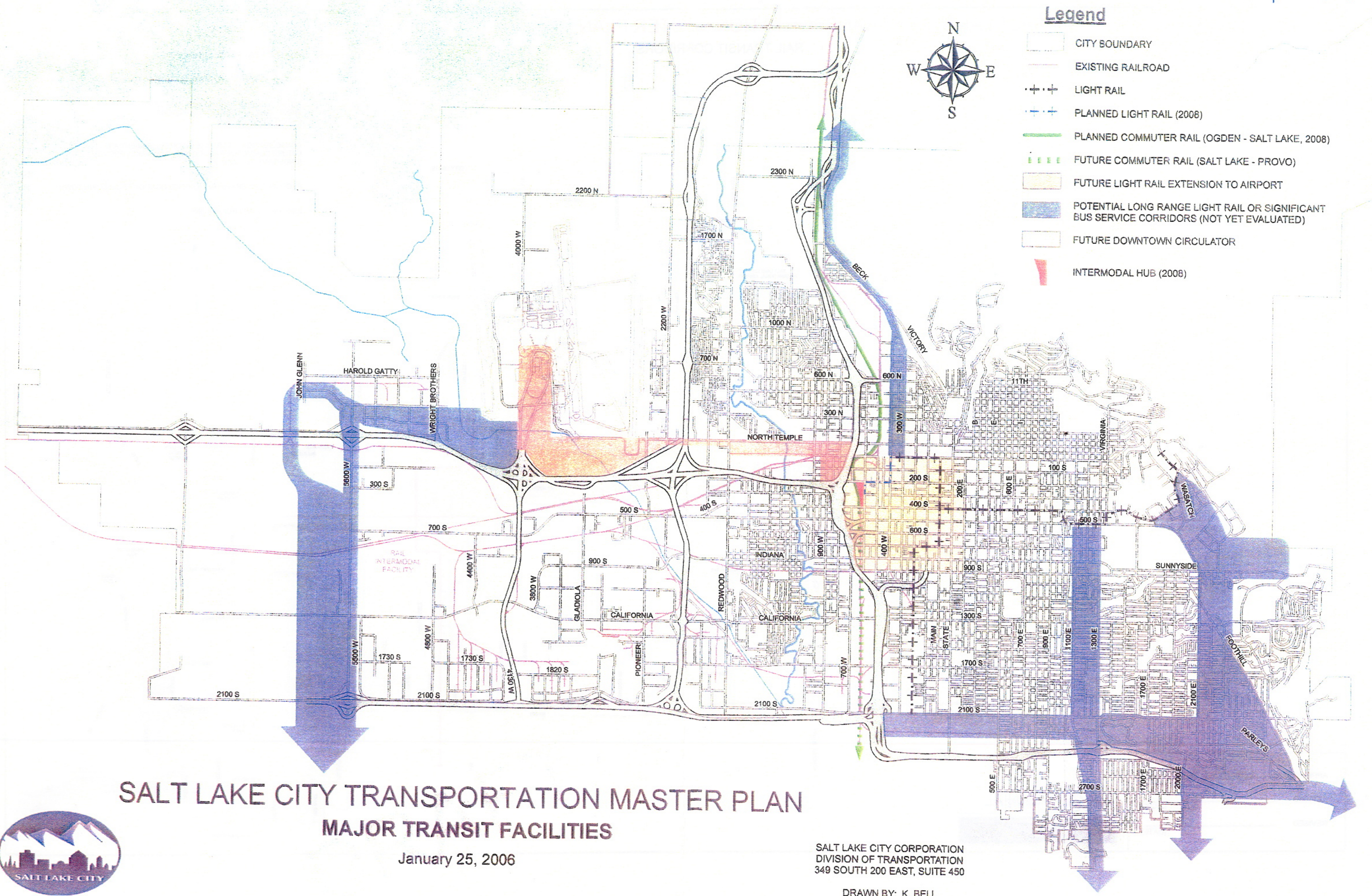


APPROVED	APRIL 16, 1996
REVISED	(DATE)
REVISED	(DATE)
REVISED	(DATE)

MK CENTENNIAL

Legend

-  CITY BOUNDARY
-  EXISTING RAILROAD
-  LIGHT RAIL
-  PLANNED LIGHT RAIL (2008)
-  PLANNED COMMUTER RAIL (OGDEN - SALT LAKE, 2008)
-  FUTURE COMMUTER RAIL (SALT LAKE - PROVO)
-  FUTURE LIGHT RAIL EXTENSION TO AIRPORT
-  POTENTIAL LONG RANGE LIGHT RAIL OR SIGNIFICANT BUS SERVICE CORRIDORS (NOT YET EVALUATED)
-  FUTURE DOWNTOWN CIRCULATOR
-  INTERMODAL HUB (2008)



SALT LAKE CITY TRANSPORTATION MASTER PLAN
 MAJOR TRANSIT FACILITIES

January 25, 2006

SALT LAKE CITY CORPORATION
DIVISION OF TRANSPORTATION
349 SOUTH 200 EAST, SUITE 450

DRAWN BY: K. BELL



L AFT

Proposed Transit Map Changes

1996 Map Item	Proposed Map Change
Proposed UP/SP freight line relocation from Downtown	Removed
5600 West potential light rail or significant bus corridor (study area)	Expanded
Airport light rail extension corridor	Expanded
North/South consolidation of railroad tracks on one alignment	Completed - area removed from map
Planned commuter rail from Ogden to Salt Lake	corridor defined along consolidated rail corridor
Potential Downtown circulator	Expanded
Potential light rail or significant bus service corridor east of 2100 east	Expanded
	New Additions
	Rail Intermodal Facility
	Existing/Completed Light Rail Lines
	Potential light rail or significant bus service along Beck Street to Downtown
	Intermodal Hub (2008)
	Potential light rail or significant bus service corridor between 2100 South and I-80 from I-15 to 2100 East

Exhibit 3
Department/Division Comments

Mills, Wayne

From: Johnston, Richard (ENGINEERING)
Sent: Thursday, February 16, 2006 1:46 PM
To: Mills, Wayne
Subject: Major Street Plan

WAYNE

I reviewed the maps you sent and the only comment I have is that 1100 South (4800 West to 5600 West) should be shown as completed. Construction of 1100 South was completed last year as part of the Union Pacific Hub project.

RICK

Mills, Wayne

From: Young, Kevin (TRANSPORTATION)
Sent: Tuesday, January 31, 2006 11:03 AM
To: Mills, Wayne
Subject: Transportation Master Plan Maps

Wayne,

The Transportation Division supports the proposed changes to the Major Street Plan map and the Major Transit Facilities map of the Salt Lake City Transportation Master Plan.

Kevin

Kevin J. Young, P.E.
Transportation Planning Engineer
Salt Lake City Transportation Division
349 South 200 East, Suite 450
Salt Lake City, Utah 84111
(801) 535-7108
(801) 535-6019 Fax



Date: October 26, 2005

To: Wayne Mills

From: Allen McCandless Phone: 575-2231

Subject: **Petition 40-05-14, a proposal to amend the Salt Lake City Major Street Plan and Rail Transit Corridor Maps**

Thank you for sending the four maps and two spreadsheets for the Major Street and Rail Transit Corridor maps. Steve Domino, Director of Capital Planning & Programming, has also reviewed the following comments. The following comments refer to streets on and near the airport.

1) Draft Major Street Plan, dated September 6, 2005 (22" x 36")

- a) The terminal loop road is shown as a local street directly connecting to Interstate-80 and has been rerouted since this street map. This is a unique roadway that does not meet the definition of a collector or arterial road. Namely, this road does not carry traffic long distances, does not connect city neighborhoods, and the speed limit is low at 10 miles per hour in front of the terminals. This road should remain as a local road so that the near future changes to the loop road can be made. I recommend no change to the airport loop road classification as local streets.
- b) The loop road exit road has been relocated and is not shown correctly. Additionally, 4000 West does not allow public access under the two taxiways as indicated. Upon request, I will be glad to provide a current traffic circulation map.
- c) A classification and description for local streets should be included in the Legend.

**2) Existing Major Street Plan, dated April 16, 1996 (11" x 17") along with
3) Spreadsheet identifying the significant changes to the Major Street Plan**

- a) West Davis Highway (Spreadsheet #1) – Agreed that this street should be removed from the map.

Mills, Wayne

From: Weeks, Russell (CITY COUNCIL STAFF)
Sent: Wednesday, October 19, 2005 1:44 PM
To: Mills, Wayne
Subject: RE: Major Street Plan Update
Categories: Program/Policy

Wayne:

My only comments to the maps are these: On the map marked *Major Transit Facilities* there is a tan box bordered by North Temple, 200 East, 900 South and the I-15 freeway. The box is labeled *Potential Downtown Circulator*. Is there any way to drop the word *Potential* from the label, and is there a way to extend the blue *Planned Light Rail* line down 400 West Street and east to meet the existing light rail line at 700 South 200 West?

That's it. Thanks for asking.

Russell.

Exhibit 4
Other Agency/Organization Comments

Mills, Wayne

From: John Janson [John.Janson@wvc-ut.gov]
Sent: Monday, December 05, 2005 12:34 PM
To: Mills, Wayne
Cc: Joseph Moore
Subject: SLC Transportation Plan

I am sorry for the very slow response to your request for input on the City's transportation plan. It has eventually landed on my desk and been waiting for a little bit slower time. So here are my comments:

1. Many years ago I had a conversation with Doug Wheelwright about 4800 West. At that time we didn't think it could ever have much priority for an interchange along 201. Yet we discussed the idea that an interchange could be helpful to the developing properties around it and reduce some of the demand on the Bangerter and 5600 West. I am wondering if that is still the case or if you all are thinking it would be beneficial to pursue in a future expansion plan for 201.
2. We would also like your thoughts on the extension of 2100 South to west from 5600 West. I doubt that there will ever be much development on the north side of that facility due to the old landfill and the wetlands. You are showing that road as a collector, probably just collecting traffic from our side. The road has not been discussed much in the context of the Mountainview Corridor. Should we be mutually promoting the road connection to 5600 West as an added expense of the Mountainview Corridor?
3. 7200 West is the other alternative for Mountainview. What are your thoughts concerning that alignment?

Generally, your planning efforts seem to be harmonious with ours.

Exhibit 5
Transportation Advisory Board (TAB) Minutes

SALT LAKE CITY

TRANSPORTATION ADVISORY BOARD

Minutes of the January 9, 2006 Meeting

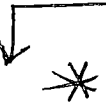
Present from the Transportation Advisory Board were Kelly Gillman, Joe Perrin, Steve Sturzenegger, Randy Dixon, Scott Atkinson, Tim Harpst, Jeanetta Williams, Bonnie Mangold, Mark Smedley, Frank Algarin, Keith Jensen, Jim Jenkin, and Milton Braselton.

Also present were Kevin Young, Scott Vaterlaus, Sherry Repscher, and Wayne Mills.

The meeting was called to order at 4:04 p.m. by Chair Kelly Gillman. Kelly asked the board for approval of the minutes of the November 7, 2005 meeting.

Motion: Jim Jenkin moved to approve the minutes of the November 7, 2005 meeting. Bonnie Mangold seconded the motion. The motion passed unanimously.

Scott Vaterlaus explained to the board that the City is working on an ordinance regarding pedicabs. Pedicabs have been operating for several years under a revocable permit. The City has decided that it would be best to have an ordinance in place to govern the operation of pedicabs. Pedicabs are considered by law to be controlled as motor vehicles. They will be able to operate on city streets and must obey all traffic laws, including applicable parking restrictions. The ordinance will not regulate the number of pedicabs or the streets on which they can operate, but the ability to do so is retained if problems arise. Jim Jenkin asked other board members if pedicabs should qualify for free parking at parking meters, the same as fuel efficient vehicles. After discussing this issue, the board decided not to pursue this issue at this time. Scott said the City Council will hold a public hearing and then look to adopt the ordinance. Bonnie Mangold said the City should encourage this type of enterprise.

 Wayne Mills informed the board that the City is in the process of updating the Major Street Plan and Major Transit Facilities maps. These maps are documents that are part of the City's Transportation Master Plan. Wayne explained to the board the major changes to the maps. The adoption of the maps will go through the City's master plan amendment process, which includes the Planning Commission and the City Council. Tim Harpst recommended the board take a position regarding the proposed changes to the maps. Keith Jensen asked about the extension of Pioneer Road between 500 South and 900 South. It was explained that due to land development, railroad tracks, and other constraints, a continuation of Pioneer Road between 500 South and 900 South would not occur. Bonnie Mangold asked about the extension of 500 West north of North Temple being shown as a proposed collector. Tim said that due to existing and proposed conditions and constraints and future unknowns, it was decided that showing 500 West as a proposed collector allows for the most flexibility in the future. Jim Jenkin asked why there was no extension of an east/west transit corridor in the 2100 South/I-

items for this meeting include a follow up discussion on Amtrak service and a discussion on pedestrian traffic signals.

With no further business, the meeting adjourned at 5:51 p.m.

Exhibit 6
Citizen Letters



**PRATT
Board of Directors**

Sen. Karen Hale,
Chair

Rita S. Lund
Vice-Chair

Bill Habel
Vice-Chair

Juan Arce-Larreta
Vice-Chair

Suzanne Weaver
Treasurer

Lynne Olson
Secretary

Bill Farrand, NPS
Executive Director

Milton Braselton

Robin Carbaugh

Geoff Ellis

Joshua Ewing

Helen M. Peters

January 31, 2006

Wayne Mills, Community Planning/Land Use & Transportation
Salt Lake City Planning Division
City & County Building, Room 406
SLC UT 84111

Dear Mr. Mills,

As the Salt Lake City Transportation Division proceeds with its update to the Rail Transit Corridors Plan map, the Parley's Rails, Trails, and Tunnels (PRATT) Coalition is anxious to make sure that the Parley's Creek Trail is recognized and included as a component in Salt Lake City's inter-modal transportation system and in the Major Transit Corridors Plan.

Funding for Parley's Trail was authorized in last year's federal Transportation Bill, SAFETEA-LU. With the local match, a total of \$13,125,000 will be available for the project. \$285,000 of the local match will come from Salt Lake City through the 2003-04 CIP authorizations. At present, Salt Lake City is participating in meetings with Salt Lake County and Utah Department of Transportation to plan for the trail. An inter-agency agreement for design and construction of the project is pending. Environmental studies are due to start this year.

The Parley's Creek Trail Master Plan shows two parallel trail alignments from Sugar House to the west Salt Lake City limit. The northern route is located in the UTA rail corridor at approximately 2200 South. The Sugar House Rail corridor has been proposed as a transit corridor. The PRATT Coalition wants to see the UTA corridor developed for a bicycle/pedestrian trail, and believes this is the appropriate use for that corridor. However, recognizing that the corridor is owned by a transit agency and eventually may be used for transit, the PRATT Coalition's Board of Directors passed this resolution at our Jan. 24, 2006 meeting:

The PRATT Coalition supports the concept of a single-track trolley along the UTA corridor as long as it preserves the room needed to accommodate Parley's Creek Bicycle/Pedestrian Trail, and serves the transportation needs of all the neighborhoods on the route.

Sincerely,

Lynne Olson, Secretary
PRATT Coalition

c. Agenda and Minutes

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, March 8, 2006, at 5:45 p.m.**

Dinner will be served to the Planning Commissioners and Staff 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, February 22, 2006.

2. REPORT OF THE CHAIR AND VICE CHAIR

3. REPORT OF THE DIRECTOR

4. PUBLIC NOTICE AGENDA Salt Lake City Property Conveyance Matters

- a) UTOPIA, DBA Murray City and Salt Lake City Public Utilities Department—Murray City, as part of the UTOPIA project is requesting that Public Utilities grant a standard utility permit to allow the installation of aerial fiber-optic telecommunications cables to cross the Salt Lake City Public Utilities Department owned Jordan and Salt Lake City Canal property located at approximately 700 East and 6700 South in Murray City. The Public Utilities Department Staff intends to approve the standard utility permit. (Staff - Karryn Greenleaf at 483-6769 or karryn.greenleaf@slcgov.com or Doug Wheelwright at 535-6178 or doug.wheelwright@slcgov.com).

5. PUBLIC HEARINGS

- * b) **Petition 400-05-17** - A request by the Salt Lake City Planning Commission to amend/update the Major Street Plan and Transit maps. The maps are components of and are amendments to the Salt Lake City Transportation Master Plan adopted in 1996. These maps cover the entire City boundary (Staff – Wayne Mills at 535-6173 or wayne.mills@slcgov.com).
- c) **Petition 400-05-43** - A request by Blake Henderson to amend the zoning map to change the parcels of land located at approximately 857 East 100 South, 70 South 900 East and 58 South 900 East from RMF-35 to RMF-45 to build a new multi-family housing development. The City may also consider rezoning properties at approximately 50 South 900 East and 845 East 100 South (rear) from RMF-35 to RMF-45 to better conform with the existing land uses and be consistent with the proposed changes by the applicant. This proposal will also require an amendment to the Central Community Master Plan to identify the properties as medium-high density residential rather than medium density residential. (Staff - Doug Dansie at 535-6182 or doug.dansie@slcgov.com).

6. UNFINISHED BUSINESS

- a) **Petition Number 410-571** - Applicants; Van Cott, Bagley, Conwall & McCartney Profit Sharing Trust, request an additional six-month extension of the approval period for the Conditional Use, changing the expiration date from March 16, 2006, to September 16, 2006. The project is a six-unit Residential Planned Unit Development located at 910 South Donner Way.

The next scheduled Planning Commission meeting will be March 22, 2006. This information can be accessed at www.slcgov.com/CED/planning.

aerial fiber-optic telecommunications cables to cross the Salt Lake City Public Utilities Department owned Jordan and Salt Lake City Canal property located at approximately 700 East and 6700 South in Murray City. The Public Utilities Department Staff intends to approve the standard utility permit.

Chairperson Noda noted that there were no comments or questions from the public or Commissioners. The matter was approved.

PUBLIC HEARINGS

Petition 400-05-17 — A request by the Salt Lake City Planning Commission to amend/update the Major Street Plan and Transit maps. The maps are components of and are amendments to the Salt Lake City Transportation Master Plan adopted in 1996. These maps cover the entire City boundary.

(This item was heard at 5:50 p.m.)

Chairperson Noda recognized Wayne Mills from the Planning Staff and Kevin Young from the Transportation Division to represent the petition.

Mr. Mills stated that the request is to amend the Major Street Plan and Transit Corridor maps, which are companion documents to the Salt Lake City Transportation Master Plan adopted in 1996. The Master Plan stated that the maps should be updated on a regular basis as alterations are made to the transportation system.

The proposed amendments to the Major Street Plan reflect completed street projects, proposed changes to street classifications, and proposed new streets and highways.

The proposed amendments to the Major Transit Corridor Plan will include the expansion of transit study areas and transit projects completed (and planned) since 1996. The proposed maps have numerous changes and can be seen on the maps found in the Staff Report. Spreadsheets have also been included in the Staff Report to easily identify the proposed amendments.

Commissioner Seelig requested more information relating to the Rose Park Small Area Plan and the I-15 reconstruction.

Mr. Young responded that the previous on/off ramps were partial interchanges, but upon the rebuild of 600 North on/off ramp a full interchange was created. When UDOT discusses eliminating the 1000 North on ramp, they are proposing the connection of 1000 North to Warm Spring Road to create a full interchange option.

Commissioner Seelig requested a timeline for the proposed I-15 North construction.

Mr. Wheelwright stated that the I-15 North project was scheduled to occur immediately after the Olympics, given that the Legacy Highway in Davis County was to have been completed before the Olympics. Due to the incompleteness of those projects, the I-15 North project has been delayed until at least the year 2010 for further consideration.

Commissioner Scott requested further understanding regarding the flexibility of defining a road to be a particular classification. In particular, she referred to 900 East at 400 South going southbound and its classification as an arterial road.

Mr. Young stated that classification can vary at each location because of the differing uses. At one point in time, the view of an arterial road was to mean that the road was planned for widening. By classifying 900 East as an arterial road, the City did not presume the widening of the street at a specific point in time; rather, the arterial road of 900 East has been redefined to allow full-time parking on the street and alter the road to one lane in each direction to allow a lessened highway effect. This redefined view of 900 East is an example of the flexibility the Transportation Division utilizes to best define the use of roads.

Commissioner Chambless requested information about the light rail possibilities to the airport and in the east area of the City.

Mr. Young stated that the future extension of a light rail line to the airport is of high consideration and is included on the Transit Map. He also agreed that a light rail line is being considered in the area of Foothill Boulevard and 2100 South. The proposal has not yet been studied and is not presently a priority.

Commissioner Chambless requested further information regarding future annexation of the City and if it was considered in the map amendments as well as growth in the area west of the International Center.

Mr. Wheelwright stated that annexation is anticipated to the northern area of I-215 and 2200 West at 2100 North, as the City's water services are requested. Annexation to the south of the City is nearly impossible due to the recent township legislation. He also noted that the Northwest Quadrant Master Plan will include a framework of arterial and collector streets for the area west of the International Center.

Mr. Young noted that the Major Street Plan map illustrates the potential for an arterial street to be located on 7200 West and a possible continuation of 800 North. As development occurs, more concrete plans will be made for street placement.

At 6:01 p.m., Chairperson Noda opened the Public Hearing and requested any comments from Community Council or public. There were no comments.

At 6:01 p.m., Chairperson Noda closed the Public Hearing and the Commission went into Executive Session.

Motion for Petition 400-05-14 — Based on the public comments, analysis, and findings in the Staff Report, Commissioner Muir made a motion to transmit a positive recommendation to the City Council. Commissioner Chambless seconded the motion. All voted "Aye". The motion passed.

Petition 400-05-43 —A request by Blake Henderson to amend the zoning map to change the parcels of land located at approximately 857 East 100 South, 70 South 900 East and 58 South 900 East from RMF-35 to RMF-45 to build a new multi-family housing development. This proposal will require an amendment to the Central Community Master Plan to identify the properties as medium-high density residential rather than medium density residential.

(This item was heard at 6:02 p.m.)

Chairperson Noda recognized Staff member Doug Dansie presenting the petition.

Mr. Dansie introduced the petition as a rezone of the area generally located on the northwest corner of 900 East and 100 South. The property is south of the Sunset Tower Apartments and east of the Market Street Condominiums. The site is presently zoned RMF-35 and is presently occupied by a non-conforming medical office building. The property slopes to the south. Two homes are located on each side of the medical building. The applicant is proposing to demolish all three structures and build a condominium complex.

The complex would be three- and four-stories tall. The taller portions will be located towards the northeastern portion of the site, with the three-story on the southwestern portion. The new building meets all criteria of the RMF-45 zoning requirements. Mr. Dansie stated that the Planning Commission is considering the request for a zoning change. If the zoning is approved, a permit would be issued for the building as there are no conditional or planned development requirements for the proposed building. All parking for the development will be underground. If RMF-45 zoning is approved, the site plan found in the Staff Report meets all ordinance requirements. It was noted that the proposed development would be lower than the existing Market Street Condominiums.

6. Original Petition

PETITION CHECKLIST

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>6/14/05</u>	<u>WMM</u>	Petition delivered to Planning
<u>6/1/05</u>	<u>WMM</u>	Petition assigned to: <u>Wayne Mills</u>
<u>3/8/06</u>	<u>WMM</u>	Planning Staff or Planning Commission Action Date
<u>✓</u>	<u>WMM</u>	Return Original Letter and Yellow Petition Cover
<u>✓</u>	<u>WMM</u>	Chronology
<u>—</u>	<u>—</u>	Property Description (marked with a post it note)
<u>—</u>	<u>—</u>	Affected Sidwell Numbers Included
<u>✓</u>	<u>WMM</u>	Mailing List for Petition, include appropriate Community Councils
<u>✓</u>	<u>WMM</u>	Mailing Postmark Date Verification
<u>✓</u>	<u>WMM</u>	Planning Commission Minutes
<u>✓</u>	<u>WMM</u>	Planning Staff Report
<u>✓</u>	<u>WMM</u>	Cover letter outlining what the request is and a brief description of what action the Planning Commission or Staff is recommending.
<u>✓</u>	<u>WMM</u>	Ordinance Prepared by the Attorney's Office
<u>✓</u>	<u>WMM</u>	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>WAYNE MILLS</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