
M E M O R A N D U M

DATE: April 3, 2009
TO: City Council Members
FROM: Russell Weeks, Jennifer Bruno
RE: Resolution Electing Certain Enhancements to the Airport Light Rail Project, Directing the Utah Transit Authority to Undertake such Enhancements related to the TRAX Line to the Airport under the Interlocal Agreement
CC: Cindy Gust-Jenson, David Everitt, Frank Gray, Wilf Sommerkorn, Pat Comarell, Tim Harpst, John Naser, Max Peterson, Gordon Hoskins, Janice Jardine, Karen Halladay, Sylvia Richards, Lehua Weaver, Gail Meakins

This memorandum pertains to a proposed resolution for spending up to \$10 million from the Alliance Fund that was created in an interlocal agreement between Salt Lake City and the Utah Transit Authority in relation to the light rail line from Salt Lake City International Airport to downtown. The City Council adopted an ordinance approving and authorizing the execution of the agreement on May 6, 2008.

The City Council held a briefing and a public hearing on March 24. The Council is scheduled to consider adopting the proposed resolution during the Public Hearing Action Items portion of the City Council meeting on April 7. Council consideration of Public Hearing Action Items takes place immediately after public hearings scheduled for the meeting and before City Council Questions to the Mayor. The Council also is scheduled to hear a follow-up briefing on the proposed resolution at the work session that is scheduled to start at 3 p.m.

New information pertaining to the proposed resolution follows the Potential Motions section of this memorandum. However, two things should be noted now. First, costs listed in the potential motion and throughout this memorandum are estimates that will be refined when designs for the project are complete. Second, the Discussion/Background section refers to a table prepared by City Council staff estimating yearly debt service if the City elected to pursue issuing bonds for parts of the project. Given the City's *10 Year Capital Master Plan* and the City's current revenue situation, it does not appear that the City has the capacity to use bonding as a tool to finance portions of the project.

OPTIONS

- Adopt the proposed resolution.
- Amend the proposed resolution.
- Do not adopt the proposed resolution.

POTENTIAL MOTIONS

There appear to be six potential motions based on information provided by the Administration. The potential motions:

- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement. (This motion would authorize the \$10 million Alliance Fund to be used to pay for:
 - Business Impact Mitigation -- \$150,000.
 - Concrete Paved Track from 600 West to Interstate 215 -- \$6,448,000.
 - Ten-foot-wide pedestrian/bicycle ways from 600 West to 2200 West -- \$1,947,000.
 - Park strip landscaping from 600 West to 2200 West -- \$592,000.
 - Platform canopies and solar/wind power devices – cost unknown.
 - Rebuilding the Jordan River Bridge -- \$200,000.
 - Public Art -- \$300,000.
 - Bicycle Signals -- \$100,000.

The projected costs of the recommended items equal \$9,737,000 and leave \$263,000 in the Alliance Fund. As indicated by the Administration, projected costs of platform canopies and solar/wind power devices in the proposed resolution are unknown. It also should be noted that the March 5 chart titled *North Temple Grand Boulevard Options* estimates the cost of concrete paved track from 600 West to Interstate 215 at \$7,244,000, a figure \$796,000 more than the \$6,448,000 listed in the original Administration transmittal. It should be noted that the proposed resolution reads in part, "... the City Council does hereby elect the following additional enhancement to the Airport Line (in the order set forth below) to be paid so long as funds are available in the Alliance Fund." Given that, it appears that the \$10 million would pay for the first four items listed in the proposed resolution but not the other items.

- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement with the following amendments: That the recommended items include paved track to 2400 West with 10-foot-wide-sidewalks and five-foot-wide landscaped park strip to 2200 West. (This motion is based on Option No. 2 of *North Temple Grand Boulevard Options*.) Option No. 2 appears to leave about \$575,000 in the Alliance Fund after paying the costs of business impact mitigation and installing light rail track.
- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement with the following amendments: That the recommended items include paved track to Interstate 215 with 10-foot-wide sidewalks and wide park strip landscaping to Redwood Road. (This motion is based on Option No. 3 of *North Temple Grand Boulevard Options*.) The option appears to leave \$79,000 in the Alliance Fund after paying the costs of business mitigation, installing light rail track, 10-foot-wide pedestrian/bicycle way, landscaped park strip, and rebuilding the Jordan River Bridge.

- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement with the following amendments: That the recommended items include paved track to 2400 West with wide landscaped park strip using existing sidewalks and new sidewalks as needed to 2200 West. (This motion is based on Option No. 4 of *North Temple Grand Boulevard Options*. Option No. 4 appears to leave about \$575,000 in the Alliance Fund after paying the costs of business impact mitigation and installing light rail track.
- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement with the following amendments: That the recommended items include ballasted track from 600 West to 2400 West with 10-foot-wide pedestrian/bicycle ways and five-foot-wide landscaped park strip to 2200 West. (This motion is based on Option No. 5 of *North Temple Grand Boulevard Options*.) Option No. 5 appears to pay for all items listed in the proposed resolution because the Utah Transit Authority would pay for installing ballasted track.
- I move that the City Council consider the next item on the agenda. (This option is available if the City Council chooses not to adopt the proposed resolution.

NEW INFORMATION

At the City Council’s work session March 24, Community and Economic Development Director Frank Gray made two points that City Council Members may wish to consider. First, Mr. Gray reiterated that the Administration assumes that, to date, the \$10 million Alliance Fund is the only revenue source available for the City’s goals for the North Temple light rail project. Given that, the City needs to concentrate on project elements that needed to be built immediately and not over time. Those elements are “the track itself and the track treatment,” he said. Second, in a discussion about track imbedded in concrete versus ballasted track, Mr. Gray indicated that the Administration’s proposal contained in the resolution to have track imbedded in concrete from 600 West to Interstate 215 was based in part on the idea that, “You get to a certain point where it really makes no sense to imbed (the track) in concrete.”

At the work session, the Administration also agreed to provide the City Council with about a half dozen cross-sections of North Temple Street at various locations, estimated costs of track treatments that are alternatives to imbedding tracks in concrete or ballast, and pictures of track treatments that are alternatives to imbedding tracks in concrete or ballast.

KEY POINTS

The proposed resolution recommends that the following items be installed as part of construction of the light rail line from Salt Lake City International Airport to the Downtown:

- Business Impact Mitigation
- Concrete Paved Track from 600 West to Interstate 215
- Ten-foot-wide pedestrian/bicycle ways from 600 West to 2200 West
- Park strip landscaping from 600 West to 2200 West
- Platform canopies and solar/wind power devices
- Rebuilding the Jordan River Bridge

- Public Art
- Bicycle Signals

According to the proposed ordinance, the items would be “paid so long as funds are available in the Alliance Fund.” The \$10 million Alliance Fund is part of the interlocal agreement between Salt Lake City and the Utah Transit Authority which the City Council approved on May 6, 2008, and authorized Mayor Ralph Becker to sign.

DISCUSSION/BACKGROUND

Except for the “platform canopies and solar/wind power,” the total projected cost of the items recommended in the resolution is \$9,737,000. Projected costs of platform canopies and solar/wind power remain unknown, according to the Administration transmittal.

The projected costs of the recommended items leave \$263,000 in the Alliance Fund. It should be noted that the amount of the Alliance Fund could increase, if the City generates cost savings for the project such as changing City requirements and design standards, according to the Administration transmittal.

According to the transmittal, there are possible variations of the elements for improvements to North Temple Street. However, the recommended items fall within the \$10 million limit of the Alliance Fund, and the variations do not when taken in combination with other elements.

Previously, the Administration provided a table of options after a City Council briefing March 3, and Council staff has attached the table as part of the discussion of the recommended elements. The table is based on the assumption of using the \$10 million Alliance Fund as the only revenue source to pay for the elements in the boulevard.

The \$4.4 million figure at the bottom of each column on the Administration’s table is the estimated cost of installing lighting along the planned boulevard. The lighting would be paid for through a special assessment of property along North Temple Street. The assessment would be separate from the Alliance Fund.

The first column in the Administration’s table includes the estimated costs of elements that would make North Temple Street a boulevard. The column includes the estimated cost of light rail track imbedded in concrete from 600 West Street to 2400 West (Item 2b), and the cost of light rail track imbedded in concrete from 600 West Street to the I-215 overpass (2a). Depending on the options in the Administration’s table’s columns to the right of the first column, one or the other cost estimate is used, but not both. The same is true for varying lengths of 10-foot-wide sidewalks and landscaped parking strips. Option No. 5 involves ballasted track from 600 West Street to 2400 West. Ballasted track is a base cost borne by UTA for the project, so no cost estimate is necessary.

The Administration table assumes that the \$10 million Alliance Fund is the only revenue source to pay for elements of the boulevard. Except for Option No. 5, all other options exceed the \$10 million available in the fund. Estimated option costs – if all elements are built at the same time – range from \$11.72 million (Option No. 3) to build paved track to I-215 and 10-foot-wide sidewalks and wide park strips to Redwood Road to \$14.65 million (Option No. 2) to build paved track to 2400 West and 10-foot-wide sidewalks and 5-foot-wide park strips to 2200 West.

If one subtracts the \$10 million from the Alliance Fund, the options on the Administration's table have respective cost gaps of \$2.77 million for Option No. 1, \$4.65 million for Option No. 2, \$1.72 million for Option No. 3, and \$2.078 million for Option No. 4.

Council Staff has attached to this memorandum another table showing what yearly debt service would be if the City elected to pursue issuing bonds to make up the difference between each option on the Administration's table and the \$10 million available from the Alliance Fund. It should be noted that all bonding depends on the City's bonding capacity, officials' interest in bonding for any program, and in context with other budget priorities. It also should be noted that the Council staff table is an attempt to be thorough, not a formal proposal from either staff or any City Council Member. Given all that, the final row of the Council staff table projects the yearly debt service for the options provided earlier by the Administration plus an additional \$372,517 per year is included to pay for bonds issued to close the estimated \$5 million gap to rebuild the North Temple Viaduct.

North Temple Grand Boulevard Options

		Cumulative Totals for Different Boulevard Options					
No	Boulevard Elements	Estimated Costs	Option No. 1 Paved track to I-215 with 10' walks and 5' landscaped park strip to 2200 West	Option No. 2 Paved tract to 2400 West with 10' walks and 5' landscaped park strip to 2200 West	Option No. 3 - Paved track to I-215 with 10' walks and wide park strip landscaping to Redwood Road	Option No.4 - Paved track to 2400 West with wide landscaped park strip using existing walks and new as needed to 2200 West.	Option No. 5 - Ballasted track from 600 to 2400 West with 10' walks and 5' landscaped park strip to 2200 West
1	Business Impact Mitigation	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
2a	Concrete Paved Track - 600 West to I-215. See note 1	\$ 7,244,000.00	\$ 7,394,000.00		\$ 7,394,000.00	\$ -	\$ -
2b	Concrete Paved Track - 600 West to 2400 West. See note 1	\$ 9,125,000.00	\$ -	\$ 9,275,000.00	\$ -	\$ 9,275,000.00	\$ -
3a	10' Wide Sidewalks - 600 West to 2200 West. See Note 2	\$ 2,574,000.00	\$ 9,968,000.00	\$ 11,849,000.00	\$ -	\$ -	\$ 2,724,000.00
3b	10' Wide Sidewalk - 600 West to Redwood Road. See Note 2	\$ 1,769,000.00	\$ -	\$ -	\$ 9,163,000.00	\$ -	
4a	Wide Landscaped Park strip - 600 West to 2200 West. See Note 2	\$ 783,000.00	\$ 10,751,000.00	\$ 12,632,000.00	\$ -	\$ 10,058,000.00	\$ 3,507,000.00
4b	Wide Landscaped Park strip - 600 West to Redwood Road. See Note 2	\$ 538,000.00	\$ -	\$ -	\$ 9,701,000.00	\$ -	\$ -
6	Rebuild Jordan River Bridge	\$ 220,000.00	\$ 10,971,000.00	\$ 12,852,000.00	\$ 9,921,000.00	\$ 10,278,000.00	\$ 3,727,000.00
7	Public Art	\$ 300,000.00	\$ 11,271,000.00	\$ 13,152,000.00	\$ 10,221,000.00	\$ 10,578,000.00	\$ 4,027,000.00
8	Bicycle Signals	\$ 100,000.00	\$ 11,371,000.00	\$ 13,252,000.00	\$ 10,321,000.00	\$ 10,678,000.00	\$ 4,127,000.00
10	City Entrance Feature	\$ 200,000.00	\$ 11,571,000.00	\$ 13,452,000.00	\$ 10,521,000.00	\$ 10,878,000.00	\$ 4,327,000.00
11	Landscaped Median Islands adjacent to Redwood Road intersection.	\$ 400,000.00	\$ 11,971,000.00	\$ 13,852,000.00	\$ 10,921,000.00	\$ 11,278,000.00	\$ 4,727,000.00
12	Street Corner Treatments and Site Furnishings.	\$ 600,000.00	\$ 12,571,000.00	\$ 14,452,000.00	\$ 11,521,000.00	\$ 11,878,000.00	\$ 5,327,000.00
13	Jordan River Trailhead Enhancements.	\$ 200,000.00	\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
	Totals		\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
9	Street and Pedestrian/bikeway lighting Special Assessment Area.	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00
5	Platform Canopies and Solar Power.	Unknown					

Notes

1. Concrete paved track cost includes 7% for engineering and 5% construction contingency. Most of the design and construction for the track way is included in the base ballasted track option. These costs are details changes and some construction engineering
2. Wide sidewalk and park strip landscaping costs include 15% for engineering and 15% contingency. The sidewalk costs represent increasing the existing sidewalk widths to 10 feet by either adding to the existing walk or installing full width. UTA is responsible for the sidewalk costs in all area which the project requires the relocation of the walk. The City is responsible for the added width. The approximate cost for 10 foot walks from 600 to 2200 West is \$3.9 million.
3. The street lighting special assessment area is based on approximately \$200 per foot for 22,100 feet of assessable frontage on North Temple. The limits of the district are from 300 to 2400 West. Grand Boulevard items that could not be funded with alliance funds could be included in the district depending on the amount the Council wishes to included in the assessment.
4. Figures shown in red exceed the \$10,000,000 in alliance funds established in the Interlocal agreement.
5. The amounts listed of the other elements would be installed within the estimated budget amounts including design, construction and contingency. It is difficult to determine exact cost until the scope of these items can be further developed. These will likely not be fully developed for over a year and uncertainty in the bid climate affect what can be done with the available funds.
6. It is anticipated additional right of way costs for the widened sidewalks and park strip is \$800,000. This is areas where insufficient space is available within the existing right of way for the wider walks and landscaping due to the area needed for the light rail and traffic turn lanes such as the 900 West and Redwood Road intersections. It is the administration's position that this additional right of way is a base project cost and not eligible for reimbursement from the alliance funds. UTA is in disagreement and will continue negotiating with the administration on the right of way requirements.

Sales Tax Bond - Yearly Debt Service Payment Options

	Option No. 1 Paved track to I-215 with 10' walks and 5' landscaped park strip to 2200 West	Option No. 2 Paved tract to 2400 West with 10' walks and 5' landscaped park strip to 2200 West	Option No. 3 - Paved track to I-215 with 10' walks and wide park strip landscaping to Redwood Road	Option No.4 - Paved track to 2400 West with wide landscaped park strip using existing walks and new as needed to 2200 West.	Option No. 5 - Ballasted track from 600 to 2400 West with 10' walks and 5' landscaped park strip to 2200 West
Cost total	\$ 12,771,000	\$ 14,652,000	\$ 11,721,000	\$ 12,078,000	\$ 5,527,000
Gap Amount (assuming \$10m from Allaince Fund)	\$ (2,771,000)	\$ (4,652,000)	\$ (1,721,000)	\$ (2,078,000)	n.a.
Yearly Debt Service (Assuming Sales Tax bond - 4.1% interest, 20 years, 1% bonding costs included)	\$206,449	\$346,590	\$128,220	\$154,818	n.a.
If added to \$5 million bond for Viaduct reconstruction (yearly debt service on \$5m is \$372,517)	\$578,966	\$719,107	\$500,737	\$527,335	n.a.

M E M O R A N D U M

DATE: March 20, 2009
TO: City Council Members
FROM: Russell Weeks, Jennifer Bruno
RE: Resolution Electing Certain Enhancements to the Airport Light Rail Project, Directing the Utah Transit Authority to Undertake such Enhancements related to the TRAX Line to the Airport under the Interlocal Agreement
CC: Cindy Gust-Jenson, David Everitt, Frank Gray, Wilf Sommerkorn, Pat Comarell, Tim Harpst, John Naser, Max Peterson, Gordon Hoskins, Janice Jardine, Karen Halladay, Sylvia Richards, Lehua Weaver, Gail Meakins

This memorandum pertains to a proposed resolution for spending up to \$10 million from the Alliance Fund that was created in an interlocal agreement between Salt Lake City and the Utah Transit Authority in relation to the light rail line from Salt Lake City International Airport to downtown. The City Council adopted an ordinance approving and authorizing the execution of the agreement on May 6, 2008.

The City Council is scheduled to hold a public hearing on the proposed resolution at its March 24 meeting at 7 p.m. The council will receive a briefing on the proposed resolution at its March 24 work session. The work session is scheduled to start at 2 p.m.

OPTIONS

- Adopt the proposed resolution.
- Amend the proposed resolution.
- Do not adopt the proposed resolution.

POTENTIAL MOTIONS

PERTAINING TO THE PUBLIC HEARING

- I move that the City Council close the public hearing.
- I move that the City Council continue the public hearing until (Council Members may specify a date or indicate that the hearing will be held at an unspecified future date with this motion.)

PERTAINING TO THE PROPOSED RESOLUTION

- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement.

- I move that the City Council adopt the proposed resolution electing certain enhancements to the airport light rail project and directing the Utah Transit Authority to undertake such enhancements related to the TRAX line to the airport under the interlocal agreement with the following amendments: (Council Members may propose amendments with this motion.)
- I move that the City Council consider the next item on the agenda.

KEY POINTS

The proposed resolution recommends that the following items be installed as part of construction of the light rail line from Salt Lake City International Airport to the Downtown:

- Business Impact Mitigation
- Concrete Paved Track from 600 West to Interstate 215
- Ten-foot-wide pedestrian/bicycle ways from 600 West to 2200 West
- Park strip landscaping from 600 West to 2200 West
- Platform canopies and solar/wind power devices
- Rebuilding the Jordan River Bridge
- Public Art
- Bicycle Signals

According to the proposed ordinance, the items would be “paid so long as funds are available in the Alliance Fund.” The \$10 million Alliance Fund is part of the interlocal agreement between Salt Lake City and the Utah Transit Authority which the City Council approved on May 6, 2008, and authorized Mayor Ralph Becker to sign.

DISCUSSION/BACKGROUND

Except for the “platform canopies and solar/wind power,” the total projected cost of the items recommended in the resolution is \$9,737,000. Projected costs of platform canopies and solar/wind power remain unknown, according to the Administration transmittal.

The projected costs of the recommended items leave \$263,000 in the Alliance Fund. It should be noted that the amount of the Alliance Fund could increase, if the City generates cost savings for the project such as changing City requirements and design standards, according to the Administration transmittal.

According to the transmittal, there are possible variations of the elements for improvements to North Temple Street. However, the recommended items fall within the \$10 million limit of the Alliance Fund, and the variations do not when taken in combination with other elements.

Previously, the Administration provided a table of options after a City Council briefing March 3, and Council staff has attached the table as part of the discussion of the recommended elements. The table is based on the assumption of using the \$10 million Alliance Fund as the only revenue source to pay for the elements in the boulevard.

The \$4.4 million figure at the bottom of each column on the Administration’s table is the estimated cost of installing lighting along the planned boulevard. The lighting would be paid for

through a special assessment of property along North Temple Street. The assessment would be separate from the Alliance Fund.

The first column in the Administration's table includes the estimated costs of elements that would make North Temple Street a boulevard. The column includes the estimated cost of light rail track imbedded in concrete from 600 West Street to 2400 West (Item 2b), and the cost of light rail track imbedded in concrete from 600 West Street to the I-215 overpass (2a). Depending on the options in the Administration's table's columns to the right of the first column, one or the other cost estimate is used, but not both. The same is true for varying lengths of 10-foot-wide sidewalks and landscaped parking strips. Option No. 5 involves ballasted track from 600 West Street to 2400 West. Ballasted track is a base cost borne by UTA for the project, so no cost estimate is necessary.

The Administration table assumes that the \$10 million Alliance Fund is the only revenue source to pay for elements of the boulevard. Except for Option No. 5, all other options exceed the \$10 million available in the fund. Estimated option costs – if all elements are built at the same time – range from \$11.72 million (Option No. 3) to build paved track to I-215 and 10-foot-wide sidewalks and wide park strips to Redwood Road to \$14.65 million (Option No. 2) to build paved track to 2400 West and 10-foot-wide sidewalks and 5-foot-wide park strips to 2200 West.

If one subtracts the \$10 million from the Alliance Fund, the options on the Administration's table have respective cost gaps of \$2.77 million for Option No. 1, \$4.65 million for Option No. 2, \$1.72 million for Option No. 3, and \$2.078 million for Option No. 4.

Council Staff has attached to this memorandum another table showing what yearly debt service would be if the City elected to pursue issuing bonds to make up the difference between each option on the Administration's table and the \$10 million available from the Alliance Fund. It should be noted that all bonding depends on the City's bonding capacity, officials' interest in bonding for any program, and in context with other budget priorities. It also should be noted that the Council staff table is an attempt to be thorough, not a formal proposal from either staff or any City Council Member. Given all that, the final row of the Council staff table projects the yearly debt service for the options provided earlier by the Administration plus an additional \$372,517 per year is included to pay for bonds issued to close the estimated \$5 million gap to rebuild the North Temple Viaduct.

FRANK B. GRAY
DIRECTOR

SALT LAKE CITY CORPORATION

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

RALPH BECKER
MAYOR

MARY DE LA MARE-SCHAEFER
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.
DEPUTY DIRECTOR

CITY COUNCIL TRANSMITTAL




David Everitt, Chief of Staff

Date Received:

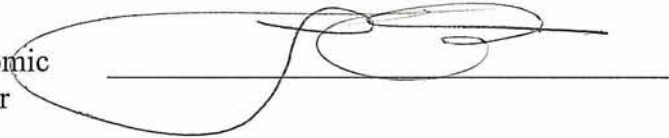


Date Sent to City Council: 3/17/2009

TO: Salt Lake City Council
Carlton Christensen, Chair

DATE: March 17, 2009 

FROM: Frank Gray, Community & Economic
Development Department Director



RE: North Temple Grand Boulevard elements & land use- Airport Light Rail Project

STAFF CONTACT: Wilf Sommerkorn, Planning Director, at 535-7226 or
wilf.sommerkorn@slcgov.com

Pat Comarell, Assistant Planning Director, at 535-7660 or
pat.comarell@slcgov.com

Tim Harpst, Transportation Director, at 535-6630 or
tim.harpst@slcgov.com

John Naser, Deputy City Engineer, at 535-6240 or
john.naser@slcgov.com

RECOMMENDATION: That the City Council be briefed on the plan for reviewing the land use zoning adjacent to North Temple and development of a Transit Oriented Development plan for stations along the line. Also, that Council conduct a public hearing and approve use of the Alliance Fund to implement elements to create a North Temple Grand Boulevard as part of the Airport Light Rail project in accordance with the Interlocal Agreement between the City and the Utah Transit Authority.

DOCUMENT TYPE: Briefing

BUDGET IMPACT:

Some funding exists for the land use planning effort and construction of Grand Boulevard elements. Additional funding may be needed to complete TOD plans for each station area or if additional Grand Boulevard elements are desired beyond what the current budget can construct.

Planning: \$70,000 exists in the current city budget to begin the land use review and TOD plan development.

Construction: There is one existing and two potential funding sources for construction of the City's portion of the project: Alliance Fund, City-generated project savings, and Special Assessment Area.

Alliance Fund: The Interlocal Agreement for this project establishes a \$10,000,000 Alliance Fund that the City can utilize for improvements on North Temple and for betterments which are outside of the UTA's base project cost. These funds became available for the City's use upon the successful resolution of the light rail alignment along the southern edge of the Airport and approval of the inclusion of the tracks within the runway protection zone. Thus, the City can now program up to \$10,000,000 in improvements as part of the project.

City-generated Project Savings: The Interlocal Agreement established that project savings generated by the City, such as resulting from changes in City requirements and design standards, can be used by the City for funding additional boulevard betterments. As the design progresses, opportunities will be evaluated to determine if such additional savings can be made.

Special Assessment Area (SAA): An SAA for street and bike/pedestrian lighting is proposed.

RECOMMENDATIONS

1. Pave (imbed) UTA tracks from downtown to I-215.
2. Of the Grand Boulevard elements, implement A-H (see pages 4-7 for details) immediately (i.e., business impact mitigation, concrete paved track, 10' bike/pedestrian ways, park strip landscaping, public art, platform canopies, rebuild the Jordan River bridge, and bicycle signals).
3. Use SAA to fund street and pedestrian/bikeway lighting.
4. Administration will explore avenues for additional funding to implement Grand Boulevard Elements J-N and return with recommendations at the end of the summer.

Discussion

Issue Origin: Installation of the light rail system from downtown to the Airport will require the reconstruction of North Temple Street from 600 West to 2400 West and possibly the replacement of the North Temple viaduct. Street improvements will include new asphalt pavement, curbs, sidewalks, utility relocations, street lighting, and traffic signals. The roadway will be reduced from the present six lane configuration to four lanes with an on-pavement commuter bike lane in each direction. It is the City's intent, in conjunction with the light rail project, to create a "Grand Boulevard" along North Temple and more formal western entrance to the City. A Grand Boulevard will enhance the connectivity of surrounding neighborhoods with Downtown, provide a consistent streetscape, encourage economic development along the corridor, and improve the visitor's experience upon entering the City. The boulevard plan envisions enhanced landscaping with street trees and expanded park strips; light rail stations with larger canopies and solar power; public art; upgrades to pedestrian and street lighting; widened sidewalks for combined pedestrian and recreational bicyclist movements; landscaped medians either side of Redwood Road; enhancements to the Jordan River trail; and urban street furnishings such as benches, bollards, bike racks, etc. Eventually, the North Temple boulevard theme could be extended eastward to connect with State Street/City Creek Canyon.

Introduction of light rail to North Temple and the desire to create a unique and welcoming entrance to the City necessitates reviewing the adjacent land use, creating Transit Oriented Development (TOD) plans for rail station areas and defining, funding and constructing elements to create the desired look along the public way.

Analysis: The purpose of this briefing is to update the City Council on the status of reviewing the land use in the N. Temple area with respect to TOD planning and zoning. Also, it is desired to discuss the Administration's recommendations for implementing elements of the North Temple Grand Boulevard and seek Council's adoption of a resolution approving the use of at least some of the Alliance Funds on the City's portion of the project.

The following information is organized into five sections:

1. Land use/zoning and TOD planning efforts
2. 3D renderings and plan view drawings of the project
3. Grand Boulevard elements – descriptions and costs
4. Other issues
5. Resolution for Council adoption consideration

1. Land Use/Zoning Review and TOD Planning

The Planning Division has worked on both the Euclid Small Area Plan and the West Salt Lake City Community Plan, both of which are near completion. Both proposed plans show higher intensity housing and transit oriented developments along North Temple.

The Division has begun the North Temple analysis as part of a Downtown charette held in February which stressed developing plans around transit stops, rather than all along the corridor as was done on 400 South. The same consultants have been asked to help the City with designing several nodes to be used as a pattern for other transit nodes within the City.

The Division anticipates developing a land use plan (which reflects and includes plans developed by other City departments) by the end of 2009. Such an effort would include coordination of City Departments by developing comprehensive goals for North Temple with updates and input from decisionmaking bodies, extensive research and analysis by City Staff; public outreach which would include many stakeholder types (e.g., residents, businesses owners, property owners, public institutions, etc.), and a series of charettes to evolve the plans encompassing the ideas and addressing the concerns of the community.

2. 3-D Renderings and Plan View Drawings of the Project

City and RDA Staffs are working with RDA's architect to update the 3-D renderings shown to the RDA Board and City Council at their March 10 meetings. It is intended these be placed on the City's website for the public to view. A dimensioned plan view of the current project design showing locations of track, travel lanes, bike lanes, landscaping and sidewalks will also be placed on the City's website. All of these renderings and plans will be printed and placed on display at City hall prior to the March 24 public hearing. Hopefully, this will aid everyone in visualizing the various elements being discussed.

3. Grand Boulevard Elements (Alliance Funding)

City staff from various departments have been meeting regularly to discuss various aspects of the project. Staff has also worked closely with UTA and the City's Citizen Advisory Committee for this project. This team identified the following elements which it believes will create a Grand Boulevard for North Temple. Some, but not all, of the elements would need to be implemented as part of the project. Others, could be added later, but may have a second construction impact for the businesses. Not all of the elements can be installed with the Alliance funding.

Many of the cost estimates have been established by UTA's contractor and will be defined further as the design progresses.

As the costs of each element below is an estimate, the elements are listed in the priority order.

Grand Boulevard Items*	Estimated Costs	Funding
-------------------------------	------------------------	----------------

A. Business Impact Mitigation	\$150,000	Alliance
B. Concrete paved track (600 West to I-215)	\$6,448,000	Fund
1) 600 West to 2200 West - \$7,285,000		
2) 600 West to 2400 West - \$8,122,000		
C. 10' wide sidewalks (600 West to I-2200 West)	\$1,947,000	
1) 600 West to I-215 - \$1,688,000		
2) 600 West to 2400 West - \$2,205,000		
D. Park strip landscaping (600 West to 2200 West)	\$592,000	
1) 600 West to I-215 West - \$534,000		
2) 600 West to 2400 West - \$648,000		
E. Public Art	\$300,000	
F. Platform canopies and solar/wind power**	Unknown at this time	
G. Rebuild the Jordan River bridge	\$200,000	
H. Bicycle signals	\$100,000	
<hr/>		
I. Street and ped/bikeway lighting (Special Assessment)	\$4,400,000	SAA
<hr/>		
J. City entrance feature	\$200,000	Others to
K. Landscaped median islands at Redwood Road	\$400,000	be explored
L. Street corner treatments and site furnishings	\$600,000	
M. Jordan River trailhead enhancements	\$200,000	
N. Burying of power lines	Unknown at this time	

Note:

* Elements A and E are committed and matched by UTA to in the ILA. Elements B, E, F, K would need to be done as part of project. The other elements can be done post-project, but would necessitate a second construction impact.

** Administration is exploring the solar option as a good opportunity for public/private partnership.

Element Description & How They Were Selected

- A. Mitigation Budget (\$150,000):** The Interlocal agreement obligates both the City and UTA to fund a mitigation fund for use during the project.
- B. Concrete Paved Track - 600 West to I-215 (\$6,448,000):** Based on discussions with adjacent businesses, the Citizen Advisory Committee, and abutting property owners, it is clear there is a strong desire for paved track over the base cost of ballasted track. The common concern was that the boulevard could not succeed with ballasted track. This is the most expensive boulevard element, but it can be done within the available funds. It maintains the base standard for light rail that the City has used elsewhere on City streets and helps keep the trackway clean. I-216 demarks the western end of North Temple Street. It swings southwesterly and becomes part of I-80.
- C. & D. 10-foot Sidewalk with 5-foot Landscaped Park Strips (\$2,539,000):** The widened sidewalks promote pedestrian movement and provide a safe place for recreational bicyclists to use North Temple to access the Jordan River Trail and downtown. A park strip with trees provides a buffer between the pedestrians and the vehicle traffic. UTA is replacing a portion of the existing sidewalks as a part of the base project. This element pays for the increased paved width and landscaped buffer.
- E. Platforms, Canopies & Solar/Wind Power (Cost Unknown):** UTA is evaluating their standard canopy design used elsewhere in the City in order to improve weather protection for patrons and reduce the severe weatherization of platforms. A new canopy style could provide an opportunity for mounting solar panels. We are hearing from the community that they like the idea of having a different canopy style. UTA has begun investigating solar applications. There will likely be cost-sharing of this element between the City and UTA. A donor or sponsor capability may exist.
- F. Rebuild of Jordan River Bridge (\$200,000):** This expenditure will allow the City's bridge to be completely rebuilt instead of modified to accommodate the light rail. This will extend the life of the bridge and eliminate much more costly repairs and street and light rail service disruption in the future. Providing a new bridge is much better than adding on and patching the existing one.
- G. Public Art (\$300,000):** The Interlocal agreement requires UTA to match up to \$300,000 of City funding for public art at the light rail platforms. This will provide a total of \$600,000, \$100,000 per station, toward public art for the project. The Art in Transit program will be designed based on the recommendations of consultant Jerry Allen & Associates. Those recommendations include the development of a master plan for the artwork at the TRAX stations, which addresses both a consistency in design that continues along the system as well as public artwork that makes each station identifiable and related to the immediate neighborhood. The master plan will take into consideration the look of the whole line, the identity of the individual stations, the opportunities and challenges presented by existing features (like the Airport, the wetlands, the Jordan River Parkway, the Fairpark, the viaduct, etc.), and a look toward

the future as North Temple blossoms into the envisioned “Grand Boulevard.” Certain stations will particularly lend themselves to art projects that involve neighbors and partners. The artist selection process will include a public request for proposals. The Salt Lake City Arts Council, at the direction of the Salt Lake Art Design Board, will manage the Art in Transit program in cooperation with UTA.

- H. Bicycle signals (\$100,000):** It is desired to add bicycle signals to the pedestrian signals at signalized intersections. They would direct the bicyclists, just as the pedestrian signals direct the pedestrians, at intersections connecting the 10' sidewalk/bikeways.
- I. Street and Pedestrian/Bikeway Lighting (\$4,400,000):** This proposal is to replace the existing substandard lighting system with new decorative lighting for the roadway and for pedestrians and bicyclists. It is proposed the lighting be paid for by the property owners through a Special Assessment Area that would extend from 300 West to 2400 West. This would allow the existing or new viaduct to have decorative lighting that would match the rest of North Temple. The assessment would be levied after the estimated 2013 project completion date with property owners being able to pay for the improvements in a lump sum or over a ten year period. Assessments for the lighting could approach \$200 per front foot of property. It is important to note that approximately 15% of the abutting property along North Temple is state owned and not assessable. The Administration will work closely with the State Department of Facilities and Construction Management (DFCM) for direct payment of what would otherwise be their portion of the street lighting costs. The lighting system would be a significant element for the boulevard. The style of the poles and lights can be integrated with other design elements of the project. They also could be part of the public art. It is desired to use energy efficient lights, possibly LED, solar and/or wind powered.
- J. City Entrance Feature (\$200,000):** A signature entrance feature could be commissioned for the excess right of way at the west end of the project just west of I-215.
- K. Landscaped Medians (\$400,000):** The track and roadway alignments at Redwood Road will create two large islands on either side of Redwood Road. These islands can be painted, paved with concrete, or landscaped. Landscaping them would help soften the large intersection approaches.
- L. Street Corner Treatments and Site Furnishings (\$600,000):** An assortment of treatments, such as bollards or other decorations, can be added at intersection corners during or after the project to help beautify the corners.
- M. Jordan River trailhead at N. Temple (\$200,000):** An assortment of treatments can be added at any time to the trailhead. This could enhance the entrance to the trail and provide a stronger connection to the light rail system.
- N. Burying of power lines:** Some of the overhead wiring will be eliminated with the new street lighting system. There may be opportunities to eliminate additional overhead lines. This is being investigated.

4. Other Issues

- A. **North Temple Viaduct:** The State Legislature has committed funding toward rebuilding of the viaduct. UTA's project design team is reviewing alternative methods of replacing the viaduct to seek a cost-effective design. Discussions are underway to determine if sufficient funds exist to include replacement of the viaduct with this project.
- B. **Right of Way Acquisition:** Adequate space is available within the existing North Temple right of way to install the two travels and bike lanes in each direction along with wide sidewalks and park strips as well as the light rail tracks. At major intersections such as Redwood Road and 900 West, additional right of way is needed for left and right turn lanes to allow the rail and auto traffic to work. The Interlocal agreement requires UTA to acquire needed right of way for these types of turn lanes, but it does not address who acquires any additional property needed for the boulevard. UTA has estimated the added right of way needs for the widened sidewalks and landscaping at approximately \$800,000 and has requested this come from the Alliance Fund or that the City reduce the sidewalk widths, which would affect the feel and appearance of the boulevard. The Administration will negotiate this further with UTA to determine if this should be a City cost or part of their base project budget. UTA has taken the position that the City should buy all rights of way behind the new curb line. The Administration's position is that whatever the existing right of way width is goes first toward the 15.5' needed behind the new curb line plus the on-street bike lane and travel lanes. If any existing right of way width is left over, UTA can use it for their tracks and stations. If the City's new street and sideway widths needs are more than the existing right of way; the City should acquire the additional right of way. If UTA needs more space to get the tracks and stations in, then UTA acquires that right of way. These are two very different positions.

The City is working with UTA to try to reduce the overall right of way widths needed for short distances at some very tight locations as long as reasonable space can be retained for the sidewalk/bikeway and room for light poles and signs. This will be important in locations where, if there is not a compromise, an expensive or undesirable property take will be needed, such as a buying out a business. This is a particular problem at the Redwood Road intersection. The City will determine what is reasonable with respect to the resulting aesthetics if the tree line and/or sidewalk/bikeway is not consistent.

There are areas where the City may wish to get easements from the abutting property owners to place the sidewalk or put in a row of trees outside of the existing right of way when space is tight but front yard areas exist. This will be the case at the State Fairpark in order to save the existing mature trees. DFCM has given preliminary approval to place the City's sidewalk on Fairpark property behind the trees. The existing trees conflict with the sidewalk location due to the light rail station. The trees would have been removed and smaller trees planted in the new park strip without placing the sidewalk outside of the right of way.

5. Resolution for Council Adoption Consideration

A resolution has been attached for Council's consideration. The interlocal agreement between the City and UTA for this project created the Alliance Fund for the City's use in adding betterments to the project. A Council resolution is the preferred method of directing UTA on the City's desired use of the funds. The attached draft resolution contains the Administrative recommendations use of the funds. It is not necessary to direct use of the entire \$10M fund at this time; however, UTA has requested that a decision on the trackway (Element B in the list) be made ASAP. It is in the critical path for design and delaying this item could delay project completion.

Master Plan Considerations

1. The **Airport Light Rail** project is contained in the transit element of the City's adopted transportation master plan.

2. The **Euclid Plan** which had substantial progress several years ago has been revived and will go to a public meeting on March 31st. The plan shows higher densities on North Temple. **It is important that the North Temple Plan recognize that this is a major focus of the Euclid and West Salt Lake City Small Area Plan and, as such, should have local as well as regional services.** The proposed Euclid policies which relate to North Temple (which have not been formally reviewed by the Planning Commission nor adopted by the City Council) include:
 - A. Ensuring zoning designations lead to compatibility and allow an orderly transition of land uses where appropriate.
 - B. Mitigating the noise, vibrations, access, hazards and traffic delays caused by the heavy rail traffic.
 - C. Improving the visual and physical connections to nearby neighborhoods.
 - D. Encouraging the State to develop uses on the property south of the Fairpark that contributes to the community and North Temple streetscape.
 - E. Upgrading infrastructure, pedestrian amenities, and the aesthetics of the neighborhood.
 - F. Addressing the need for transition areas and design solutions between incompatible land uses.
 - G. Introducing mixed-use development and supporting TRAX service.
 - H. Protecting and celebrating the character of the Euclid neighborhood as a mixed-use, multi-cultural neighborhood.
 - I. Improving north-south access across railroad crossings, designated truck routes, etc.
 - J. Revitalizing the neighborhood by encouraging the transition of industrial, vacant, and marginally used properties to mixed-use, retail, and higher density residential development.
 - K. Improving the appearance of the neighborhood through landscaping, code enforcement, and guidelines for new construction.

3. **The West Salt Lake City Plan** has not been revived since the efforts on this plan several years ago. At that time, the community outlined the following policies (which have not been formally reviewed by the Planning Commission nor adopted by the City Council) related to North Temple:

- A. Encourage new multi-family and mixed-use housing opportunities in select locations in the West Salt Lake Community.
- B. Support additional zoning to accommodate higher density multiple-family dwellings in the Community in the northern area of the Euclid Neighborhood along North Temple where, in the long range, transit oriented development is appropriate along the proposed Light Rail Corridor and along Redwood Road.
- C. Provide opportunities for new housing as part of low-intensity mixed use development project in existing small neighborhood commercial nodes.
- D. Continue to work with the Utah Transit Authority and the Wasatch Front Regional Council to ensure Light Rail Transit along North Temple to the Airport is a high priority.
- E. Rezone properties along North Temple to allow mixed-use and Transit Oriented
- F. Evaluate the appropriateness of creating a Redevelopment Target Area on the City's west side once an existing target area's timeframe expires.
- G. Improve the mass transit system to encourage public use of bicycle, bus, and light-rail alternatives to the automobile.
- H. Support light rail development along North Temple to the Salt Lake International Airport as well as destinations further west to serve high employment centers in the industrial areas west of I-215 along with improved bus routes connecting to light rail.
- I. Develop gateways in a fashion that strengthens the identity of the City or neighborhood.
- J. Enhance gateways with decorative street lighting, landscaping, street trees, improved pedestrian amenities, improved waiting areas at bus stops, entry signs, decreased signage on buildings and limiting billboards to appropriate areas outside residential neighborhoods.
- K. Employ landscaping and visual screening techniques to improve critical view corridors.
- L. Support the development of new bike routes/paths in the West Salt Lake
- M. Coordinate planning and redevelopment programs more effectively to improve the quality, character and function of the neighborhood.
- N. Ensure the sign type, size and location is part of the overall development design and is appropriate for the type of development.
- O. Support the development of a City-wide street tree plan which requires the installation and maintenance of street trees as an integral part of all street reconstruction projects.
- P. Support the installation of new decorative street lighting throughout the community.

Public Process

The project followed a standard environmental assessment public process which resulted in a joint City Council and UTA determination of the project description and alignment.

Additionally, a Community Advisory Committee of abutting property and business owners and community leaders has been created to provide advice during the project design and construction. This committee has been meeting for several months and is similar in purpose to that used on the University Line project.

Relevant Ordinances

Interlocal agreement with UTA regarding the Airport Light Rail project

Resolution No. ___ of 2009

A Resolution Electing Certain Enhancements to the Airport Light Rail Project, Directing Utah Transit Authority to Undertake Such Enhancements Related to the TRAX Line to the Airport Under the Interlocal Agreement.

WHEREAS, Salt Lake City Corporation (the “City”), has heretofore entered into that certain Interlocal Agreement Regarding the Design and Construction of the Airport Light Rail Transit Project, between the City and Utah Transit Authority (“UTA”), dated June 12, 2008 (the “Interlocal Agreement”); and

WHEREAS, the Interlocal Agreement provides for the construction of an extension of UTA’s light rail line from the existing TRAX system located within the City to the Airport (the “Airport Line”); and

WHEREAS, Article 13.4 of the Interlocal Agreement establishes an Alliance Fund to pay for certain expenditures for the project and particularly for certain enhancements to North Temple to create a grant boulevard, and that such expenditures shall be approved by the City Council; and

WHEREAS, the City has consulted with the Citizen Advisory Committee (the “CAC”) regarding priorities for additional potential enhancements to the Airport Line; and

WHEREAS, the Administration, after considering the input of the CAC, has recommended certain enhancements to the Airport Line be undertaken, including business impact mitigation, concrete paved track, 10’ wide ped/bikeways, park strip landscaping, platform canopies with solar/wind power, rebuild the Jordan River bridge, public art and bicycle signals.

WHEREAS, the City Council desires at this time to direct UTA to undertake such additional enhancements recommended by the Administration,

NOW THEREFORE, be it and it is hereby resolved by the City Council of Salt Lake City, as follows:

1. Pursuant to Section 13.4 of the Interlocal Agreement, the City Council does hereby elect the following additional enhancements to the Airport Line (in the order set forth below) to be paid so long as funds are available in the Alliance Fund, and directs UTA to undertake the same:

North Temple Items

- A. Business Impact Mitigation
- B. Concrete paved track (600 West to I-215)
- C. 10' wide ped/bikeways (600 West to I-2200 West)
- D. Park strip landscaping (600 West to 2200 West)
- E. Platform canopies and solar/wind power
- F. Rebuild the Jordan River bridge
- G. Public Art
- H. Bicycle signals

2. The Director of the Salt Lake City Department of Community and Economic Development is hereby authorized and directed to provide a copy of this Resolution to the General Manager of UTA, and to take any and all measures necessary to ensure that the enhancements specified herein are undertaken by UTA and incorporated into the Airport Line project.

PASSED by the City Council of Salt Lake City, Utah this ____ day of April, 2009.

SALT LAKE CITY COUNCIL

By: _____
CHAIRPERSON

ATTEST AND COUNTERSIGN:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM:



SENIOR CITY ATTORNEY

HB_ATT-#7641-v1-Resolution_Concerning_North_Temple_Improvements_3-17-09

North Temple Grand Boulevard Options

		Cumulative Totals for Different Boulevard Options					
No	Boulevard Elements	Estimated Costs	Option No. 1 Paved track to I-215 with 10' walks and 5' landscaped park strip to 2200 West	Option No. 2 Paved tract to 2400 West with 10' walks and 5' landscaped park strip to 2200 West	Option No. 3 - Paved track to I-215 with 10' walks and wide park strip landscaping to Redwood Road	Option No.4 - Paved track to 2400 West with wide landscaped park strip using existing walks and new as needed to 2200 West.	Option No. 5 - Ballasted track from 600 to 2400 West with 10' walks and 5' landscaped park strip to 2200 West
1	Business Impact Mitigation	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
2a	Concrete Paved Track - 600 West to I-215. See note 1	\$ 7,244,000.00	\$ 7,394,000.00		\$ 7,394,000.00	\$ -	\$ -
2b	Concrete Paved Track - 600 West to 2400 West. See note 1	\$ 9,125,000.00	\$ -	\$ 9,275,000.00	\$ -	\$ 9,275,000.00	\$ -
3a	10' Wide Sidewalks - 600 West to 2200 West. See Note 2	\$ 2,574,000.00	\$ 9,968,000.00	\$ 11,849,000.00	\$ -	\$ -	\$ 2,724,000.00
3b	10' Wide Sidewalk - 600 West to Redwood Road. See Note 2	\$ 1,769,000.00	\$ -	\$ -	\$ 9,163,000.00	\$ -	
4a	Wide Landscaped Park strip - 600 West to 2200 West. See Note 2	\$ 783,000.00	\$ 10,751,000.00	\$ 12,632,000.00	\$ -	\$ 10,058,000.00	\$ 3,507,000.00
4b	Wide Landscaped Park strip - 600 West to Redwood Road. See Note 2	\$ 538,000.00	\$ -	\$ -	\$ 9,701,000.00	\$ -	\$ -
6	Rebuild Jordan River Bridge	\$ 220,000.00	\$ 10,971,000.00	\$ 12,852,000.00	\$ 9,921,000.00	\$ 10,278,000.00	\$ 3,727,000.00
7	Public Art	\$ 300,000.00	\$ 11,271,000.00	\$ 13,152,000.00	\$ 10,221,000.00	\$ 10,578,000.00	\$ 4,027,000.00
8	Bicycle Signals	\$ 100,000.00	\$ 11,371,000.00	\$ 13,252,000.00	\$ 10,321,000.00	\$ 10,678,000.00	\$ 4,127,000.00
10	City Entrance Feature	\$ 200,000.00	\$ 11,571,000.00	\$ 13,452,000.00	\$ 10,521,000.00	\$ 10,878,000.00	\$ 4,327,000.00
11	Landscaped Median Islands adjacent to Redwood Road intersection.	\$ 400,000.00	\$ 11,971,000.00	\$ 13,852,000.00	\$ 10,921,000.00	\$ 11,278,000.00	\$ 4,727,000.00
12	Street Corner Treatments and Site Furnishings.	\$ 600,000.00	\$ 12,571,000.00	\$ 14,452,000.00	\$ 11,521,000.00	\$ 11,878,000.00	\$ 5,327,000.00
13	Jordan River Trailhead Enhancements.	\$ 200,000.00	\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
	Totals		\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
9	Street and Pedestrian/bikeway lighting Special Assessment Area.	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00
5	Platform Canopies and Solar Power.	Unknown					

Notes

1. Concrete paved track cost includes 7% for engineering and 5% construction contingency. Most of the design and construction for the track way is included in the base ballasted track option. These costs are details changes and some construction engineering
2. Wide sidewalk and park strip landscaping costs include 15% for engineering and 15% contingency. The sidewalk costs represent increasing the existing sidewalk widths to 10 feet by either adding to the existing walk or installing full width. UTA is responsible for the sidewalk costs in all area which the project requires the relocation of the walk. The City is responsible for the added width. The approximate cost for 10 foot walks from 600 to 2200 West is \$3.9 million.
3. The street lighting special assessment area is based on approximately \$200 per foot for 22,100 feet of assessable frontage on North Temple. The limits of the district are from 300 to 2400 West. Grand Boulevard items that could not be funded with alliance funds could be included in the district depending on the amount the Council wishes to included in the assessment.
4. Figures shown in red exceed the \$10,000,000 in alliance funds established in the Interlocal agreement.
5. The amounts listed of the other elements would be installed within the estimated budget amounts including design, construction and contingency. It is difficult to determine exact cost until the scope of these items can be further developed. These will likely not be fully developed for over a year and uncertainty in the bid climate affect what can be done with the available funds.
6. It is anticipated additional right of way costs for the widened sidewalks and park strip is \$800,000. This is areas where insufficient space is available within the existing right of way for the wider walks and landscaping due to the area needed for the light rail and traffic turn lanes such as the 900 West and Redwood Road intersections. It is the administration's position that this additional right of way is a base project cost and not eligible for reimbursement from the alliance funds. UTA is in disagreement and will continue negotiating with the administration on the right of way requirements.



Communication to the City Council

Community & Economic Development
Office of the Director

David Everitt, Chief of Staff

Date Received: _____

Date Sent to City Council: April 3, 2009

TO: Salt Lake City Council
Carlton Christensen, Chair

FROM: Frank Gray, Community & Economic
Development Department Director

DATE: February 10, 2009

CC: Mary DeLaMare-Schaefer, Community & Economic Development Deputy
Director
Wilf Sommerkorn, Planning Director
Pat Comarell, Assistant Planning Director

RE: North Temple Vision and requested information

At the March 24th Council meeting, Administration felt there needed be a clearly articulated North Temple Vision and Grand Boulevard Statements to serve as a framework for decisions regarding this important street. Although both these statements will evolve over time as the planning process gets underway, at this time, we would like to suggest the following:

Vision

What people have built, how they used what they built, and how they have changed the landscape over time are all part of a city's history. Buildings, streets, landscaping, and activity centers are a part of what defines a community. They reflect its character and neighborhood identity. As a consequence, each neighborhood should reflect a certain style – historically, architecturally, and culturally.

Cities evolve over time. Our efforts now to plan a Grand Boulevard will establish a framework for what the City's western entrance will become over the next 30-50 years. It makes a statement that Salt Lake City has come of age.

The City envisions North Temple as a vibrant center with a mixture of land uses, activities, goods, and services. North Temple is not one long expanse connecting downtown to the airport, but a series of segments, each reflecting its own identity, activities, and history. It is a celebration of how the communities west of downtown have and will continue to contribute to the City's growth and vitality.

Grand Boulevard

What makes a boulevard grand? Looking at many examples in Europe and the United States, Grand Boulevards tend to have the following characteristics:

- A grand entrance which is iconic and gives one the feeling of grandeur
- Reflects a string of different colored pearls, each with a distinct personality, strung together by common elements (such as color) to tie the various parts together.
- A place where people want to be – a destination
- A passage which must reflect a grand design, but also pays attention to detail
- A unified and formal theme, e.g., formal edge, uniform setback
- A scale of buildings, their design, and wall of continuity which creates a consistent and demanding presence
- A design of each station which reflects the history and neighborhood around it.
- Trees which could be uniform or vary by segments (e.g., Fairpark, Jackson Neighborhood)
- Public Art and design elements which add to the character of the Boulevard and activity centers, and is thoroughly integrated into pedestrian ways and activity areas.

Information Requested

The Council requested the following information:

- **Exploration of what other cities have done as examples of how individual stations were personalized** – see attached photographs or go to <http://www.slcced.com/northtemple.htm>
- **Cost analysis, feasibility of alternatives to imbedded and ballasted track, e.g., pavers** – attached
- **Cost of Stamped Pattern and Colored Concrete Paved Track** – attached

- **A comparison of special assessment areas and percentage contributions from property owners (which includes a note regarding how State properties would be handled) – attached**
- **Cross section drawings of street elements in narrow and wide areas -- attached**
- **Identification of where UTA/City need additional right of way –** The project design has been done in a way to fit within the existing R/W as much as possible to avoid the need for R/W acquisition. Minimum dimensions have been used in the design, although always keeping in mind the need to have the facility function for all users (light rail, buses, autos, bicycles and pedestrians) in a safe manner and in a way that is compatible with creating a grand boulevard.

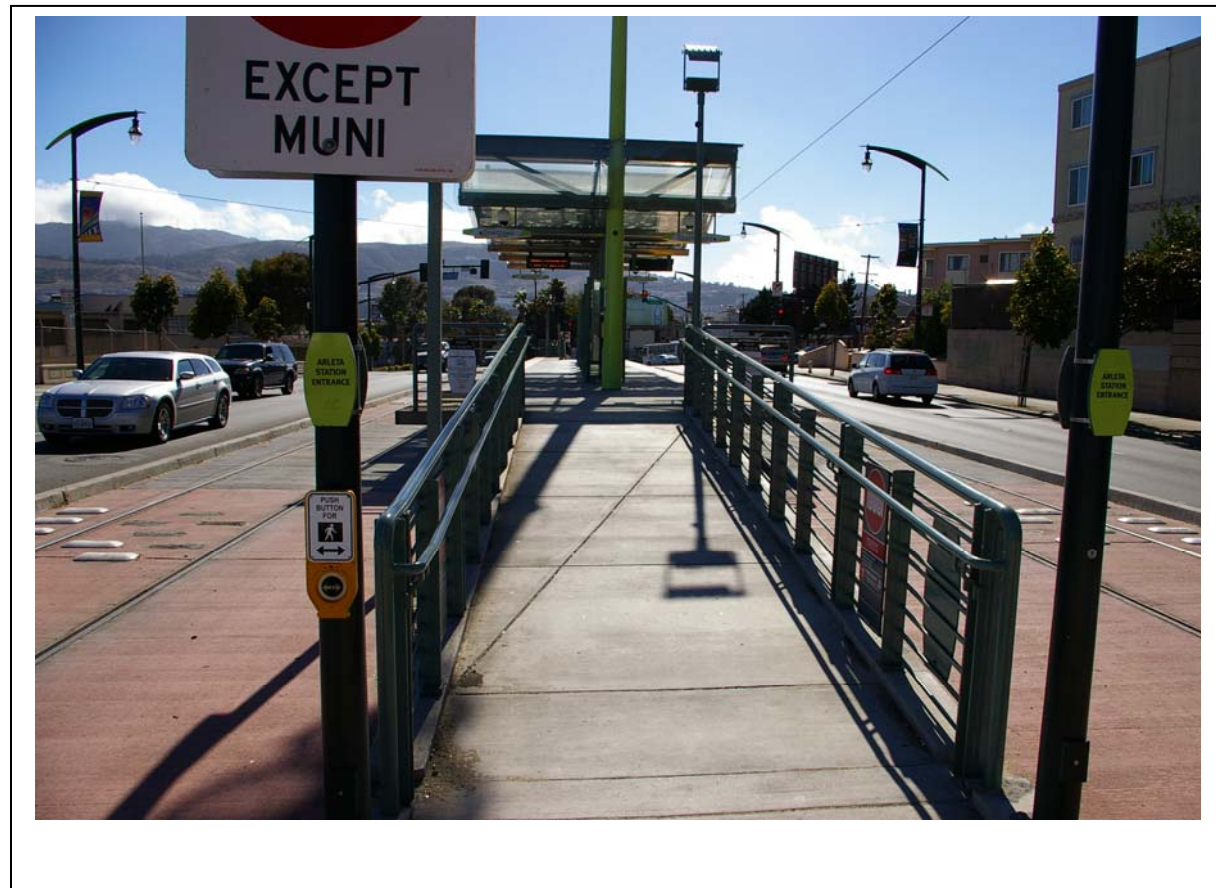
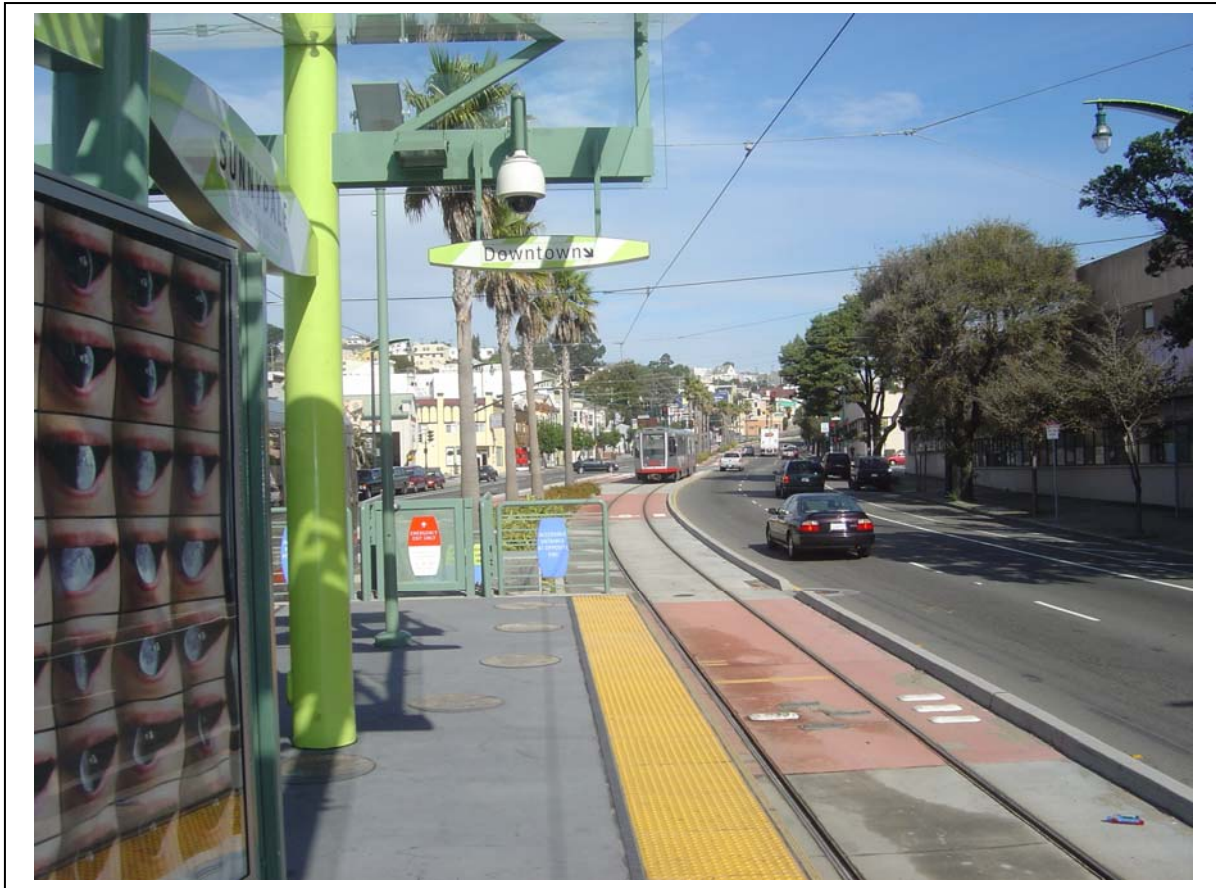
In many locations, there is excess R/W which can be used for landscaping or wider buffer areas between the curb and sidewalk. In other areas, R/W is needed to be able to fit everything in. Care has been and continues to be taken to minimize R/W takes and certainly to avoid acquisitions that would require outright purchases of businesses or entire properties. At this point, it is not known if any businesses will need to be purchased.

There are a few very tight locations, most notably at the Redwood lintersection, where it is known that R/W will need to be acquired. It is currently a very tight fit that snugs up to 2 or 3 businesses. UTA, UDOT and the City have been focusing on these areas to look at design options to determine just what will be needed and are acutely aware of the desire to not take businesses and to minimize R/W acquisition.

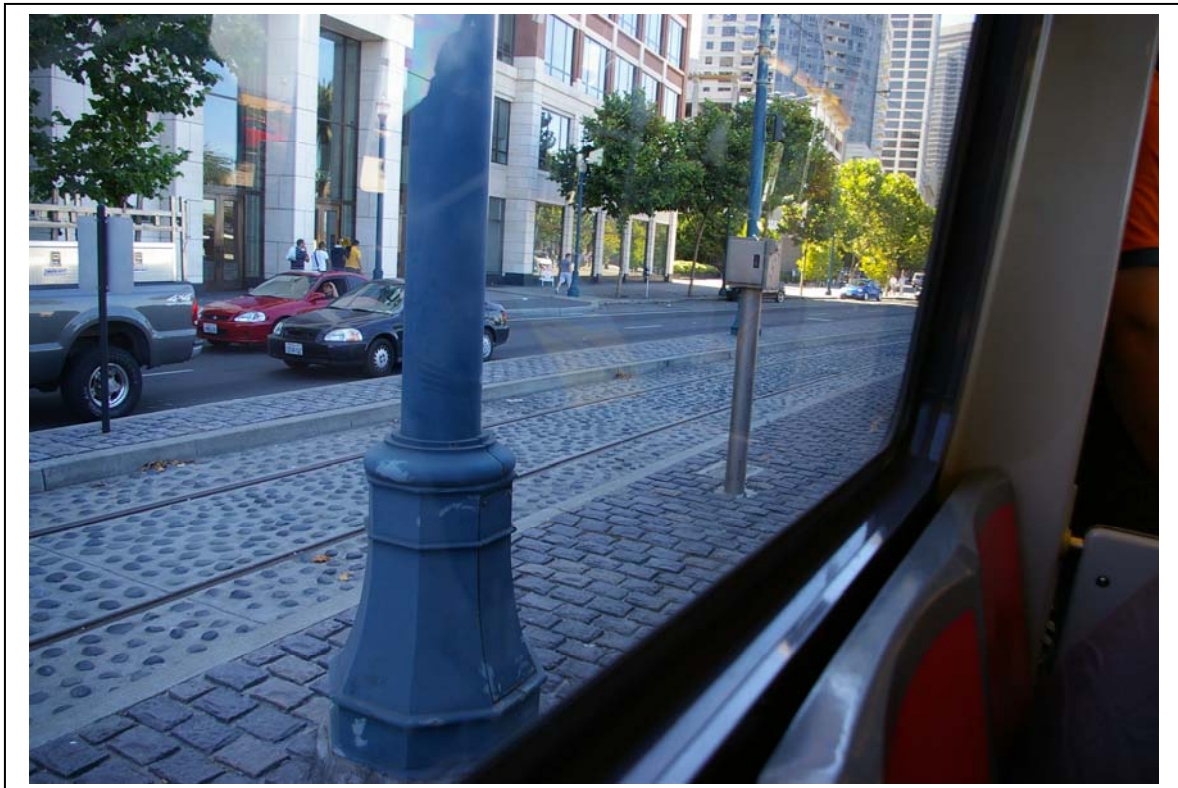
Please go to this link <http://www.slcced.com/northtemple.htm> and click UTA Sidewalk Offset Options for aerial view of the right of way issues.

- **Cost of Undergrounding Power Lines – attached**
- **Renderings which reflect various cement/design patterns at stations –** RDA indicates these will be ready for the Tuesday Council meeting.

San Francisco MUNI (LRT) Track Treatments (Page 1 of 2)



San Francisco MUNI (LRT) Track Treatments (Page 2 of 2)



25







downtown
you're invited



GUANG...

Metrolink





PUBLIC
PARKING
→

you're
down
for the holidays

down
for the holidays

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PARKING



Handicap Accessible
Please do not lean on the railing
Please do not sit on the bench
Please do not drink alcohol
Please do not use tobacco products
Please do not use mobile phones
Please do not use cameras
Please do not use video cameras
Please do not use video recording devices
Please do not use video recording equipment
Please do not use video recording equipment
Please do not use video recording equipment





N Killingsworth
Street



Expo Center

Map of the station area showing the streetcar line and surrounding streets.

30

North Temple Grand Boulevard Options

No	Boulevard Elements	Cumulative Totals for Different Boulevard Options					
		Estimated Costs	Option No. 1 Paved track to I-215 with 10' walks and 5' landscaped park strip to 2200 West	Option No. 2 Paved tract to 2400 West with 10' walks and 5' landscaped park strip to 2200 West	Option No. 3 - Paved track to I-215 with 10' walks and wide park strip landscaping to Redwood Road	Option No.4 - Paved track to 2400 West with wide landscaped park strip using existing walks and new as needed to 2200 West.	Option No. 5 - Ballasted track from 600 to 2400 West with 10' walks and 5' landscaped park strip to 2200 West
1	Business Impact Mitigation	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
2a	Concrete Paved Track - 600 West to I-215. See note 1	\$ 7,244,000.00	\$ 7,394,000.00		\$ 7,394,000.00	\$ -	\$ -
2b	Concrete Paved Track - 600 West to 2400 West. See note 1	\$ 9,125,000.00	\$ -	\$ 9,275,000.00	\$ -	\$ 9,275,000.00	\$ -
3a	10' Wide Sidewalks - 600 West to 2200 West. See Note 2	\$ 2,574,000.00	\$ 9,968,000.00	\$ 11,849,000.00	\$ -	\$ -	\$ 2,724,000.00
3b	10' Wide Sidewalk - 600 West to Redwood Road. See Note 2	\$ 1,769,000.00	\$ -	\$ -	\$ 9,163,000.00	\$ -	
4a	Wide Landscaped Park strip - 600 West to 2200 West. See Note 2	\$ 783,000.00	\$ 10,751,000.00	\$ 12,632,000.00	\$ -	\$ 10,058,000.00	\$ 3,507,000.00
4b	Wide Landscaped Park strip - 600 West to Redwood Road. See Note 2	\$ 538,000.00	\$ -	\$ -	\$ 9,701,000.00	\$ -	\$ -
6	Rebuild Jordan River Bridge	\$ 220,000.00	\$ 10,971,000.00	\$ 12,852,000.00	\$ 9,921,000.00	\$ 10,278,000.00	\$ 3,727,000.00
7	Public Art	\$ 300,000.00	\$ 11,271,000.00	\$ 13,152,000.00	\$ 10,221,000.00	\$ 10,578,000.00	\$ 4,027,000.00
8	Bicycle Signals	\$ 100,000.00	\$ 11,371,000.00	\$ 13,252,000.00	\$ 10,321,000.00	\$ 10,678,000.00	\$ 4,127,000.00

10	City Entrance Feature	\$ 200,000.00	\$ 11,571,000.00	\$ 13,452,000.00	\$ 10,521,000.00	\$ 10,878,000.00	\$ 4,327,000.00
11	Landscaped Median Islands adjacent to Redwood Road intersection.	\$ 400,000.00	\$ 11,971,000.00	\$ 13,852,000.00	\$ 10,921,000.00	\$ 11,278,000.00	\$ 4,727,000.00
12	Street Corner Treatments and Site Furnishings.	\$ 600,000.00	\$ 12,571,000.00	\$ 14,452,000.00	\$ 11,521,000.00	\$ 11,878,000.00	\$ 5,327,000.00
13	Jordan River Trailhead Enhancements.	\$ 200,000.00	\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
	Totals		\$ 12,771,000.00	\$ 14,652,000.00	\$ 11,721,000.00	\$ 12,078,000.00	\$ 5,527,000.00
9	Street and Pedestrian/bikeway lighting Special Assessment Area.	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00	\$ 4,400,000.00
5	Platform Canopies and Solar Power.	Unknown					

Notes

1. Concrete paved track cost includes 7% for engineering and 5% construction contingency. Most of the design and construction for the track way is included in the base ballasted track option. These costs are details changes and some construction engineering
2. Wide sidewalk and park strip landscaping costs include 15% for engineering and 15% contingency.
3. The street lighting special assessment area is based on approximately \$200 per foot for 22,100 feet of assessable frontage on North Temple. The limits of the district are from 300 to 2400 West. Grand Boulevard items that could not be funded with alliance funds could be included in the district depending on the amount the Council wishes to included in the assessment.
4. Figures shown in red exceed the \$10,000,000 in alliance funds established in the interlocal agreement.
5. The amounts listed of the other elements would be a not to exceed budget amount including design, construction and contingancy.

STAMPED PATTERN AND COLORED CONCRETE PAVED TRACK

The cost for stamping a pattern in the concrete track ways is approximately \$70 to \$90 per foot depending on their complexity of the pattern. The pattern could be unique to each location or station platform. The same patterns could be used on the surrounding sidewalks or pedestrian areas to visually tie them together. This stamped pattern could also be used in the concrete paved surfaces of the platforms themselves. Different patterns could be used in different areas or adjacent to each other. Stamping of the concrete does not affect the performance of the track slabs or walkways. Numerous patterns are available commercially or the stamps can be created by artists and used by the contractor as elements of the boulevard.

Cost for coloring of the concrete in the track slabs vary by the different color. Gray or reddish colors are less expensive than darker browns or charcoals. Blue and green colors are likely cost prohibitive. The average cost for coloring the concrete in both track slabs is \$35 per foot. Coloring and stamping the concrete paved tracks adjacent to the proposed stations would cost approximately \$35,000 to \$45,000 depending on patterns and the color.

NORTH TEMPLE GRAND BOULEVARD STREET LIGHTING SPECIAL ASSESSMENT AREA

The proposed special assessment area for the Grand Boulevard involves the design and installation of an upgraded street and pedestrian scale lighting system extending on both sides of North Temple from 300 West to 2400 West. The new lighting system is a major element tying the boulevard together. The lights will be comparable in size and illumination to those used in the Central Business District but have a unique look for North Temple. Approximately six street lights will be placed per block face with pedestrian lights at the intersection corners and crosswalks. The lights will extend over the North Temple viaduct to help connect the neighborhoods to downtown. Other elements such as street furnishing or enhanced landscaping could be added to the assessment depending on the costs the property owners are willing to participate in. These elements could be added to North Temple after the light rail project is complete and future funding becomes available. Payment for pavements, wider sidewalks, landscaping, curb and gutters, and driveway approaches are included in the project costs and available alliance funds and not a part of the property owner assessments.

It is anticipated the lighting assessment will be approximately \$200 per front foot for the adjacent properties. This cost includes the design and construction of the improvements, administrative and bonding costs for the assessment area, and interim City interest for financing the property owner portion of the project. The total frontage of properties adjacent to North Temple is 24,770 of which 21,520 feet is assessable. The non assessable properties consist of 60 feet of City property frontage and 3190 feet of State property. Next to the state property the largest owners along North Temple are Rocky Mountain Power (2,745 feet) and the Menlove Family (1,360 feet). For the assessment area to be protested out 10,750 feet of frontage would have to be against the lighting improvements. If the owners vote against the assessment area it is recommended the lighting not be a part of the project.

The administration is working with the Governor's Office and the State DFCM for funding of the lighting system adjacent to state properties. The state property footages would not be used in the protest percentage determination because state property cannot be assessed. If the state does not provide funding for the lights system it would not be installed at those locations. In fairness to private property owners the project or assessment funds would not be used to install lights at state properties.

NORTH TEMPLE BOULEVARD

IMPROVEMENT DISTRICT COMPARABLE PROJECTS

Comparable projects where the property owners were assessed for a portion of the project costs.

- **400 West – North Temple to 200 South Street Improvements 1998**

Property owners were assessed for curb and gutter, beautified sidewalks and the cactus style street light system. This project was constructed before the light rail extension to the intermodal hub. The hub project relocated the lights installed and paid for through the improvement district. Since the abutting property owner had paid for the lights and curb in a previous improvement district they could not be reassessed for those improvements. Property owners paid approximately 20% of the cost of the original 400 West project.

- **500 West Park Blocks – North Temple to 400 South: 2002-2004**

Property owner were assess for curb and gutter, sidewalks, park strip landscaping, and upgraded street lights adjacent to their properties. City and RDA funds were used for roadway and median island improvements. The property owners were assessed for approximately 15% of the total \$7,200,000 project cost.

- **900 South Street Improvements – Main Street to 700 West: 2005**

Property owners were assessed for curb and gutter, sidewalks, ten feet of roadway pavement and at their option park strip landscaping. Upgraded street light system was installed using RDA and City general funds. City Class “C” funds paid for the roadway improvements, drainage facilities and traffic signals. Property owners were assessed for approximately 15% of the total \$4,500,000 project cost.

- **9th and 9th Streetscape Improvements – 850 to 1000 East: 2006**

Property owners were assess for decorative street furnishings (benches, bike racks, entrance signs, etc.) landscaping of the median islands and intersection planter boxes, additional cutback parking, and upgraded street and pedestrian lighting system. Federal Economic Development and City general funds paid for curb and gutter, sidewalks, driveway approaches, median island curbing, drainage facilities, traffic signals and roadway paving. Property owner were assessed for approximately 25% of the total \$2,000,000 project cost.

- **California Avenue – 4400 to 5600 West: 2008**

Property owners were assessed for curb and gutter, sidewalks, ten feet of pavement and the street light system. City Class “C” funds and impact fee paid for the roadway and drainage improvements. Property owner were assess for 22% of the total \$6,000,000 project cost.

- **North Temple Boulevard Lighting Improvements – 300 to 2400 West**

The proposed property owner assessment for street and pedestrian lighting on North Temple is estimated at \$4,400,000 based on a \$200 per foot assessment. This amount represent less than 10% of the \$55,000,000 estimated cost for the street improvements, roadway pavement, drainage facilities and public and private utility relocation affected by the Airport light rail project on North Temple. The \$55,000,000 is funded from UTA project funds and the \$35,000,000 allocation from the State Legislature to the City for reconstruction of North Temple but does not include the alliance funds established in the interlocal agreement.

NORTH TEMPLE GRAND BOULEVARD STREET LIGHTING SPECIAL ASSESSMENT AREA

The proposed special assessment area for the Grand Boulevard involves the design and installation of an upgraded street and pedestrian scale lighting system extending on both sides of North Temple from 300 West to 2400 West. The new lighting system is a major element tying the boulevard together.

The lights will be comparable in size and illumination to those used in the Central Business District but have a unique look for North Temple. Approximately six street lights and six pedestrian scale lights will be placed per block face with crosswalk lighting installed at intersection and midblock crosswalks. The lights will extend over the North Temple viaduct to help connect the neighborhoods to downtown. Other elements such as street furnishings and/or enhanced landscaping could be added to the assessment depending on the costs the property owners are willing to participate in. Payment for pavements, sidewalks, landscaping, curb and gutters, and driveway approaches are included in the project costs and available alliance funds and are not a part of the property owner assessments.

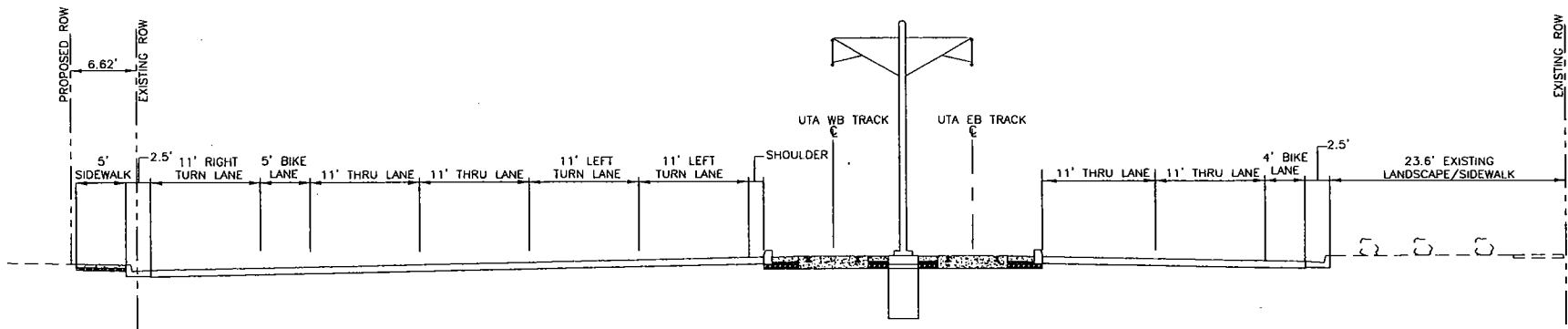
It is anticipated the lighting assessment will be approximately \$200 per front foot for the adjacent properties. This cost includes the design and construction of the improvements, administrative and bonding costs for the assessment area, and interim City interest for financing the property owner portion of the project. The total frontage of properties adjacent to North Temple is 24,770 feet, of which 21,520 feet is assessable. The non assessable properties consist of 60 feet of City property frontage and 3,190 feet of State property. The largest private property owners along North Temple are Rocky Mountain Power (2,745 feet) and the Menlove Family (1,360 feet). For the assessment area to be protested out 10,750 feet of frontage would have to be against the proposed improvements. If the owners vote against the assessment area, the proposed lighting would not be constructed unless other funding is identified.

The administration is working with the Governor's office and the State DFCM for funding of the lighting system adjacent to state-owned properties. The state property footages would not be used in the protest percentage determination because state property cannot be required to be assessed. If the state does not provide funding for the lighting system, it would not be installed at those locations unless other funds are identified. In fairness to private property owners, the project or assessment funds would not be used to install lights at state-owned properties.

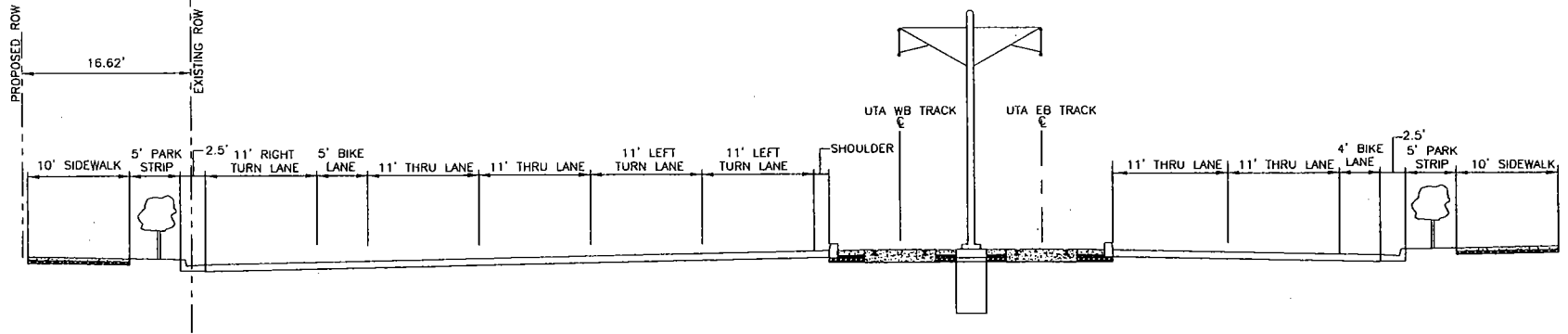
NORTH TEMPLE GRAND BOULEVARD TYPICAL SECTIONS

The following typical cross sections illustrate the two different configurations for North Temple. One show what will happen if the roadway and track improvements are installed and the sidewalks and landscaping not changed unless where needed. The other option shows the roadway and track with a minimum five foot park strip and ten foot wide walk/bicycle path. The sections indicate what additional right of way is needed from the existing line for the base plan and the widen walkway option. The five foot park strip width can increase in area where space is available between the wide walk and existing right of way. If the widen walkway is placed at the right of way these park strip could be as mush as eighteen feet wide. At 900 West and Redwood Road intersections space may not be available for landscaped park strip without causing major impacts to adjacent properties.

The cross section show what happens with the two proposal at 800 West (impacts to the Blue Boutique building), at the Fair Park light rail station, adjacent to the Rocky Mountain Power property and at Redwood Road (impacts to the Maverick Store).



DESIGN - NORTH TEMPLE/REDWOOD ROAD
(MAVERIK)



GRAND BOULEVARD SCENARIO - NORTH TEMPLE/REDWOOD ROAD
(MAVERIK)

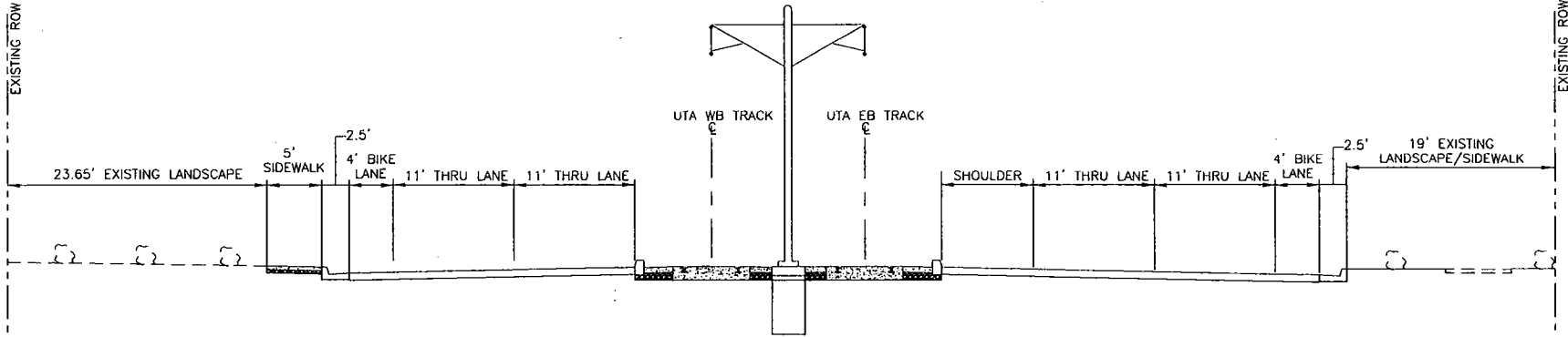
NORTH TEMPLE TYPICAL SECTION COMPARISON

EXISTING ROW

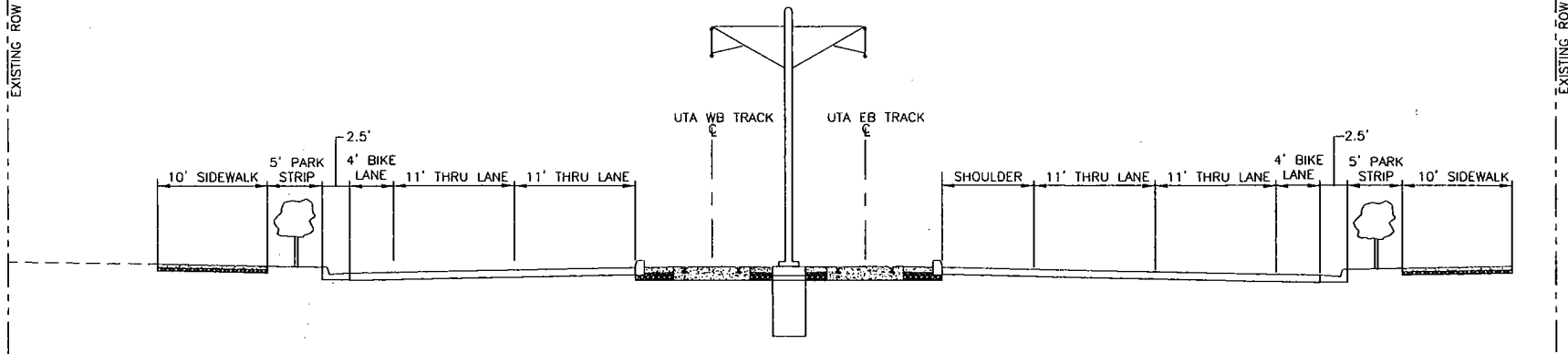
EXISTING ROW

EXISTING ROW

EXISTING ROW

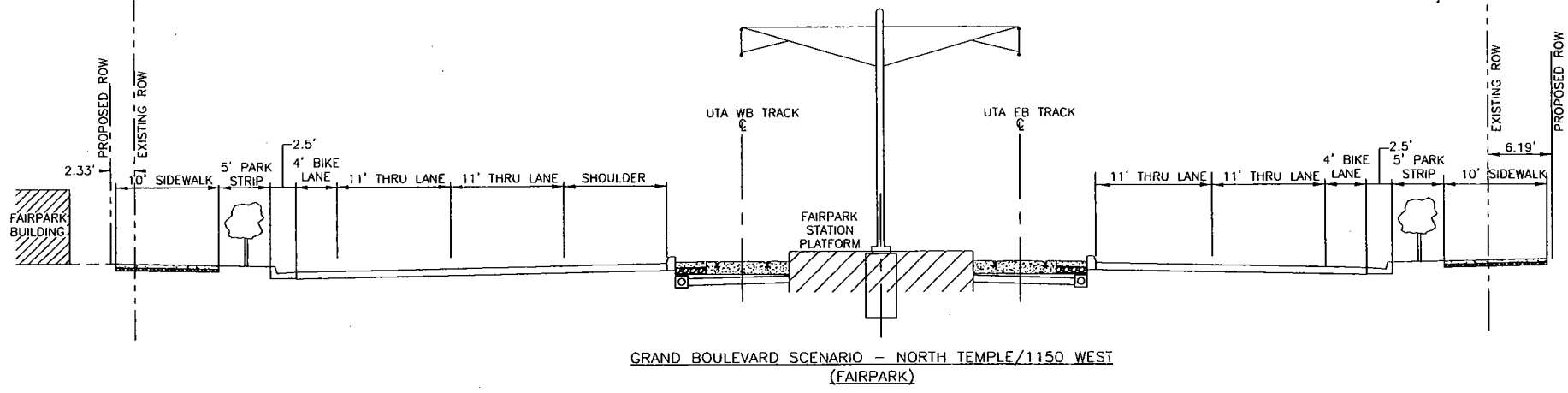
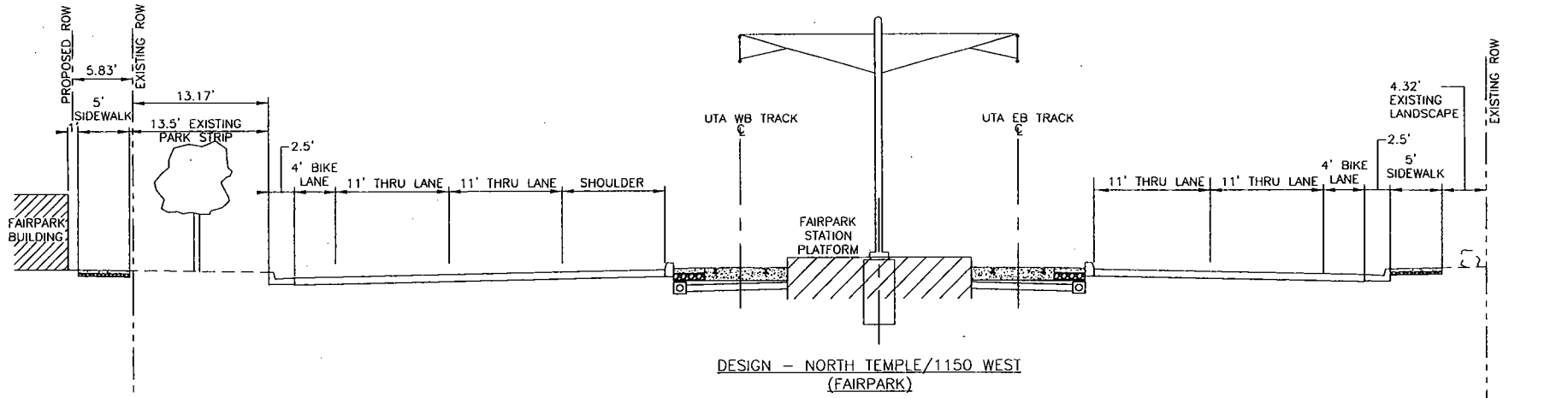


DESIGN - NORTH TEMPLE/1400 WEST
(ROCKY MOUNTAIN POWER)

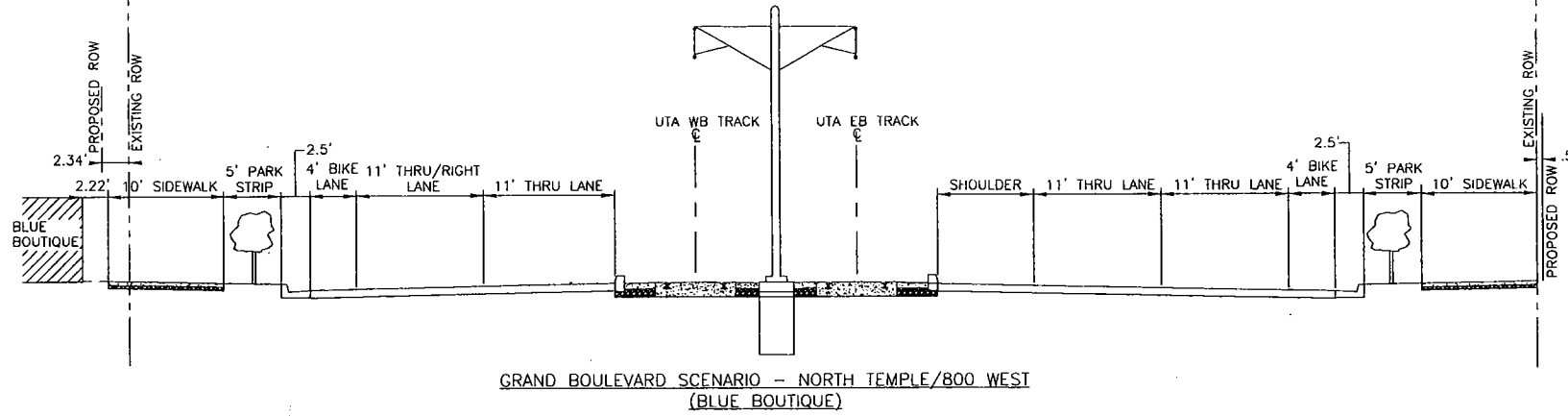
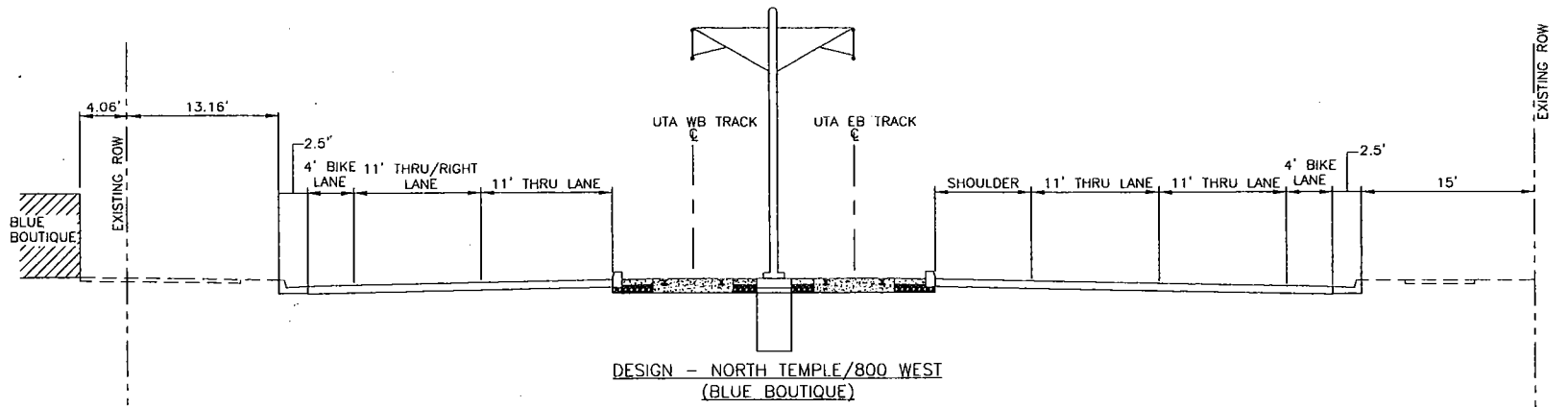


GRAND BOULEVARD SCENARIO - NORTH TEMPLE/1400 WEST
(ROCKY MOUNTAIN POWER)

NORTH TEMPLE TYPICAL SECTION COMPARISON



NORTH TEMPLE TYPICAL SECTION COMPARISON



NORTH TEMPLE TYPICAL SECTION COMPARISON

NORTH TEMPLE BOULEVARD UNDERGROUNDING POWER LINE COSTS

Rocky Mountain Power has customer distribution power extending along both sides of North Temple with the major of these power lines being a double circuit line placed on the poles from 1000 to 1900 West. Transmission power lines cross North Temple at 1300 West and extend northward. Placing the distribution line underground requires installation of duct banks and access manholes under the outside travel lanes or the landscaped park strips. The electrical services for affected properties would be placed underground and new electrical service panels provided. Undergrounding the transmission is not recommended because of the limited impact and excessive cost associated with these type facilities.

Estimated quantities and costs for lower the distribution lines are a follows:

Lower distribution lines and circuits: 3.5 miles at \$1.5 million/mile =	\$5,250,000
Lower electrical services: 70 services at \$5,000 =	<u>\$ 350,000</u>
Total	\$5,600,000



San Jose – Consistent design elements on tunnel under heavy rail line.



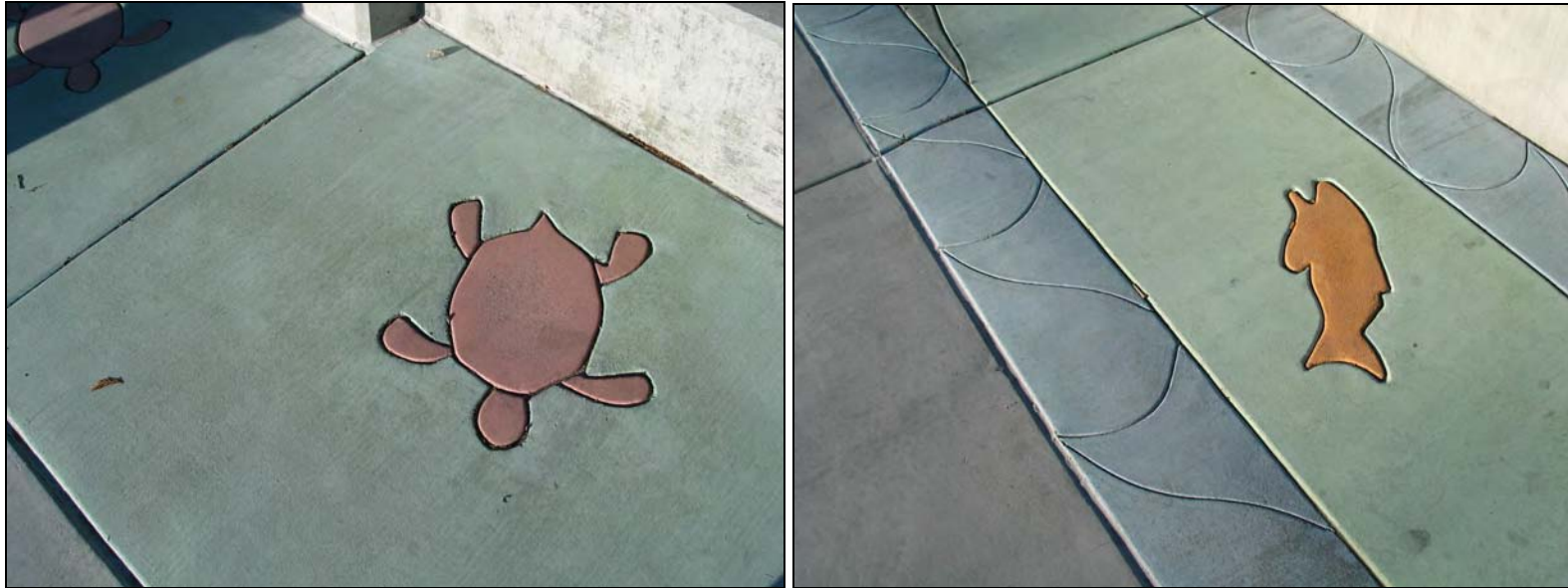
San Jose – One-way track through downtown on sidewalk and stamped concrete.



San Jose – Children's Discovery Museum station.



San Jose – Station canopy artwork at San Jose's intermodal hub.



San Jose – Above, stamped and colored concrete at Penitencia Creek station, reflecting nearby Penitencia Creek Park (part of a 78 mile long linear park similar to Jordan River Parkway). Below, artwork used for barrier between road and platform.





San Jose - Public art at San Fernando station.



Portland – Matching brick paver design on platform, left, and crosswalks and sidewalks, right.



Portland – Killingsworth station with unique canopy and support designs (designed by neighborhood).



Portland – Platform artwork at Rose Quarter station (with solar panels).



Portland – 122nd Ave. station with decorative glass artwork.



Denver – 16th & California station in downtown Denver.



Phoenix – Van Buren/Central station



Charlotte – LYNX station downtown.



Charlotte – 3rd Street station near downtown Charlotte with unique canopy design.



Houston – Main Street Square station with platform elements that reflect train design and establish consistent theme. Brick pavers are used for roadway and track surface.



Baltimore – Pavers in light rail lanes with unique catenary system.



Sacramento - 47th Avenue station with public artwork and brick pavers.



Sacramento – Meadowview station with unique platform supports and paver-embedded track.



Dallas – Station artwork.



Dallas – Mockingbird station (station has elevator).



Dallas – West End station with brick pavers and station materials reflecting existing architecture.



Artist's Rendering of Concrete-Embedded Tracks on North Temple

FRONT
// UTA // LINES 2015 Airport Line



Artist's Rendering of Ballasted Tracks on North Temple



Existing View of North Temple

