ENVIRONMENTAL RE-EVALUATION DOCUMENTATION

PROJECT TITLE
Sugar House Streetcar Project Environmental Assessment Re-Evaluation for Shift in Track Location within the Sugar House Streetcar Project Corridor

CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS:
Title: Finding of No Significant Impact (FONSI) for the Sugar House Streetcar Project
Date: February 14, 2011
Type and Date of Last Federal Action: FONSI, February 2011

Title: Sugar House Streetcar Project Environmental Assessment
Date: November 2010

IS THE PROJECT CURRENTLY UNDER DESIGN OR CONSTRUCTION?

REASON FOR RE-EVALUATION
The track for the Sugar House Streetcar Project (Project) is moving from the north side of the UTA owned right-of-way (ROW) to the approximate middle of the ROW, ranging from 5.5 feet to 21 feet south of the location proposed in the Environmental Assessment (EA). The changes are shown in Attachment A, Sugar House Streetcar Project Proposed Track Plan Changes, dated 12/16/11. The cross section changes are shown in Attachment B, Sugar House Streetcar Project Track Cross-Sections (these changes are relative to Figure 2-9 on page 2-24 of the EA). The reason for the track shift is to accommodate future land use and urban design that supports the results of a community visioning process conducted by UTA, the Redevelopment Agency of Salt Lake City (SLC RDA), Salt Lake City, South Salt Lake City, the Parley’s Rails Trails and Tunnels Coalition (PRATT), community members, and a consultant team (CitiVenture Associates and Ronald A. Straka). The results of the community visioning are shown in Attachment C, Sugar House Corridor Recommendations. The community visioning recommended placing the Streetcar track on the south side of the ROW and the PRATT trail on the north side of the ROW. Placing the trail on the north side of the ROW provides a larger open space area, to accommodate future station plazas that are anticipated to be located on the north side of the ROW, and allows more sunlight to reach the trail. (The PRATT trail is addressed under a separate EA and the trail will be constructed by others as a separate project.) In addition, during preliminary engineering, it was determined that the utilities located on the southern portion of the ROW posed some engineering challenges, and associated costs. Therefore, UTA evaluated a design option that includes shifting the track, to avoid relocating the utilities along approximately 4,500 feet of the corridor, to the location described in this Re-Evaluation (i.e. to approximately the middle of the ROW).

COMMUNITY INPUT
Three visioning workshops, conducted by CitiVenture, Ronald A. Straka, SLC RDA, Salt Lake City, South Salt Lake City, and UTA, were held on May 12, 2011, August 25, 2011, and July 20, 2011. The first two workshops were community open houses, and the third workshop was a developers’ forum. Invitations for the community open houses were sent to all property owners located within one block of the ROW. Additional information on the public involvement for the visioning process is contained in Attachment D, Sugar House Streetcar Community Visioning.
The Project design changes have been presented to both the Salt Lake City Council and the South Salt Lake City Council.

The SLC RDA, Salt Lake City, South Salt Lake City, and UTA also maintain the Sugar House Streetcar website (http://shstreetcar.com/). This website includes an Open City Hall Forum in which anyone can post comments regarding the Project. The Re-Evaluation will be posted on the Streetcar website and also on UTA’s website (www.rideuta.com) for public review. Readers can post comments on either website. UTA will review and address comments, as applicable, in a timely manner. In addition to the website postings, UTA will be sending letters giving notification to all property owners located directly adjacent to the ROW of the upcoming project and on how to review and comment on the design changes and the Re-Evaluation using the Streetcar website or UTA’s website. Mass e-mails containing similar information will be sent to all those on the project mailing list, as well as those who have commented or attended an open house or workshop regarding the Project and the EA and have provided their e-mail address.

DESCRIPTION OF PROJECT CHANGES OR NEW INFORMATION
UTA owns the railroad corridor, which varies from 45-feet wide to 66-feet wide along the length of the Project. The track location, excluding the section running north to south at the western terminus, will be shifted between 5.5 to 21 feet to the south for the length of the Project from the alignment shown in the EA. The new location remains within the existing ROW. The specific changes are shown in Attachment A, Sugar House Streetcar Project Proposed Track Plan Changes, dated 12/16/11, and Attachment B, Sugar House Streetcar Project Track Cross-Sections. In some locations, the station platforms were shifted relative to the track in response to the visioning recommendation. All of the platforms, excluding the western terminus platform and the State Street platform, are shown in the concept plan as changing from center platforms to side platforms. This change is explained further in the Re-Evaluation for Station Changes, a separate document that will also be posted on the project website.

HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.

☒ NO
☐ YES
WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW? For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as initially disclosed, new impacts and a discussion of the changes. The change in impact may be beneficial or adverse.

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
<td>Transportation</td>
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<td>Land Use and Economics</td>
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<tr>
<td>Property Effects: Acquisitions, Displacements &amp; Relocations</td>
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<td>Social Environment</td>
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<td>Visual Resources &amp; Aesthetics</td>
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<td>Air Quality</td>
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<td>Noise &amp; Vibration</td>
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<td>Ecosystems (Vegetation &amp; Wildlife)</td>
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<td>Water Resources and Floodplains</td>
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<td>Hazardous Materials</td>
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<td>Public Services</td>
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<td>Utilities</td>
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<td>Construction</td>
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<td>Secondary and Cumulative</td>
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Benefit: Avoids some encroachment/lease conflicts.

No change. See attached analysis (Attachment E).

Benefit: Avoids relocation of utility poles on north side of ROW.
Will the changed conditions or new information result in revised documentation or determination under the following federal regulations?

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Yes</th>
<th>No</th>
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<tr>
<td>Endangered Species Act</td>
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<td>Magnuson-Stevens Act</td>
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<td>Farmland Preservation Act</td>
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<td>Section 404-Clean Water Act</td>
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<td>Floodplain Management Act</td>
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<td>Hazardous Materials</td>
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<td>Section 106 National Historic Preservation Act</td>
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<td>Uniform Relocation Act</td>
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<td>Section 4(f) Lands</td>
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<td>Wild &amp; Scenic Rivers</td>
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<td>Coastal Barriers</td>
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<td>Sole Source Aquifer</td>
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<td>National Scenic Byways</td>
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<td>Other</td>
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If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:

Will these changes or new information likely result in substantial public controversy?

☐ Yes  ☒ No

CONCLUSIONS AND RECOMMENDATIONS: The proposed project modification of shifting the rail alignment of the Sugar House Streetcar Project between 5.5 and 21 feet to the south closer to the middle of the ROW will not result in any significant environmental impacts. The Finding of No Significant Impact for the Project remains valid.

LIST OF ATTACHMENTS:

- Attachment A: Sugar House Streetcar Project Proposed Track Plan Changes
- Attachment B: Sugar House Streetcar Project Proposed Track Cross-Sections
- Attachment C: Sugar House Corridor Recommendations
- Attachment D: Sugar House Streetcar Community Visioning
- Attachment E: Sugar House Track Shift Noise Analysis
<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Impacts as Initially Disclosed in the EA and FONSI</th>
<th>New Impacts from Project Changes</th>
<th>Impact Assessment and Changes to Mitigation Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>The transportation impacts to the PRATT trail are discussed in Section 4.2.3.4 of the EA. On page 4-19, the EA states that the trail could be affected by the narrow ROW at some locations along the corridor, including 900 East to McClelland Street and 400 East to 500 East.</td>
<td>The PRATT trail is a separate project and is not being constructed by UTA. Shifting the track to the middle of the ROW provides more space for the PRATT trail within the ROW. The north side of the ROW will provide greater space for the trail due to adjacent open space plazas located in the redevelopment areas. The majority of the open space plazas and redevelopment areas will be located on the north side of the corridor.</td>
<td>The new design lessens the affect of the Project on the future PRATT trail by improving the space available for the trail within the ROW. Traffic studies are currently being completed by both Salt Lake City and South Salt Lake City in coordination with UDOT for the Streetcar and PRATT trail project crossings, particularly focusing on the major crossings at State Street and 700 East. Mitigation commitments to coordinate with UDOT, as specified in the EA, will not change.</td>
</tr>
<tr>
<td>Land Use and Economics</td>
<td>The economic land-use impacts of the Project are discussed in section 3.4.3.2 of the EA. On page 3-41, the EA states that the Project could further the area’s evolution into one of the Wasatch Front’s premier pedestrian-oriented, sustainable, mixed-use, highly livable, and popular “green” communities.</td>
<td>Moving the track south to the middle of the ROW will allow construction of the PRATT trail on the north side of the ROW, providing more space for the trail and more sunlight on the trail throughout the year, which would enhance the pedestrian-oriented, ‘green’ community associated with the Project by allowing for a more appealing trail environment.</td>
<td>The new design results in improved conditions for the PRATT trail, as specified.</td>
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<td>Property Effects: Acquisitions, Displacements, &amp; Relocations</td>
<td>The property effects of the Project are discussed in Section 3.3.3.3 on page 3-30 of the EA, which states that UTA would need to revoke or modify some existing license agreements associated with the ROW. Also, UTA would complete a legal survey of the UTA-owned right-of-way and encroaching properties during the final design phase of the Project, and determine if there are boundary conflicts. In addition, the station at the western terminus of the streetcar line could affect at least one building on a property at 193 West 2100 South owned by Archer &amp; Beck LLC. UTA might need to acquire a strip of the property, and this would probably require removing the southernmost building and could affect a connected property.</td>
<td>The modified design of moving the track to the middle of the ROW avoids one lease conflict (Hatupis Enterprises) and one encroachment (2225 South 500 East) conflict on the north side of the ROW. The avoidance of two encroachments will lower the risks of construction schedule delays for the Project. Resolution of encroachments can involve legal issues and schedule delays.</td>
<td>The new design results in avoiding 2 encroachment/lease conflicts on the north side of the ROW. The affected properties are highlighted on the attached Track Plan Concept as hatched green rectangles; the changes are located east of State Street and between 500 and 600 East. Mitigation commitments to affected landowners, as specified in the EA, will not change.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts as Initially Disclosed in the EA and FONSI</td>
<td>New Impacts from Project Changes</td>
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<td>Noise &amp; Vibration</td>
<td>The noise impacts of the Project are discussed in Section 3.6.3.3, on page 3-82 of the EA. The noise assessment conducted for the Project predicted moderate noise impacts for several single-family and multi-family residences. No severe impacts were predicted.</td>
<td>A noise and vibration analysis for the movement of the track ten feet to the south was completed (see Attachment E). The shift in the track also predicts moderate or no noise impacts for adjacent residential land uses. The track will be closer to multi-family units west of 500 East, and closer to single-family residences east of 700 East. The resulting noise levels, however, would remain at or below the low-moderate noise zone, with the mitigation commitments that were included in the EA and FONSI. The mitigation commitments include vehicle skirts that block wheel noise, roof fairings that reduce vehicle equipment noise, and sound-absorbing undercoating on the transit vehicles.</td>
<td>The new design predicts noise levels at or below the low-moderate FTA impact criteria threshold for all residences adjacent to the ROW. See Attachment E, Sugar House Track Shift Noise Analysis. The mitigation commitments in the EA and FONSI will not change.</td>
</tr>
<tr>
<td>Utilities</td>
<td>The impact of the Project on utilities is located on page 3-23 in Section 3.2.3.3 of the EA. The track alignment in the EA may have required the removal of utility poles located on the north side of the ROW.</td>
<td>The shift in the track avoids the relocation of 20 utility poles on the north side of the ROW between the western terminus and 300 East.</td>
<td>Shifting the track reduces utility service interruptions and project costs.</td>
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Sugar House Track Shift Re-evaluation
Completed by UTA

December 20, 2011
ATTACHMENT A
Sugar House Streetcar Project Proposed Track Plan Changes
SUGAR HOUSE STREETCAR PROJECT
PROPOSED TRACK PLAN CHANGES
12/18/2011

LEGEND
- PROPOSED CHANGE TO TRACK ALIGNMENT
- TRACK ALIGNMENT FROM EA
- EXISTING N/S TRAX LINE
- LIMITS OF UTA OWNED RIGHT-OF-WAY
- EXISTING POWER POLES

RAILROAD CROSSING STRIPING (TYP.)
PROPOSED CHANGE IN STATION PLATFORM LOCATION
LEGEND

EXISTING N/S TRAX LINE
LIMITS OF UTA OWNED RIGHT-OF-WAY
EXISTING POWER POLES

PROPOSED CHANGE TO TRACK ALIGNMENT FROM EA

RAILROAD CROSSING STRIPING (TYP.)

STATION PLATFORM LOCATION FROM EA

MEDIAN BARRIER (TYP.)

PROPOSED CHANGE TO TRACK LOCATION DOES NOT REQUIRE ENCROACHMENT OR ACQUISITION OF THIS ROW

LOCATION DOES NOT REQUIRE PROPOSED CHANGE TO TRACK STRIPING (TYP.)

R 0 30 60 90 120
HORIZ SCALE IN FEET

MEDIAN BARRIER (TYP.)

SUGAR HOUSE STREETCAR PROJECT
PROPOSED TRACK PLAN CHANGES
12/16/2011

PRELIMINARY NOT FOR CONSTRUCTION

30 15 0 30 45
MILE SCALE IN MILES

HORIZ SCALE IN FEET
PROPOSED CHANGE TO STATION LOCATION DOES NOT REQUIRE ENCROACHMENT OR ACQUISITION OF THIS ROW

RIGHT-OF-WAY

EXISTING N/S TRAX LINE

LIMITS OF UTA OWNED RIGHT-OF-WAY

TRACK ALIGNMENT FROM EA

PROPOSED CHANGE TO TRACK ALIGNMENT

EXISTING POWER POLES

SEE PREVIOUS

SEE ABOVE

SEE NEXT

600 EAST

700 EAST

PROPOSED CHANGE IN STATION PLATFORM LOCATION

STATION PLATFORM LOCATION FROM EA

RAILROAD CROSSING STRIPING (TYP.)

LEGEND

PROPOSED CHANGE TO TRACK ALIGNMENT

TRACK ALIGNMENT FROM EA

EXISTING N/S TRAX LINE

LIMITS OF UTA OWNED RIGHT-OF-WAY

EXISTING POWER POLES

PRELIMINARY

NOT FOR CONSTRUCTION

SUGAR HOUSE STREETCAR PROJECT

PROPOSED TRACK PLAN CHANGES

12/16/2011

UTAH TRANSIT AUTHORITY

0.000 SCALE IN FEET
SUGAR HOUSE STREETCAR PROJECT

PROPOSED TRACK PLAN CHANGES
12/16/2011

LEGEND

EXISTING N/S TRAX LINE
LIMIT OF UTA OWNED RIGHT-OF-WAY
EXISTING POWER POLES

PROPOSED CHANGE TO TRACK ALIGNMENT FROM EA
PROPOSED CHANGE IN STATION PLATFORM LOCATION

NOT FOR CONSTRUCTION

SUGARMONT DRIVE
ATTACHMENT B
Sugar House Streetcar Project Proposed Track Cross-Sections
TRACK ALIGNMENT IN EA

BETWEEN NORTH/SOUTH TRAX LINE AND MAIN STREET

PROPOSED SHIFT IN TRACK ALIGNMENT

BETWEEN NORTH/SOUTH TRAX LINE AND MAIN STREET

TRACK TYPICAL SECTIONS

12/19/2011
TRACK ALIGNMENT IN EA

EXISTING POWER POLE

NORTH UTILIZED RIGHT-OF-WAY LINE

OVERHEAD CONTACT SYSTEM POLE

TRACK ALIGNMENT IN EA

SOUTH UTILIZED RIGHT-OF-WAY LINE

VARIABLES

10'-0" 66'-0"

EXISTING POWER POLE

VARIES

BETWEEN MAIN STREET AND 300 EAST

FUTURE TRAIL (BY OTHERS)

TRACK TYPICAL SECTIONS

12/19/2011

PROPOSED SHIFT IN TRACK ALIGNMENT

EXISTING POWER POLE

NORTH UTILIZED RIGHT-OF-WAY LINE

OVERHEAD CONTACT SYSTEM POLE

PROPOSED CHANGE TO TRACK ALIGNMENT

SOUTH UTILIZED RIGHT-OF-WAY LINE

VARIABLES

25'-0" 66'-0"

FUTURE TRAIL (BY OTHERS)

BETWEEN MAIN STREET AND 300 EAST

BETWEEN MAIN STREET AND 300 EAST

TRACK TYPICAL SECTIONS

12/19/2011
TRACK ALIGNMENT IN EA

EXISTING POWER POLE

VARIES BETWEEN 300 EAST AND 900 EAST

FUTURE TRAIL (BY OTHERS)

2:1

39'-6"

6'-6"

7'-0"

26'-6"

BALLAST (TYP.)

SUBBALLAST

SUBGRADE

PROPOSED SHIFT IN TRACK ALIGNMENT

BETWEEN 300 EAST AND 900 EAST

TRACK TYPICAL SECTIONS

12/19/2011
TRACK ALIGNMENT IN EA

BETWEEN 900 EAST AND McCLELLAND AVE

PROPOSED SHIFT IN TRACK ALIGNMENT

BETWEEN 900 EAST AND McCLELLAND AVE

TRACK TYPICAL SECTIONS
12/19/2011
ATTACHMENT C
Sugar House Corridor Recommendations
TRANSLIT CORRIDOR RECOMMENDATIONS
SUGARHOUSE STREETCAR STUDY

Presented to UTA by:
SALT LAKE CITY
CITY of SOUTH SALT LAKE

Prepared by:
CitiVenture Associates, LLC
Ronald A. Straka, FAIA, Urban Design Consultant
The objective of this memo and accompanying drawings is to establish consensus between the consultant team, city staffs of South Salt Lake City and Salt Lake City, PRATT, and community outreach efforts. This memo is intended to be used by UTA to direct consultant teams as they prepare construction documents for the Sugar House Streetcar line.

The recommendations within this memo are deeply rooted in the vision and urban design principles which help define and implement the vision.

The overarching vision is to leverage “the streetcar” as the catalyst that will transform the corridor into a memorable place for all of the various users--an inviting safe, multi-use, sustainable, green, linear open space that advances regional and local goals. The vision integrates transit and various modes of pedestrian circulation with urban design and development objectives that encourage ridership of the streetcar line and economic development activities in the corridor.

These Urban Design principles integrate transit and development to:

- activate the corridor
- promote accessibility and connectivity
- foster diversity and character of districts/places
- support sustainability
- create a quality public realm
- recommend phasing for cost effectiveness

Due to the physical constraints of the corridor and the budget, it is paramount that all parties involved work in a cooperative and collaborative manner to make the vision a reality. Functionality, efficiency, and safety are of prime importance. Efficient use of space matters with every square foot having a potential development value.
As noted, some issues have not been resolved due to a galaxy of factors that will require further investigation and testing.

We greatly appreciate the time, effort, and comments that have given to this endeavor. The hope is that this project will move forward with a “how can we” attitude. This project can be successful for everyone involved and something to build on for the future as this corridor reinvents itself.
SUMMARY RECOMMENDATIONS

The following outlines our recommendations to UTA for Phase I of the Sugar House Streetcar Study. Explanation of the logic or reasons for these recommendations follows in the main document and accompanying graphics.

I. THE CORRIDOR:
Recommendations encompass property line to property line, including the UTA-owned corridor, additional easements adjacent to the corridor and permitted and unauthorized property uses in the corridor.

II. TRANSIT ALIGNMENT
Build grant-outlined Baseline Design, with the following changes:
A. South Salt Lake (SSL): Change alignment to a on-street alignment from State to Main, and Utopia to Central Pointe TRAX Station
B. Salt Lake City (SLC): Extension to Highland Drive and a station at Highland

III. STATION LOCATIONS
Build grant-funded Baseline Design, with the following changes:
A. Relocate two stations:
   i. Move the 700 E station from the east side of the street to the west side
   ii. Move the 300 E station from the west side of the street to the east side
B. Reorient end of line at Central Pointe TRAX Station to be east/west on Utopia St.
C. Locate State St. Station location to integrate into new Market Station development
D. Add a new station at Main & Utopia
E. Plan to accommodate future station locations (as needed)

IV. STATION PLATFORMS
Build grant-funded Baseline Design, with the following changes:
A. Side platforms except at the 500 E and McClelland stations, which require center platforms to accommodate siding track for passing streetcars
B. Embedded track at all stations (concrete, paver, or rubberized)
C. Station platforms designed as distinctive places for many uses, not only transit
D. Add light fixtures to Overhead Catenary System (OCS) pole at height of +/-30'

V. THE CORRIDOR
Corridor width varies, but is typically 66’ wide, including:
A. North edge open space is +/-23’-24’ and includes Parley’s Trail
B. Central transit corridor is +/- 26’-27’ with double track streetcar line
C. South Edge Open Space is +/- 16’ with neighborhood Park Blocks and utility poles

VI. CORRIDOR ELEMENTS
A. Overhead Catenary System (OCS) and Utility Poles should be integrated into the design
B. TPPS location selected to be unobtrusive on corridor design
C. Lighting to enhance safety and character without impacting neighbors
D. Intersection Improvements to accommodate multimodal travel

VII. PHASING & UPGRADES
A. Corridor Edge Treatments and improvements
B. Station Improvements
C. Intersection Improvements
D. Underground utility poles
E. Parley’s Trail and Pathway Improvements
F. Branding, Signage and Wayfinding to define the place and provide essential information are a recommended addition.
G. Artistic and Historic Interpretive Elements to enhance the character and experience of the corridor are a recommended addition.
H. Bikeshare Program as added travel mode is a recommended addition.
SUGAR HOUSE STREETCAR CORRIDOR RECOMMENDATIONS

ASSUMPTIONS:

UTA TRANSIT:
- Streetcar envelope for double track is 26-27’ W x 15’ H (contained ballast both sides)
- Streetcar envelope for single track is 13’-6”W x 15’ H (contained ballast, one side) and/or 17’ W x 15’ H with sloped grade on outside (no curb to contain ballast)
- Station Platforms are 8’ W x 66’ L for side platform and 11’ W x 66’ L for center platform
- Overhead Catenary System (OCS Poles) are spaced at +/-100 – 150’ apart

Parley’s TRAIL: Class I trail 10’ wide with asphalt paving and gravel shoulder

I. THE CORRIDOR:
- The former Union Pacific railroad corridor that UTA purchased varies in width from 45’ – 50’ – 66’
- Additional easements exist adjacent to the UTA corridor in various locations, thereby increasing the physical and usable width of the corridor.
- The width, ownership, and restrictions on these easements need to be verified to implement recommendations in these adjacent areas.

CORRIDOR BOUNDARIES
- The corridor is defined by its physical edges which determine the shape, size, scale, and the physical volume of space in the corridor.
- The usable street car corridor width shall extend from the private property line on the north to the private property line on the south.
- The entire width of the corridor should be cleared, grubbed, rough graded, and treated in Phase I while providing for future improvements/upgrades to occur when resources are available.

II. TRANSIT ALIGNMENT
- As the start of a new mode of transit, it is paramount that the streetcar track alignment begins in the right location to promote ridership, capitalize on the public investment in transit to provide the best opportunity for development/redevelopment, and to be a model for future transit funding and success.
The proposed vision for the Sugar House streetcar corridor consists of a combination of on-street and existing rail corridor alignments. This outline details existing rail.

A. **STATE – MAIN STREET**
   
   As planned development proceeds, this segment would be an in-street alignment in the UTA corridor ROW.

B. **MAIN TO CENTRAL POINTE TRAX STATION**
   1. **BASELINE:** The baseline proposal calls for the streetcar to run in the east-west UTA corridor until reaching the north-south TRAX line, after which the streetcar line will turn north and parallel the north-south TRAX line. This alignment presents a number of issues and concerns:
      - Location between functioning warehouses presents a negative, uninviting experience for transit uses and pedestrians including blank walls and no eyes on the corridor, which is a safety concern.
      - Functionally impacts existing business and their access to the building.
      - Need to acquire land for the alignment, which may lead to possible legal action and/or delays.
      - Limited opportunity for redevelopment in Phase I.

   **PROPOSED:** Realign the streetcar corridor to an on-street alignment on Main Street and Utopia from Main St. to Central Pointe TRAX station. SSL and adjacent property owners and developers support this realignment. Advantages include:
      - Same amount of track with minimum property acquisition and no impact on existing businesses.
      - Opportunity to increase ridership proximity to existing businesses, restaurant, entertainment and residential use, the Market Station development, and 2100S.
      - Improves access from 2100 S to station via existing and proposed streets.
      - More immediate opportunity for transit oriented development on a variety of parcel sizes with good pedestrian and street access and street frontage.

C. **STATE STREET – 900 EAST**
   - Locate as originally proposed in the UTA corridor

D. **900 EAST - MCCLELLAND**
   - Investigate options for putting streetcar in the street on Sugarmont, and reserve UTA corridor for greenway or future track.
E. FUTURE CONSIDERATIONS

1. STREETCAR ACCESSIBILITY TO MAINTENANCE FACILITY
   - Future 2nd track - Option 1: implement loop system utilizing UTA corridor.
   - Option 2: acquire a strip of land (17’ – 33’) along Utopia from 200 W to Main St for a double track line.

2. SUGAR HOUSE END OF LINE EXTENSION TO HIGHLAND DRIVE
   - Although this proposed extension is not part of the federal grant-authorized Baseline Design, the current end of line station is a sub-optimal location, as it only touches the western edge of the Sugar House District, hidden behind future development, not directly adjacent to bus service, and a bit farther from the majority of the potential ridership in the District.
   - We feel that it is extremely critical to the success of the Sugar House Streetcar that the end of line be extended in an on-street alignment to Highland Drive with an end of line station somewhere along Highland Drive between Wilmington and Simpson. There is overwhelming support by both the public and private sectors and the community for this extension.
   - This extension needs to be designed concurrently with the completion of the federal grant-authorized Phase I. Currently an Alternatives Analysis Study is reviewing options for identifying an appropriate alignment and station location at the terminus of Phase I at McClelland.
   - Benefits of an extension of the end-of-line:
     - Closer to the heart of the Sugar House District and provides destination ridership potential.
     - Serves existing and proposed infill development/redevelopment projects.
     - Connections to existing bus service on 2100 S and Highland Drive.

III. STATION LOCATIONS:

The originally proposed station locations are acceptable with the following changes recommended:

A. 700 E STATION:
   - The original proposed location is within a 50’ section of the corridor
   - Original station location would impact existing businesses (BBQ).
   - Potential parking and circulation impacts on historic neighborhood.
   - Drop-off concerns on 700 E
PROPOSED NEW 700 E STATION LOCATION: Relocate to west side, +/- 200’ west of 700 East

- Greater corridor width (varies) and configuration offer greater flexibility for station location and integration with adjacent development/redevelopment.
- Immediate redevelopment opportunities may be combined with existing interested businesses and property owners and new players.
- Opportunity to create a unique neighborhood activity center. 700 E is in the middle of corridor. 700 East is a main arterial street with Interstate access. With a planned extension to 2100 S to include existing and new redevelopment opportunities combination local and chain businesses, this creates a significant node of activity.
- Secondary access and drop off from existing adjacent east and west streets Wilmington and Simpson.
- *City, community members, and adjacent property owners and neighbors support change in location.*

B. 300 E STATION

- Original station location has fewer opportunities for redevelopment.

PROPOSED NEW 300 E STATION LOCATION-Relocate to east side of 300 E

- New location offers greater development/redevelopment opportunities with large single ownership properties adjacent to the station location.
- Opportunity to create new mixed use/employment center by developing a parcel to the south (which is for sale) and building upon an existing stable business on the north as an anchor that can expand and *has a willing land owner.*
- Station can be integrated in to adjacent properties and businesses.

C. STATE STREET STATION

- Station location needs to be resolved with adjacent development plans as per timing, traffic circulation, and bus transfer issues.
- Traffic analysis and coordination with Utah Department of Transportation (UDOT) is requested.

D. NEW MAIN/UTOPIA STATION

- It is important that this new station be an integral part of the Phase I project as it serves a variety of transit users, not originally served and fills the transit gap between State St. and Central Point TRAX station transfer.
This new station location would serve and energize the SSL Market Station redevelopment area, new residential development, 2100 S businesses, and nearby Salt Lake County complex. It is an area that is not in the baseline design.

The exact location of the station needs to be determined by transit and development needs.

E. CENTRAL POINTE TRAX STATION
- The station would be in the same general location as originally proposed, but oriented east to west on Utopia Street. Visibility to the Central Pointe station is critical.
- Provides greater visibility and pedestrian and auto access to the transfer station from 2100 S.
- Serves existing destination businesses and redevelopment opportunities in the area.
- *Local property owners and businesses support this station configuration.*

F. FUTURE STATION LOCATIONS
Provide the flexibility and ability to have future stations at the following locations:
- 800 E/ East side of 800 E/ flag stop (user initiated)
- 200 E/ West side of 200 E/ flag stop or on east side of State Street, depending on location of State Street station to the west.
- West Temple (East side) on a future loop scenario.

OPTION TO CONSIDER:
Due to funding constraints, it may be desirable to consider delaying the implementation of some initially low ridership stations until redevelopment occurs in place of a new station location that has existing ridership potential. (Example: New main/Utopia Station in lieu of 300 E or 500 E stations)

IV. STATION PLATFORMS

A. SIDE PLATFORMS
Preference is for side platforms at the stations, either in the dedicated transit corridor or with an on-street alignment. This is possible at most stations. Keeping the track alignment relatively straight and compact allows more land for public use.

B. CENTER PLATFORMS
Due to functional transit requirements, center platforms should be utilized at the 500 E station (siding track for trains to cross) and for Phase I at the McClelland station (end of line) and others as required for transit functions.
C. STATION PLATFORMS

PHASE I:
Provide embedded track at all station platforms with concrete, pavers, rubberized panels, or other suitable material. Embed from the far end of the station platform to the street ROW line.

PHASE II: ENHANCE STATION PLATFORM AREAS:
- Station platform areas that are adjacent to the track should be an extension of station and together create a “place” in the corridor that serves and integrates the needs of the transit and trail users.
- Since the transit stop is in an open space corridor, it should celebrate its location and take on a park like character by including, for example, a pavilion type shelter, rather than a bus shelter.
- Add special landscape treatment at stations, such as a row of columnar trees to acknowledge the area from across the corridor.
- Add rest areas, simple benches, informal bike racks, and wayfinding and interpretive signage. Private donors, property owners or sponsors could potentially fund these items.

V. THE CORRIDOR
- The Corridor needs to accommodate and integrate three functional elements:
  A. Transit - recommended 26-27’ wide double track streetcar corridor
  B. Greenway and Trail – recommend 23-24’ open space corridor with 10’ Parley’s Trail north of the streetcar
  C. Neighborhood Open space; -recommend 16’ +/- area neighborhood park strip and overhead utility poles south of the streetcar
- The physical envelope of the corridor varies due to physical constraints and conditions.
- The implementation of the Parley’s Trail and various upgrades will occur over time as needs and resources demand within the corridor. Therefore, the placement and width of these elements is critical to maintain flexibility and adaptability.

A. STREETCAR TRANSIT CORRIDOR (26’-27’)

1. PHASE I: (Baseline Transit corridor)
   - +/- 13’ wide single track transit corridor with contained curb edge on south side and uncurbed sloped edge on north side. The edge of Phase 1 track would be located 16’ +/- from the south boundary of the 66’ corridor, or as far south as feasible considering utilities.
• Treatment: Ballast track except at stations where track would be embedded.
• Exposed dirt is not acceptable to anyone. Some type of low maintenance natural looking plant materials that provide ground cover is necessary.

2. PHASE II:
• 26’ – 27’ wide double track envelope with 2\textsuperscript{nd} track located on the north side of the Phase I track with contained edge. Minimize the width of the ballasted track to allow for other corridor elements. Maximum 26’ if possible.
• Treatment: Same as Phase I with upgrades available at certain stations and corridor locations.
• Embedding all of the majority of the track is preferred as resources are available to allow greater pedestrian circulation cross-corridor and use of the corridor as a whole.

B. NORTH EDGE OPEN SPACE (23’ – 24’)

- Accommodate a regional trail corridor Parley’s Trail and open space connection between regional destinations. This is an active pass-through type open space with various open spaces and pocket parks along the way.
- The north edge of the open space corridor is 24’ +/- from the north edge of the 66’ corridor boundary.
- This area accommodates Parley’s Trail, a Class I, 10’ wide asphalt trail. Station platforms should integrate with trail and open space amenities.
- This open space corridor is larger than the south open space corridor due to the location of the regional trail and to allow sun access to the trail. It also allows adjacent open space plazas to adjacent development/ redevelopment opportunities, as the majority of these opportunities exist on the north side of the corridor.
- The width of this open space allows some meaning of the trail and flexibility in open space location and activities.

1. PHASE I:
• Within the 66’ corridor, this open space increases to 33’ – 37’ (area for future 2\textsuperscript{nd} track). No permanent improvements or landscaping (such as trees) should be planted in the area of the future second track.
• Provide natural, sustainable planting materials such as groundcovers, wildflowers, and native grass mix between the north boundary of the corridor and the streetcar tracks.
• At key blocks, provide a 6’ meandering gravel trail to activate the open space and the corridor on an interim basis.

2. PHASE II
• Landscape and corridor upgrades to develop a sustainable informal natural landscape.
• Deciduous trees on the south side of track to allow sunshine through in winter and shade in summer.
• Trees on the north side as appropriate, evergreen trees for windbreak if needed.
• Encourage residents to plant their own landscape buffer/ screening.
• PARLEY’S TRAIL: Provide space for trail and regional open space link with various corridor and trail amenities such as pedestrian bollard pathway lighting, rest areas, picnic areas, pavilions and shelters. This is a future phase / upgrade.

C. SOUTH EDGE OPEN SPACE (16’ +/-)

- This open space edge of the corridor buffers the streetcar from adjacent utilities and serves the needs of adjacent neighborhood property owners and development interest.
- It consists of a series of park blocks with more informal pocket parks, passive recreation opportunities, bocce courts, horse shoes, community gardens, chess, places to sit, people watch, picnic, children’s play area etc. This is determined by local jurisdictions and adjacent local interest and as available space dictates.
- The open space should have a sense of community ownership and responsibility.
- Accommodate existing utility poles in this area of the corridor adjacent to the south boundary of the open space.
- The open space accommodates station platforms.
- The south edge of the corridor is +/- 16’ from the south edge of the transit corridor.
  1. PHASE I: Similar treatment as north edge
  2. PHASE II: Landscape and corridor upgrades as per local needs and desires.
- PRATT, South Salt Lake, Salt Lake City and citizens at community meetings support the location of these various corridor elements.
VI. CORRIDOR ELEMENTS

These elements may vary due to specific corridor and station conditions.

A. OVERHEAD CATENARY SYSTEM (OCS) POLES

- The location and placement of these poles should become a line of vertical elements within the corridor. System and urban design considerations need to be balanced.
- These should not be placed at the ends of streets or alleys or where they could interrupt important views. They should be placed to integrate into adjacent landscape and development.
- OCS poles should be round and painted a standard color (TBD).
- Special, taller OCS poles should be located at street and station locations to signal the presence of transit in the corridor and provide station area platform lighting. One per station.

B. UTILITY POLES

- The majority of the utility poles occur in the south side of the corridor from McClelland to 300 East and on the north from 300 E to TRAX corridor.
- Existing utility power poles to remain. Replace, straighten and realign as needed.
- Underground utilities as required for transit or for private development on a block by block basis. This is an upgrade.
- From 900 E to McClelland, resolve the placement of OCS poles and existing power poles. Consider undergrounding in this area.

C. TPPS

- Location of the three TPPS equipment facilities shall be jointly determined by system design and urban design considerations. They should not interfere with transit or pedestrian circulation.
- Prefer location out of the 66' corridor or at its exterior edges.
- Facilities should be screened with either landscape or architectural treatments as objects in space.

D. LIGHTING

- At stations, provide a taller fixture (round, +/- 30' high-) on the OCS pole lighting the street and platform (one pole only). Provide adjustable light fixtures between the street ROW and the station platform. Shield light sources from adjacent development and don’t over-light the area.
- Use pedestrian scaled bollard lighting for additional station area lighting or pathway lighting.

E. INTERSECTION IMPROVEMENTS
All street crossings should be at grade. Provide improved pedestrian crossings at 700 East and State Street with pedestrian-activated traffic signals, curb bulb-outs, and pedestrian refuge islands as deemed feasible. Pedestrian/bike flyover ramps or tunnels are not recommended due to cost and their impact on the corridor and adjacent development.

Establish a presence of transit and pedestrian trails, with special treatment where they cross streets.

Establish a hierarchy of street intersection treatment that combines grade crossing controls, intersection lighting, crosswalks, signage, and etc. State Street and 700 E are a priority.

1. PHASE I:
   - Provide special pavement treatment, such as color, texture or materials that define the transit and pedestrian crossings at the street.
   - Intersections adjacent to a transit stop should be designed as an extension of the station to create a sense of place. This includes sidewalks and bus stops on adjacent streets.

VII. UPGRADES AND PHASING

A preliminary list of potential upgrades has been developed for the corridor. Improvements are to be determined jointly by UTA and local jurisdictions, and paid for as betterments and enhancements:

- Track corridor treatments
- Station area upgrades/plazas
- Parley’s Trail treatment
- Pedestrian and plaza lighting
- Corridor streetscape furnishings, such as benches and bike racks
- Intersection treatments/improvements
- Open space treatments/screening & buffering, pocket parks/ found space amenities
- Landscaping
- Interpretive signage
- Underground utilities to eliminate overhead wires
- Public art

A. PARLEY’S TRAIL
   - Location: Provide for a future Class I 10’ wide asphalt track and greenway to help create a regional open space link.
     - Class I 10’ wide asphalt trail from McClelland to State Street.
- Designated on-street trail from McClelland via Sugarmont and Wilmington to Hidden Hollow.
- Designated on-street trail street from State Street west to West Temple and Haven. May be in UTA transit corridor until development takes place.
- Continue beyond 200 West to Jordan River as master planned.

B. STREET CROSSING
Street crossings can be enhanced with special paving, lighting, etc.

C. SIGNAGE AND WAYFINDING
- Due to the hidden location and former use of the corridor there is a need to reorient people to and from it with wayfinding signage.
- As the first streetcar line in the region, there is an opportunity to brand the UTA streetcar system with a new graphic and a unique signage system, which combines transit and wayfinding signage needs.
- Create a family of transit and wayfinding elements that are simple, direct and from a bold color palette to reinforce the character of the corridor as a place. Doing so will provide the various uses a sense of orientation and direction, express the character of the corridor, and create a sense of place.

D. ARTISTIC AND HISTORIC INTERPRETIVE ELEMENTS
Public art and history markers add to the character of the corridor and help establish a sense of place and unique character for different stations/areas.

E. BIKE-SHARE PROGRAM:
This corridor likely could support a bike share program, and Salt Lake City, South Salt Lake, and UTA should consider jointly implementing one. The location of the corridor and its close proximity to user destinations that are beyond a reasonable walking distance, the co-location of a transit and bike trail and its intersection with various regional bikeways make it a candidate. Bike stations should be at key streetcar stops including McClelland St., 700 E, State Street, and Central Pointe TRAX Station.
ATTACHMENT D
Sugar House Streetcar Community Visioning
Sugar House Streetcar Phase I Community Visioning

The Sugar House Streetcar Community Visioning project has been a collaboration of the RDA, City of South Salt Lake, Citiventure (Consultant), and UTA.

Community Open Houses May 12 & August 25:
Community open houses were held on May 12 and August 25 to provide information and collect public comments on the Sugar House Streetcar Line. The RDA staff sent postcards to residents and businesses located within one-block on each side of the Sugarmont Rail Corridor, notifying them about the open houses. Over 3,000 postcards were mailed for both meetings. The meetings were also posted on the Salt Lake City Meeting Calendar, City Council, and Sugar House Streetcar websites. In addition, email blasts about the open houses were sent to community members and groups, businesses, and other stakeholders by the Sugar House Community Council, Westminster College, East Central Community Council, Liberty Wells Community Council, Salt Lake City Planning Division, and the RDA. Also, flyers were distributed throughout the Sugar House community by members of the Sugar House Community Council about the open houses.

May 12 Community Open House:
The purpose of the open house was to educate the public about how this streetcar system will work, the public space and potential amenities in the corridor, including Parley’s Trail, and what new development is planned nearby. The public shared their ideas and thoughts on what they would like to see and potential changes in the corridor potential changes and how they think they will use the corridor in the future. Over 150 members of the public attended the open house.

August 25 Community Open House:
The open house was a follow up to the May 28 meeting. Design concepts of the Sugarmont Corridor and Streetcar Line were presented for the community to review and provide input. Over 75 members of the public attended the open house.

July 20 Developers’ Forum:
The RDA, Urban Land Institute, and the City of South Salt Lake partnered to host a developers’ forum on July 20 to offer an early look at the designs and opportunities of the upcoming Sugar House Streetcar. Developers were brought up to speed on the project, met other key property owners and developers, and explored specific station area development opportunities. At the forum it was also discussed that the public sector has taken the lead on planning the infrastructure element, but capitalizing on the investment and building the community will need to come from the private sector. Developers were encouraged to construct new residential, commercial, retail and entertainment projects and plan to invest in civic projects to complement the streetcar line. Thirty-five developers and stakeholders attended the forum, which included walking tours of several station areas.

Community Events:
The RDA and the City of Salt Lake hosted booths at the Freedom Festival on July 2 and the Sugar House Street Fair on July 4. Posters showing renderings and other information on the
streetcar were presented at the booth. Members of the public were encouraged to provide comments. An estimated 500 people passed through the booths and received information during the two events.

**Sugar House Community Council Meetings:**
The RDA staff has attended the Sugar House Community Council meetings since May to present information on the Sugar House Streetcar Line, provide updates on upcoming open houses and outreach events, and collect public comment.

**Salt Lake City Open City Hall Website:**
The Sugar House Streetcar has been listed and maintained as a topic on Salt Lake City’s Open City Hall website since May 2011, with an emphasis on gathering input about what people would like to see in the corridor. The forum has attracted 279 participants, and generated 25 written comments.
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5. Comments from Community Events

6. Sugar House Community Council Comments

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<td>5 Community Outreach Meeting 1 + stakeholder meetings/outreach</td>
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SLC City Council / RDA – Tuesdays
SSL City Council / RDA – Wednesday
SLC Planning Commission – 2nd and 4th Wednesday
SSL Planning Commission – 1st and 3rd Thursday

Best night for public meetings – 2nd and 4th Thursday

Project Team meetings:
   Weekly with team and subconsultants. Citiventure via phone when not in town.

Briefings with Councils:
   Monthly by staff. Threeway briefings by Citiventure in joint session with Planning Commission.
LEARN:
• How this streetcar system will work
• The public space and potential amenities in the corridor, including Parley's Trail
• What new development is planned nearby

SHARE:
• Your ideas for what you would like to see in the corridor
• Your thoughts about potential changes
• How you think you will use this corridor in the future

Hosted by:

Bring your kids - activities planned for all ages!

For more information:
SSL residents: Sharen Hauri at the City of South Salt Lake 801.464.6771 shauri@sslc.net
SLC residents: Wayne Mills at Salt Lake City at 801.535.7282 wayne.mills@slcgov.com
Streetcar Visioning Workshop
Group Discussion notes
05.12.11

State Street-200 West       Group 1

What would encourage you to use the streetcar corridor more?
   1. Free Parking and Available Parking
   2. Easy access to all industry-Good traffic planning
   3. Well lit, will help with safety & low graffiti
   4. Various Industry
   5. Green Space

Where should Stations be?
   1. One every other intersection

What kind of trail would you use most?
   No Answer

What should the character of the neighborhood be?
   1. Safety fences to keep children away from the rail
   2. Keep to current character in Sugarhouse and carry it into South Salt Lake and Vice Versa
   3. Charming-Old school architecture and lighting

Where are catalytic sites and opportunities?
   1. Central Pointe is very catalytic and full of opportunities

What are the issues in the area?
   1. Right now it is a very industrial area
   2. Aesthetically it’s not the most pleasing to the eye
   3. Lighting could use a lot of work.

What will make the streetcar a success?
   1. Revitalization of the corridor area.
   2. The development of various retailers.
   3. Lighting, Lighting, Lighting!
   4. Ridership is key. You will build ridership if you make the corridor development a destination spot. Green space areas, theaters, live music venues, galleries, Culture, Culture, Culture!!!
   5. Think the North end in Boston. Brilliant

Where should the end of the line be:
   In Sugar House?
   In Central Pointe?
   1. The end of the line should be the area where you can transfer to the main line artery to the rest of the valley.
State Street-200 West       Group 2

What would encourage you to use the streetcar corridor more?
   1. Artistic Businesses
   2. Make it here, buy here
   3. Jobs-get to work
   4. Connections to other destinations
   5. Trees, gardens

Where should Stations be?
   1. Center of block between State and Main
   2. One at West Temple

What kind of trail would you use most?
   1. One with overpasses at State Street and 700 East (or a pedestrian tunnel under the street.)
   2. Bike access to TRAX
   3. Bike lockers

What should the character of the neighborhood be?
   1. Crime Free
   2. Graffiti Free
   3. Fun and Artistic
   4. Local Flair
   5. Higher Density Residential
   6. Charter School
   7. Community Gardens

Where are catalytic sites and opportunities?
   1. Make it here, buy it here
   2. Refurbish rather than reconstruct
   3. Preserve Pat’s BBQ

What are the issues in the area?
   1. Reuse existing buildings
   2. Remodeling
   3. Expansion and double track

What will make the streetcar a success?
   1. Reduced headway between trains
   2. Low fares
   3. Bikes on train
   4. Have development face corridor

Where should the end of the line be:
   In Sugar House?
   1. In Sugar House Park!
   In Central Pointe?
What would encourage you to use the streetcar corridor more?
1. Viable Destinations
2. The Trail
3. Will be quiet (cars quiet)
4. If it is green/aesthetically pleasing

Where should Stations be?
1. State Street: East side, close to residential
2. Or if West side of State is activated then station on West
3. 500 East: West side of Street Close to St. Ann’s
4. Stops closest to high density residential.

What kind of trail would you use most?
1. Mix of cycling/pedestrian
2. Small pocket parks along trail corridor-look for parcels along trail for pocket parks.
3. In proximity to stations
4. Good separation between trail and track OR
5. No separation between trail and track

What should the character of the neighborhood be?
1. Walkable
2. Mostly residential in character-preserve established residential
3. Don’t want a huge commercial/MFG corridor between state and 500 East.
4. Less Industrial
5. Public/Private Initiative to maintain visual aspect of corridor-Paint fences, houses landscape, etc.

Where are catalytic sites and opportunities?
1. State St/Bowling Alley-huge parking areas
2. Entryway to SSL on West side of State: Entry statement to SSL and Vice Versa
3. Paper Co./cooking school on 300 E.
4. Park on 400 E.
5. Legacy retail center on 2700 S and 300 E

What are the issues in the area?
1. Safety-Access to neighborhoods, Crime, gangs, tagging/graffiti, will street car bring undesirables?
2. Noise-What noise impacts? sound walls?
3. Lighting-Unobtrusive
4. Landscaping-Native plants, xeriscape
5. Bowling Alley- Unsavory activity
6. Unkempt Properties-Unsavory Activity
7. Fencing of Corridor-Vinyl? No graffiti

What will make the streetcar a success?
1. Accessibility from adjacent streets
2. Trail
3. Directional signage
4. Coordination w/bus system
5. Pedestrian Street Crossings
6. Lighting for Safety
7. Sidewalk improvements
8. Pedestrian amenities (benches, planters, shelters)

Where should the end of the line be:

In Sugar House?
1. To Sugar House Park
2. Connect to University Line
3. Foothill Boulevard
4. Along Highland going South

In Central Pointe?
5. Terminating at TRAX Station on West Side (300 West)

5 Main Points
1. Safety
2. Redevelopment at State Street
3. Maintaining existing residential
4. Make usable/feasible/walkable for residents
5. Trail is important component
900 East-500 East  Group 1

What would encourage you to use the streetcar corridor more?
1. Discounts (or free) for residents abutting tracks
2. Pay for how far you are traveling
3. dogs/pets on trail
4. Do we want a fence?
5. Do we want trees as a buffer?
6. Have they done a survey? How much property does UTA own, where are the property lines
7. What are the trains going to look like?
8. Make the trains look similar to historic street cars
9. Stop at 800 East to maximize use for 800 E business
10. No station then at 900 East

Where should Stations be?
1. West Side of 700 East
2. Different opinions on location of 900 East
3. Skip 900 East
4. Have a station at every paved crossing, on-demand
5. If you are around 800 East, one block and cross each road w/o 800 East station
6. Put it on side with church to increase usage

What kind of trail would you use most?
1. Where corridor is more residential make it more park not trax line
2. Trees
3. For bikes, pedestrians, Skateboards, wide enough
4. A lot of lighting! To deter crime, vandalism, but should not impact neighbors, don’t want it to look like industrial issue
5. Get bike community off busy streets
6. Overpass over 700 East
7. Best on North Side

What should the character of the neighborhood be?
No Answer

Where are catalytic sites and opportunities?
1. Discount or business permits along line to incentive-ize development

What are the issues in the area?
1. Property value
2. Access to garages on corridor; is noww from “unofficial alley” possibly along corridor
3. Track in center with trees on both sides OR track on one side and trail on other
4. Need stoplight at 800 East
5. Hours minimal 9:00-6:00
6. Limit frequency/headways

What will make the streetcar a success?
No Answer
Where should the end of the line be:
**In Sugar House?**
1. McClelland
2. No station at Sugarmont and 900 East

**In Central Pointe?**

**4 Main Points**
1. Free passes or pay-as-you-go
2. Trail-Park Feel, Trees, Lighting
3. Stops-Maybe at 800 East Not Sugarmont
4. Streetcar to look/feel historic
What would encourage you to use the streetcar corridor more?
1. Well lit trail
2. No BALLASTS!!-will aide with accessibility and feel
3. Beautification

Where should Stations be?
1. Either side of 700 East as long as pedestrian access
2. 900 East-Good location
3. 500 East-Good location

What kind of trail would you use most?
1. Trail on one side or the other

What should the character of the neighborhood be?
1. Lit corridor-comfortable, safe.
2. Ballasts aren’t inviting-ugly.
3. Mix between ballasts, grass
4. Potential park at 600 East and Sugarmont
5. Residential=quiet-noise levels

Where are catalytic sites and opportunities?
1. Continue Sugar House identity to the West
2. No “ghetto” of Sugar House
3. 600 East to 500 East to North side of corridor, mixed-use project.

What are the issues in the area?
1. Property values-single family in commercial area, limit options
2. Sugar House BBQ
3. 700 East-Bridge, not underground
4. Accessibility, city agreement
5. Reagan billboard
6. Preserve multi-modal access at 700 East
7. Potentially 4 lights between I-80-N
8. 700 East Park & Ride infrastructure needed
9. Bridge vs. on-grade crossing
10. Neighborhood parking issues
11. DI should provide public parking
12. Security-lighting needed
13. Preserve historic character, accentuate the old, get rid of crap.
14. Recognize budget constraints, bust must make nice as possible-brick pavers at strategic locations
15. Look at adding on street parking on 700 east
16. 700 East above grade crossing-do not block access to existing building or create negative impact

What will make the streetcar a success?
1. Extend/widen sidewalks
2. Endpoint needs to extend to Highland-Right away
3. Don’t put in Ballast

Where should the end of the line be:
In Sugar House?
In Central Pointe?
   No Answer

4 Main Points
   1. Pedestrian bridge at 700 East-accessibility
   2. Extend to Highland
   3. Minimize Ballasts
   4. Corridor/Trail Safety
1300 East-900 East Group 1-

What would encourage you to use the streetcar corridor more?
   1. A bike path through the corridor

Where should Stations be?
   No Answer

What kind of trail would you use most?
   No Answer

What should the character of the neighborhood be?
   No Answer

Where are catalytic sites and opportunities?
   No Answer

What are the issues in the area?
   No Answer

What will make the streetcar a success?
   No Answer

Where should the end of the line be:
   In Sugar House? Highland
   Why doesn’t the line run all the way to 11th East/Highland. Opportunity lost. Redevelop the “old” DI into a station. Keep in mind Parley’s trail will run 11 to the street car tracks. It will have to connect to or meet the tracks in a seamless manner-preferably on the east side of 11th East on Wilmington.

In Central Pointe?
900 East-1300 East  Group 2

What would encourage you to use the streetcar corridor more?
1. Connect to Highland High School, connect to University or go to BBQ place
2. Get on 1300 E to hospital-would use it if it gets me somewhere
3. Connect to the airport (45 min or less)-dependent on long term parking
4. Downtown
5. Concerts, Jazz games
6. Too expensive, cheaper to drive and park, dependent on # of passengers-taking grandkids is expensive
7. Convenient to not bother with parking

Where should Stations be?
No Answer

What kind of trail would you use most?
1. Sugarmont-linear park
2. Really pretty connecting trail through Sugar House Commons-currently street and building. Needs trees, landscaping, lining a pretty walkway. Park is nice, abrupt shift.
3. Like to see a lot of trees
4. Like the grass in the rail tracks

What should the character of the neighborhood be?
No Answer

Where are catalytic sites and opportunities?
1. 900 East tennis courts-nice piece of property. Do something commercial-coffee shops, restaurants etc. similar to what used to be at Meacham property
2. Align streetcar up Wilmington-low traffic
3. Granite block-convention center, boutiques
4. Warehouses west of 700 East

What are the issues in the area?
1. Not going to be a catalyst for new development along the corridor
2. Concerned about impact to residents south of Elm and north of Row.
3. Noise wall (or landscaping as noise mitigation)

What will make the streetcar a success?
No Answer

Where should the end of the line be:
In Sugar House?
In Central Pointe?
No Answer

5 Main Points
1. Concern about visual impacts to residential neighborhoods at crime at Fairmont
2. 110 E is an opportunity for a Station
3. Should at least go east until 1300 East
4. 900 East Tennis courts are a good opportunity for redevelopment
5. Trail corridor should be nicely landscaped, high visual quality. Important to separate walkers and cyclists.
What would encourage you to use the streetcar corridor more?
1. Better pedestrian connections-enhances crosswalks 21st 13th 9th side
2. Better bike facilities-difficult to cross 21st and Highland
3. Pedestrian circulation 13th-throughout RD
4. Less driving trips
5. Break up the larger blocks
6. Speed on 21st-not comfortable
7. Safe peds for Westminster Students
8. Bike lanes on 21st? One less lane of traffic each direction, less traffic oriented

Where should Stations be?
1. Has to be Highland
2. For early success-stop near library
3. Street car stop in Plaza

What kind of trail would you use most?
No Answer

What should the character of the neighborhood be?
1. Should not have large parking lots
2. More buildings fronting street
3. More mid-block crosswalks
4. Monument Plaza should be a usable plaza space-remove road?
5. Use canal as connections
6. Realign

Where are catalytic sites and opportunities?
No Answer

What are the issues in the area?
1. Neighborhood must be connected to trail and stops
2. 900 East-Restaurants and shops
3. Preserve neighborhoods very important to connect neighborhoods
4. Scale-smaller scale-human scale
5. Important connection on 900 East

What will make the streetcar a success?
1. Riders
2. Attracting Businesses
3. Frequent
4. Time for donation events
5. Has to run late
6. Less Parking
7. City should adopt a parking maximum
8. Shared parking
9. Bikes on street cars
10. Bike storage at stations
Where should the end of the line be:
In Sugar House?
In Central Pointe?
1. Terminates at Highland-has to connect to Highland or it doesn’t connect Sugar House
2. Possibly farther East
3. Westminster
4. Circle Sugar House?
Streetcar Corridor Group 1

What would encourage you to use the streetcar corridor more?
1. Restaurants along the line
2. Retail
3. Known destination because rails
4. Make trail to West go to 2100 S Trax as well as continued on Haven
5. Get it built!

Where should Stations be?
1. If 900 East is a station, next east station should be farther east
2. Could make McClelland a temp Station
3. West side of 700 East
4. Move State Street toward middle of block between State and Main
5. Close to intersection-good crossings, east to get across, doesn’t matter which
6. Build in capacity to get them at every block-not preclude them, we may need them

What kind of trail would you use most?
1. Trail for families
2. Fast bikers should use alternative route
3. Grade separated at 700 & State is safer for families
4. No big fence
5. Opposite of what Jordan River parking-control growth of landscaping, fewer goatheads
6. Trees are great
7. Multiple accesses from streets-kids use it to get to school, mid-block?
8. Trail=catalyst for development-trail becomes a “pedestrian street” 16th St mall in Denver
9. More urban, not like other Jordan River Trails

What should the character of the neighborhood be?
1. Go to any station and get a newspaper and a cup of coffee-delis
2. 2-4 stories mixed with Higher at 700 E and State and close to Trax
3. Hotels in Sugar House CBD for destination
4. Dense but not necessarily tall-3 or 4 stories-more compact

Where are catalytic sites and opportunities?
1. Sugar House monument at 2100 South and Highland-iconic location
2. More in SSL-Industrial sites, have Central Pointe become like Sugar House

What are the issues in the area?
1. West side is cut off from street car project
2. Development backed up to corridor-2100 South already has business facing street
3. Compatibility with existing neighborhoods-w/interface of street car/development, height is important

What will make the streetcar a success?
1. Connect better to attractive destinations-Westminster, SLCC
2. Make corridor between State and Main a “pedestrian street”
3. Turn development to face corridor
4. No barriers between corridor & development
5. Encourage shared parking
6. right development in corridor-same opportunity as San Antonio, not as long
7. At-grade crossings for trail

**Where should the end of the line be:**

**In Sugar House?**
1. At least Highland
2. Probably Westminster-maybe even a loop to SLCC

**In Central Pointe?**
3. Connect uses between I-15 & TRAX to west side of line-at least to 2100 S TRAX Station, maybe with trail
4. Long-term all of the direction on eastside-similar to what Central Pointe has now
Streetcar Corridor Group 2

What would encourage you to use the streetcar corridor more?
1. Continue to Highland
2. Plan for linear park
3. Plan for multi-use pedestrian trail
4. Natural/aesthetic barriers between streetcar and trail, trees, hedges, gravel divide, grass burm
5. Safe pedestrian crossings on streets such as State Street and 700 East-crosswalk, hawk crossing signals, possible bridges, tunnels

Where should Stations be?
No Answer

What kind of trail would you use most?
1. Green
2. Safe
3. Lighted
4. Accessible
5. Maintained

What should the character of the neighborhood be?
1. Mostly residential with small areas for business
2. Walkable
3. Fun, friendly
4. Historical, industrial style

Where are catalytic sites and opportunities?
1. Central Pointe and Sugar House attractions
2. Funding Amenities/the trail
3. “Backs” of property

What are the issues in the area?
1. Unmaintained property
2. Vacant developments
3. Not very walkable, especially on the west-end
4. Auto Barriers I-80, State Street, 700 East

What will make the streetcar a success?
1. The trail with Pocket Parks
2. Late Service
3. Good/welcoming stations
4. Make the corridor much more visually appealing then it is now
5. Clean up corridors!

Where should the end of the line be:
In Sugar House?
In Central Pointe?
No Answer
Streetcar Corridor  Group 3
What would encourage you to use the streetcar corridor more?
1. Pedestrian friendly
2. Trails for pedestrians/bikes
3. Grass/dog-friendly
4. Feel safe at night/blue light safety phone
5.
Where should Stations be?
No Answer

What kind of trail would you use most?
No Answer

What should the character of the neighborhood be?
No Answer

Where are catalytic sites and opportunities?
No Answer

What are the issues in the area?
1. Provide tax/RDA incentives for improvements to back of single family houses
2. Encourage Art
3. Pedestrian crossing issues on 700 south and State Street
4.

What will make the streetcar a success?
1. Connect East end to Westminster and U of U
2. Connecting to students will be important
3. Run a streetcar loop that connects with 400 South line at University so all of East Salt Lake City is served.
4. The cost to ride needs to be affordable

Where should the end of the line be:
In Sugar House?
In Central Pointe?
1. Connect Streetcar to Sugar House Park.
SH talked about meeting. Wants to know what committee’s reactions were to the table sessions.

- KD said that her table wants the corridor to be family oriented and not the speed bikes. Talked about the ends of each side of the line a lot and that McClelland is not the best end/terminus. Talked about the North/South line and how to get people from the west over to Sugar House? Scale is 3 or 4 stories. Key thing is that this whole group needs to know Lee Archer and Jim Beck talked to KD and said that they have an idea is to get the streetcar off the corridor on West Temple and take it north on West Temple and turn west on either Commonwealth or Utopia. This avoids the issue of Brinkerhoff. IBI had some drawings of this. DP said that there are some issues there and is not an easy solution. Benefit is that they are very supportive of this. Commonwealth is a wider street. Utopia is very narrow with a 33 inch sewer line and there are some advantages there. DP said that we need to look to the future for what is better. JN says that we are dealing in a lot of costs with 4 blocks of pavement, ballast and track.

- DJB said in the short term we could us this as a leverage showing this is a hard core TOD and you have to be involved with the development. Also for long term sake you have to give us the right of first refusal and as soon as you sell that property we are in there first and then we have the option to realign or do something more intense there.

- MS - what is the timing of things we do and reevaluate to get to the point that people are in agreement with a plan? SH said that we have not thought that through. KD said that this will require a reevaluation and a supplemental.

- DP asked that UTA is used to doing this - what do we need to know? August has to be completed. KD said that she would talk to Mary DeLoreto. Schedule is going to be a big issue.

- DJB asked if Lee Archer says he is not playing ball, is the thinking that we go to the other corridor on the west side of the property just to the south of the church. Are they cooperative? KD said that they are, but we need to see how uncooperative he is going to be first, but know one has talked to Brinkerhoff about it. Is IBI working out some kind of design for that area? No, SH said we have not gotten into that detail. DP said Master Plan is cities’ job, Brinkerhoff discussion the way the alignment shows now that may be best coming from us. KD said that perhaps a project and right-of-way person from UTA would be good to go with you.

- DJB said that another development strategy idea would to get another development partner on that sight.

- Discussion took place about the problem of getting in touch with Brinkerhoff. KD said that we need to pick who is going to talk to him. Brinkerhoff is hard to track down and DP will try. SH said that Randy Sant would be the best person to talk to Brinkerhoff because they still have options they want to talk to him about. DP felt that if you give him the right top dollar value he would like sell. DJB said that it would be a good idea to talk to him just about going on the trip to Portland and not property value.

- TH talked about having a look at the issue of 9th east and the McClelland section. Do we want to stay in the right-of-way or do we want to use that signal to jump in the street at that point. At some point we are going to answer that question. JN said to add a paragraph about that in the RFP.

- Discussion took place about a pedestrian crossing. Pratt doesn't know if they want overhead or on street. This is another issue that has to be settled. Problem is even if they have overhead there are people that will still want to cross the street.

- Other comments from tables were: KD – station location – thought that station should be on the left side of 11th East. JW said 8th East was better than 9th.
Talk of pedestrian bridge at 7th East and State – DJB said that Denver has a wide and well done bridge.

BD said concerning parking issues – Bill Smithers wants station on the west side due to parking. A few people want park-and-ride lots. KD said some talked about shared parking lots. DJB said that he is reluctant to do park-and-rides.
Streetcar Visioning Issues
05.19.11

This is a summary the notes from the workshop and comments from participants and facilitators. It is intended to guide the vision and design process by focusing the issues to discuss and potential solutions. These are in no particular order.

1. Safety / Comfort
   - Concern that it is a safe and clean corridor.
   - Lighting often proposed as a solution.
   - Concern for children next to streetcar – fence proposed as a solution
   - Prevent noise impacts
   - Neighborhood east of 900, adjacent to Fairmont Park very concerned about impact
   - Feel safe at night/blue light safety phone

2. Green space
   - Support for idea of the streetcar corridor being a “linear park” because of the Parley’s Trail and potential to add landscaping adjacent to it.
   - Pocket parks or green space along corridor
   - Community Garden
   - Need trees
   - Xeriscape

3. Character
   - Keep character of Sugar House and reflecting historic themes in the corridor
   - Make Central Point reflect this history or be completely new and unique
   - Add pedestrian amenities
   - Small scale / human scale
   - No ballast
   - use brick in key areas
   - Billboard is a problem
   - No large parking lots
   - Incorporate art and culture into the design and the stations – make it a part of the experience, not just an add-on (example: Dallas transit line – each station has different character that helps with identity and wayfinding
   - Fun and friendly
   - Need to consider the name of the streetcar line – will it remain “Sugar House streetcar” or can it be named like the rest of the system (Red Line, etc). Silver Line is appropriate here.

4. Redevelopment
   - Need to convert industrial areas to be more appealing
   - Focus on the arts and culture aspect to make it a destination
   - Desire for more retailers
   - Desire for local businesses (buy local)
   - Need jobs and help people get to jobs with this transit
   - Higher density residential
• Charter school
• Restaurants
• Reuse existing building
• Have the development face the corridor
• Preserve the established residential
• Break up the larger blocks
• Convenience retail – coffee and newspaper by station
• Hotels in Sugar House CBD
• 3 or 4 stories and more more compact
• incentives for improvements to back of single family houses

5. Catalytic sites
• Central Pointe is very catalytic and full of opportunities
• State St/Bowling Alley-huge parking areas
• Entryway to SSL on West side of State: Entry statement to SSL and Vice Versa
• 300 E. (Zellerbach/Kimball)
• 400 E. (open space area)
• 600 East to 500 East to North side of corridor, mixed-use project.
• 900 East – tennis courts
• Granite block
• Former DI property (on Highland)
• Backs” of property

6. Stations
• Central Pointe – ideas to realign it along/within a street to activate the neighborhood
• State St – general consensus to keep it on the west side
• West Temple – possibility of additional stop here
• 300 East – neighborhood character
• 500 East – neighborhood character
• 700 East – idea to relocate it on the west side of the street – supported by the property owners
• 900 East – idea to relocate it further west, closer to 800 East.
• Sugar House – idea to bring it to Highland Dr. or to Sugar House Park (1300 East). Could be at the old DI site. Or near Sprague Library.
• Put stops close to high density residential
• Build in capacity for future stations

7. Ridership / transit
• Concern for getting ridership numbers up
• Interest in keeping fares low, or special deals for neighbors
• Idea to have graduated fares – fee based on distance travelled – believe it would increase ridership
• Plan for future expansion
• Frequent service
• Needs to be easily accessible from adjacent streets
• Run it late so people can go to downtown events
• Get it built!
• Connect to students

8. Trail
• Is a very important component
• Divided on whether major crossings (State and 700) should be elevated or at grade.
• What about dogs / pets on the trail?
• Make corridor between State and Main a “pedestrian street”

9. Bicycling
• Support bike access to TRAX and streetcar
• Need bike lockers
• Family oriented trail, not a commuter trail
• Bike lanes on 2100 S. – make it less car oriented
• More urban character – not like Jordan River Pkwy

10. Walkability
• Walkable neighborhood is essential
• Extend and widen sidewalks
• Need good crossings across 2100 S. and Highland, in addition to State and 700 East. Mid-block crossings would be good
• Safe crossings - hawk crossing signals

11. Access
• Need access to garages on corridor

12. Parking
• Concern that people will park in neighborhood areas since no lots are provided
• May need park and ride on 700 East – could DI provide?
• Shared parking
• Concern for parking at Fairmont Pool and Boys + Girls Club
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Thursday, August 25th
5:30 to 7:30 PM

Highland High School
2166 South 1700 East
Salt Lake City, UT 84106

• This workshop will be a follow up to the May 28 Community Visioning Workshop and subsequent Community Outreach events.

• WE NEED YOUR INPUT NOW!!! --
  Formal design of the corridor begins in September 2011
  Construction begins in 2012
  Streetcar line will open in 2013

• Design concepts for the corridor will be presented for community review and input before going to the City Council.

• Bring your children, an activity area will be provided!

• Refreshments will be provided.

For more information contact:
Sharen Hauri, City of South Salt Lake, 801.464.6771, shauri@sslc.net
or Ed Butterfield, Salt Lake City, 801.535.7254, edward.butterfield@slcgov.com
Please visit: www.shstreetcar.com
- Covered stations for wet weather
- Not just community gardens; community maintained landscaping.
- Open dirt up for community gardens. (Provide water, perhaps gardeners pay per gallon.)
- Rain, snow covered stations.
- Better passageway here. Two lines = moving transportation swiftly, concrete path for clear movement; bad weather day would not be utilized.
- Lots of redevelopment projects suggested. Are these necessary for success of project? What if these don’t materialize or owners don’t agree?
- Why not put the utilities underground as the first upgrade because other upgrades can be phased later as less cost?
- Parleys trail is essential!
- Create linear parks and community gardens along the corridor; activates the space, makes it safer and properties' more valuable.
- Connect station platforms with linear ped way (across tracks from parleys trail)
- How about garage access?
- Go with the basics to get it up and running and used. It can be made pretty later as funds come along. If people are hit with big costs up front they won’t support it.
- Who maintains the weeds?
- What happens to power poles on the north side?
- Imbedded track is good, plazas are exciting ideas.
- Local parking needs will increase plan to cope?
- 2205 South 800 East- concerns about grading, tracks higher than driveways and sidewalks? What about the abandoned alley? Where are the property lines?
- Can we have our single family home eventually rezoned to a open a small business/café next to the stop? What will SLC do about zoning incentives to change to small businesses in neighborhoods'?
ARTIST IMPRESSION CORRIDOR- COMMENTS

- Paved pathways
- Community gardens in corridor would be a great way to partner in additional landscaping in a cost effective way.
- Community gardens in corridor.

CORRIDOR VISULATION- COMMENTS

- Please expand up to the 9th & 9th and 15th & 15th.
- Unpaved pathway is **NO GOOD** and will not be used; please pave the bike path.
- As many paved paths as possible.
- Shade/Shelter at stations. (Tress count)
- If upgrades can be phased in, why not do utilities underground first? It would be very expensive to do later, make that the first upgrade priority.
- Would prefer buried lines. What is the positive aspect?
- Use corridor for recreation; bike/ped trail, gold metal mile.
- Please use native vegetation. Transit + Water = Waste—Contradictory??
- Create incentives for developers to share cost of buying power lines, benefit to them.
- Will there be multi-use? Bike friendly in conjunction?
- Going all the way up to 2100 South, Parleys, and connect to Foothill.
- Practical, cost effective and great potential.
- Ped ways on both sides in all cases.

DESIGN ELEMENTS- WHAT IMPROVEMENTS DO YOU VALUE?

INFRASTRUCTURE

- Base Design- Power lines remain, no lighting = 1 dots
- Upgrade- Pedestrian lighting (one dot) = 37 dots
- Upgrade- Bury power lines (two dots) = 42 dots
AMENITIES

- Base Design- Streetcar only = 2 dots
- Upgrade- Parleys Trail (one dot) = 41 dots
- Upgrade- Urban Plazas (two dots) = 43 dots

TRACK

- Base Design- Ballast= 6 dots
- Upgrade- Turf Track (one dot) = 8 dots
- Upgrade- Concrete embedded (two dots) = 26 dots

OPEN SPACE

- Base Design- Dirt + Existing vegetation= 0 dots
- Upgrade- Irrigated native landscape (one dot) = 36 dots
- Upgrade- Irrigated turf and gardens (two dots) = 21 dots
STREETCAR CORRIDOR @ 500 EAST
Final Build-out

Before

After

• 66-foot right-of-way
• Non-irrigated landscape
• Rail on ballast

• 66-foot right-of-way
• Minimal irrigated landscape (native)
• Higher landscape screening
• Informal pathway
• Rail on ballast with concrete curb

• 66-foot right-of-way
• Full irrigated landscape
• Community garden space and informal landscape
• Buried power and utility lines
• Formal paved trail
• Rail on grass pavers with concrete curb

STREETCAR South Salt Lake to Sugar House
UTA PHASE 1
GRANT PROPOSAL

- 66-foot right-of-way
- Non-irrigated landscape
- Standard UTA platform with minimum amenities
- Rail on ballast

UTA PHASE + PRIVATE & PUBLIC INVESTMENT

- 66-foot right-of-way
- Minimal irrigated landscape (native)
- Station landmark columnar trees
- Informal pathway
- UTA platform with pavers, canopy, and amenities
- Embedded track

UTA + PRIVATE & PUBLIC INVESTMENT: FINAL BUILD-OUT

- 66-foot right-of-way
- Full irrigated landscape
- Transit-Oriented-Development
- Plaza
- Buried power and utility lines
- Formal paved trail
- Embedded track

STREETCAR CORRIDOR @ 300 EAST
Final Build-out

Before

After

STREETCAR South Salt Lake to Sugar House
Streetcar Development Marketplace

Wednesday, July 20, 2011

7:30 am - Corridor Tours (optional). Meet at Cucina Nassi to join a tour.

9:00 am - Convene at Cucina Nassi (2155 South Highland Drive, Salt Lake City) for program and breakfast.

12:00 pm - Program adjourned

This event is free to invited attendees.

PLEASE rsvp to Edward Butterfield by Friday, July 15th.

801.535.7254
edward.butterfield@slcgov.com

ULI is pleased to partner with the Redevelopment Agency of Salt Lake City and the City of South Salt Lake to offer an early look at the designs and opportunities of the upcoming Sugar House Streetcar. The region was fortunate to be awarded a federal transportation grant last year to construct this next addition to our growing transit system. Work is underway on an expedited schedule for a 2012 groundbreaking and 2014 opening day.

The line will run from the Central Pointe TRAX station to Sugar House, and will feature at least seven stops along the two-mile route. Streetcar is different from light rail and commuter rail in design, operations and development potential. We look forward to this transit enriching the neighborhood by expanding opportunities to live, work and play close to downtown. The cities encourage new residential, commercial, retail and entertainment projects and plan to invest in civic projects to complement this.

Please join us for an invitation-only event designed to bring you up to speed on the project, meet other key property owners and developers, and explore specific station area development opportunities. The public sector has taken the lead on planning the infrastructure element, but capitalizing on the investment and building the community it will come from the private sector.

We hope you will participate in our first-ever "Street Car Marketplace" with your enthusiasm, wisdom and ideas!

Click here to view the meeting agenda.
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<th>Member Type</th>
<th>RSVP Status</th>
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<th>First Name</th>
<th>Last Name</th>
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<td>Stuart Adams</td>
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<td>Richard L. Albrecht</td>
<td>Richard</td>
<td>Albrecht</td>
<td>Lattice Properties, LC</td>
<td>Principal</td>
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<td>(435)640-9898</td>
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<td>James Alfandre</td>
<td>Alfandre</td>
<td>Kentlands Initiative</td>
<td></td>
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<td><a href="mailto:jamesalfandre@kentlandsinitiative.com">jamesalfandre@kentlandsinitiative.com</a></td>
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<td>Lee Archer</td>
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<td>David Bryce Baker</td>
<td>David</td>
<td>Baker</td>
<td>Hamilton Partners</td>
<td>Development Manager</td>
<td><a href="mailto:dbaker@hamiltonpartners.com">dbaker@hamiltonpartners.com</a></td>
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<td>Young Leader</td>
<td>Nathan Roger Boyer</td>
<td>Nathan</td>
<td>Boyer</td>
<td>The Boyer Company</td>
<td>Project Manager</td>
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<td>(801)300-1378</td>
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<td>Full Private Member N</td>
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<td>Clark</td>
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<td>Scott Collins</td>
<td>Scott</td>
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<td>Cottonwood Partners</td>
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<td>(801)365-6236</td>
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<td>Homes</td>
<td>Developer</td>
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<td>(801)747-7440</td>
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<td>Jeffrey Gochnour</td>
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<td>(801)365-6200</td>
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<td>Full Private Member</td>
<td>Edward L. Grampp, Jr.</td>
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<td>Grampp</td>
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<td>South Parc.</td>
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<td>Kim Kimball</td>
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<td>Kimmel Distributing</td>
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<td>Ben Masamino</td>
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<td>Marc Milligan</td>
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<td>Hank S Nelson</td>
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<td>Associate</td>
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<td>Joel Shine</td>
<td>Woodside Homes</td>
<td>CEO</td>
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<td>Chairman &amp; CEO</td>
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<td>Kennecott Land</td>
<td>President</td>
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<td>(801)204-2789</td>
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<td>Woodbury Corp</td>
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<td><a href="mailto:DJ.baxter@slcgov.com">DJ.baxter@slcgov.com</a></td>
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<td>Developer</td>
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<td>Mike Florence</td>
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*Added by Sharen 7/8*
*Info from Emily 7/12*
Group 1: Central Pointe

What do you like and dislike about the proposed design?

• Federal grants-proximity to transit gets funded
• Housing above commercial
• Daybreak Blvd has center running TRAX – look at this example
• Need to utilize empty parcels for redevelopment first.

What types of development is appropriate for this station?

• 4-5 types of housing- across the spectrum- 3-4 price points
• Need bodies
• Need walkable trail
• Entertainment
• Housing to serve the people who already live here
• Destination draw- concert, venues, park, entertainment
• 15 minutes to everywhere
• UTA should be happy with all of it
• Industrial- how do we start to talk to them

Outlook:

• Looking at TIGGER grant (Energy reduction + transit )
• Want a regional bike path plan
• concentrate on 6  catalytic sites from HUD Sustainable Communities grant
• Focus on complete streets instead of separated paths
  o $60 K per mile for bike lane separated from traffic with planters
  o $ 500 K to $1 million per mile for gGrade separated costs
  o Discuss at Monday meeting
  o Portland example
• Very positive benefit
• make it a neighborhood, not just a building plopped down
• HUD grant will help find funds for this
Group 2: 300 East – 500 East

What do you like and dislike about the proposed design?

Likes:
- Gives ability to build up
- Provides access to higher education
- Potential for larger neighborhood
- Transportation opportunities for residents (Trails & Transit)
- Breaks down barriers in the City and unites neighborhoods
- Needs to be built complete now (trail, stops, streetcar, linear park)

Dislikes
- Headways too short

What type of development is appropriate for this station?
- Critical Mass – preserve housing, restore density, newer uses at higher density, frequent stops
- Need to create a destination that people want to come to.
- Trail creates use and safety. Creates mobility.
- Boutique/ Mom & Pap establishments.
- Local businesses
- Cater to younger families

What is the role of the public sector is making sure development happens?
- How to make purchasing property and development profitable?
- Create pedestrian area. Ballasted track doesn’t lend itself to pedestrian friendly space (safety issues)
- **Need to be trail and streetcar at the same time
- Build a showcase area and show it can be successful. (Public and Private)
- Get money for the trail

What ideas do you have for financing this development?
- Funding has been a deterrent to financing in the past
- Assessment Area-Zone of benefit
- TDR - Transfer of development rights
  - Purchase density
  - Work when there is a demand for density
  - Property owners trade density rights
- Can we capture monies from zoning changes
What is your outlook on transit-oriented development?

- Unifies the City; breaks down physical barriers that currently exist.
- Draws people to rail line
- Need to have frequent stops and joint transportation modes.
Group 3: 500 East to 900 East

Facilitators: Wayne and Ben (SLC)
Participants: Owners and developer of properties adjacent to 700 East station

What do you like and dislike about the proposed design?

- 700 East station- like it West of 700 East
- Open ped access vs. designated ped crossing for safety
- Extend station area (700 east station) to 2100 South.
- Trader Joe’s and Megaplex → 600-700 East around 700 East station
- Granite Development – Bruce Barrett.
- Max 10 stories → step up from surrounding residential → 4 stories
  - Will not exclude vehicular access
  - Would like to have a big plaza with inlaid track/ underground centenary
  - Parking garage- want to create an easy parking experience
- 500 East station- agree that station should be anchored in residential
- Look at adding a station at 800 East → to serve the residential neighborhood.

What is the role of the public sector is making sure development happens?

- Reduce entitlement costs!
- TOD zoning/ height flexibility
Group 4: Sugar House

What do you like and dislike about the proposed design?
- UTA accommodate development, identify funding
- Current stop is a road to nowhere. People don’t want to look at back of Granite block
- Inviting
- Closer to Highland
- Multiple stops in business districts
- Leave McClelland
- End is not a catalyst

What types of development is appropriate for this station?
- Service, retail, office, and residential.
- 3-7 stories
- Density change as streetcar is running → denser later. Increased ridership → increase height and density.
- Employment Center. Not a headquarters.
- Parking → can you develop accordingly → Retailers demand parking; may limit type of development.
- Initial projects will need parking. Underground is expensive.
- 30-40% gives up a car.
- Retail stays intense office

What is the role of the public sector is making sure development happens?
- Parking meters to price on- Street parking to its true value.
- Taxing a lead in development- A parking plan for the area. Take into account the evolution of the area.
- Buying the power lines
- Public space plan → Linkage among plazas
- 2.6 spaces per 1000, good for office(Craig M.)

What ideas do you have for financing this development?
- Most difficult to finance infrastructures’ and parking.
- Extend the RDA
- SAA → List them and as a group decide → streetscaping
  - ✔ Lighting
  - ✔ Traffic calming
What is your outlook on transit-oriented development?

- It is the FUTURE.
- See lots of examples of success stories.
- Critical mass → completion helps everyone.
- 2000 units better.

- Shade
- Boys and girls club as potential development.

Robin Hutcheson notes

- Inviting entry point to Sugar House
- Incentivize the development; incentivize the ridership
- Fairmont underutilized
- Retail/ some retail/ residential mix
- Could be increased height/ density buying what we consider now
- Parking
  - can you impact on/of parking
  - density- must have parking
  - retailers want parking
  - retail demand is intense/office
  - parking garage
  - rethink: pricing, centralized

- 222 parked 2 per 1, on selling point is TRAX
- Paid parking in Sugar House?
- Parking plan/district
- Evolution in parking
- Financing- public mechanism
  - Infrastructure
  - Parking
  - Extend timeline

PPD
- CDA
- Assessments-must be a cost benefit analysis
- List priorities

What maximizes
- Trees
- Traffic calming
✓ Lighting
  • Parking plan-public spaces

TOD
  • New, still figuring out if successful
  • Cautiously Optimistic
  • Sooner you can get 2000 units the better
  • Coordination is essential
  • Market should dictate
5. Comments from Community Events

Sugar House Streetcar
Outreach at Freedom Festival July 2, 2011

Showed people the three boards explaining the project. Explained the phasing and what is included in phase one. Explained the connection across the valley. About \( \frac{2}{3} \) of people from SSL, some from Sugar House, some from Sandy, WVC, other areas. About 50% aware, 10% very aware of project.

Talked to about 50 people directly, about another 50 people looked at boards, but didn’t want to comment. Collected 9 names who wanted further information.

Major comments:
- Support project (all but one person expressed support)
- Willing to raise taxes for additional landscaping and trail
- Very interested in the trail
- Development is great – get people back into the city
- Is this the best choice for transit here? Versus bus or train

Other comments
- Don’t like sharing the train with the road
- Don’t want taxes raised – this city is too poor
- Is this a necessity? Don’t want to get ahead of ourselves
- Moved to be close to this transit – very interested in this project

Sugar House Streetcar Outreach at Sugar House Street Fair July 4, 2011

Maria Vyas, Fehr & Peers

1. Key themes: excitement about Phase 1, glad that something is finally being done with the corridor, some confusion over what it was and whether it was really going to happen.
2. I probably talked to about 30 people.
3. Level of support for project was high. I would say most were in favor, a few were indifferent, and only one person do I recall being decisively against the project. (“I want SOUTH SALT LAKE people to stay in SOUTH SALT LAKE! I don’t want them coming OVER HERE!”)(heaven forbid).

Julie Bjornstad, Fehr & Peers

There was a lot of interest in the project. The overwhelming response was very positive. They thought it was great it connected to TRAX, did not run along 2100 South, and came all the way to Sugar House. People did express disappointment that construction and completion were a few years away. Oddly
enough, a few people thought construction had already started. People also expressed support for extending the streetcar further into Sugar House, for instance to Wilmington Gardens.

Some people had confusion if we were proposing the project or if it was actually going to be built. One person told me he heard the whole thing was being cancelled. There was also confusion as to where the project would start and stop. A number of people did not know it would connect to the TRAX station and a few people thought it would go all the way to the Jordan River Parkway.

There was not any one would responded negatively to the project itself. One person told me he thought we shouldn’t use brick crosswalks because buses can crush bricks. This was a result of misunderstanding the future mockup (Parley’s Trail is red for effect, but he thought it was brick). People were very excited about the addition of a Safeway, and some were noticeably disappointed when I told them it was just a simulation.

The booth attracted a lot of people. It’s hard to estimate how many people stopped at the booth because many people read the boards a few feet away from the booth. People also gathered in clusters and would listen to what I was telling someone else without actually talking to me. Given these stipulations, I think I probably had a conversation with roughly 50 people.

Helen M. Peters, Sugar House Community Council

What I heard . . . people are excited by the SH Streetcar. Individuals who live on the corridor want to know how their property will be separated from the corridor.

I talked to a lot of people -- it was busy between 12:00 Noon and 2:00 pm  I handed out a lot of Open House flyers.

Level of support of the project was very high. -- probably only had one or two individuals who focused on the negative -- graffiti and public subsidy of transit.

Nick Norris, SLC Planning Division

Just wanted to give you an update on my 2 hours at the streetcar booth yesterday; lots of people had general questions about the alignment, where the stops were. Most people were willing to take a flyer, but did not want to sign up for the email thing. I only spoke with 2 people who were opposed, but they seemed to understand that it was coming. There were a lot of questions about when construction would start, how long it would take, etc. I estimated that I talked to about 75-100 people in the 2 hours I was there and probably handed out about 50 flyers. No one was really interested in putting sticky notes on the boards. The renderings were pretty good, but as usual people have a hard time grasping that they are concepts.
Notes from the SHCC POST, LU/Z and Transportation Committee meetings
August 15, 2011

POST Committee notes:

Follow-up discussion about tennis courts at Fairmont, and future of community garden. Sent message to Mayor, brought it to attention of Leslie Chan. Chan said two of the acceptable uses for Open Space funds are trails and community gardens. She will come to the next POST meeting to talk about this. Want to look at the DI/Fire Station property as site for Parley’s Trail and for community garden.

One alignment proposed for Parley’s Trail would pass through the DI property, pass east through the Olsen property, then bend north to Hidden Hollow.

Rawlins: the 1985 Master Plan proposed extending Sugarmont to Simpson Avenue. The RDA proposed making that connection between Sugarmont and Wilmington. The benefit of using Simpson is that it isn’t as steep going up to 1300 East as Wilmington is. (Attach graphic from MP.)

Discussion of Circulation and Alternative Alignments

Trail connections: Parley’s Trail

Opportunities and Constraints:

Parley’s Trail could depart from street and streetcar alignment and pass through the Fire Station block. DI vacant, but Fire Station and SHBD maintenance building is still there. Fire Dept. reps say building won’t be replaced for at least five years; existing bldg being remodeled instead.

If Sugarmont connects to Wilmington through the Granite block across the Zion’s Bank corner, the RDA needs to make sure that the improved street is wide enough to accommodate Parley’s Trail as well as the streetcar, and sidewalks on both sides of the street.

Assuming that Sugarmont connects to Wilmington, Rawlins suggests that the 1100 E. segment that arcs around the NE corner of Fairmont Park be closed, and
the block that is circled by Highland, 11th, Ashton & Simpson be a loop. Fire trucks can still come out on Simpson. Worry about a cruising circle at Fairmont Park?

He suggests that surplused streets like Simpson be restored through large blocks to increase circulation in the Business District. The Dee’s Corp. is going to redevelop the block (Darlene Batatian, Mountain Lands Dev Srvcs, said they had subdivided the property for collateralization purposes.) Some of the buildings in the Sugar House Shopping Center could come down to allow for redevelopment around the new connections, and open corridors along the alignments of Elizabeth, 1200 E. and Douglas streets should be introduced into the redevelopment plans.

Rawlins wants the trail to connect to Hidden Hollow in two places, east of BB&B and east of the new Woodbury project on Wilmington. After reaching Hidden Hollow, Parley’s Trail could pass north along existing walkway, then exit north on 1200 East alignment, cross at new light, connect to College.

Helen wants to create a new bicycle intermodal hub where the two trails intersect and the streetcar passes by. Could be where the DI was. Makes more sense than community garden at that location. Sally, could be a market spot, sell flowers, produce, and artisan breads.

Sally: Why can’t garden stay where it is, since the tennis courts may never be converted back to regulation size tennis courts? Irrigation ditch limits their size. Ron: Maybe courts could be big enough if they were turned 90°. Helen: Could stay as garden as well as have community market there. Or community gardens could go back where the parking is in the southeast corner. That part of the park is isolated, new use could prevent problems there. Emil: But current location for community garden has better sun.

Larry: On Fairmont tennis courts….consider two courts in the park. The current location is too hot, noisy and dry. There is room in the park and lighting could be good for security and more usage.

Rawlins: Think of Fairmont Park as a community park, with services that community parks provide. Stop cannibalizing it. How many other community parks have community gardens in them. Need to acquire more land for additional uses, such as community garden.

Helen: Cross the two trails where the DI is, make that an intermodal hub. Streetcar, trail, transit and bike, Saturday market could all be located there. Design the building so it could be a market. Or it could be on the north side of Sugarmont at Highland, where Zion’s Bank is now located.
If the streetcar station were moved from McClelland to Highland, that would be ideal. Judi: Master Plan calls for Highland Dr. to be the terminus of the streetcar.

Could use the old Park City line, put the station at that alignment. Natural opening through the buildings. Put a line through the Sugar House Shopping Center from Wilmington to Simpson, Highland to 1300 East. Cut that block into fourths. Then you have more retail, four sides on each fourth. Or sixths, with corridors on the 12th E. and Douglas Street alignments.

On Granite Block, use the Brickyard spur curve, and the canal alignment to divide the block into smaller quadrants. Make that block like the River Walk. Put the canal trail along the Brickyard Spur north of Ashton, through the parking lot.

Sugarmont/Wilmington realignment or Sugarmont/Simpson: which has the better chance of happening? Look at old master plan and realign Wilmington rather than Sugarmont. Putting the new street at a right angle to Highland Dr. makes it easier for automobiles.

Establish a community gathering place. Woodbury planning a community plaza at the new development south of Hidden Hollow. Close the Monument street and enlarge the Monument plaza. (See graphic from 1985 MP, p.15.) Would lose parking for Cobwebs and barber shop. Employee parking is just paved area south of Rockwood, with access over property that belongs to Mecham. Need public parking on Granite block.

Like having PRATT Trail separate from the street.

Would prefer to have cars on street, trails on a separate path. What if the Shopko block were re-developed like Gateway, with high density residential, market rate as well as affordable, with something like an outdoor mall, lifestyle mall, pedestrian-only streets. Need a parking structure there, too.

City Center development took ten-acre blocks and turned them into four separate blocks (I – 1 ½ acre ea). Use Gateway as the example for the Shopko block, and would have the density that you want. City Center will be fun, exciting.

One thing we don’t have in SH is a 500-seat theater, like the black-box or the studio theater at the Rose Wagner. Nice to have some cultural uses in this mix.
Maybe the old Deseret Industries building could be used. Could be a 200-seat theater. Great spot. Building built in fifties, probably could be gutted. Could have an arts cinema or Sundance theater here. Move the intermodal hub, make that site the cultural center for the Business District. Would attract other new businesses, restaurants, etc.

These ideas allow for intermodal hub, auto-separated trails, smaller blocks.

If the streetcar comes east, where do we want it to come out on Thirteenth East? Straight shot up Simpson or Park City line?

**Land Use/Zoning and Transportation Committees:**

Where do you want to go on the streetcar and what do you want to do when you get there? Based on comments from open houses and stakeholder meetings, the alignment alternatives are heading north, south, or east.

Evaluate the alternatives according to the questions provided by F&P.

A lot of people want it to go to 9th South. From the current terminus at McClelland, going north on 1100 E goes near Westminster College. Do we want it to go up all the way to Sunnyside?

The eastern route would take 2100 South to 21st or 23rd East. Would have the opportunity to collect riders from the neighborhood north of 21st, and convey them to the TRAX line. In October, when the bus starts going to Park City, it will stop on Parley’s and Foothill. Larry liked going up 21st South to Fifteenth East, going past Garfield School, and hitting 15th & 15th. It’s a nice, wide street. Then it could go on to the University.

If the streetcar is going to go wherever the street goes, then we could extend Sugarmont to Simpson and go up to 1300 East.

Want to find opportunities for housing, workplaces near transit, in order to create demand and justify expense of constructing transit lines. There are several new Housing developments planned in SHBD, Woodbury’s and Gardiner’s. Also Rinaldo Hunt has new project on 21st South.

Emigration Creek blocks 1700 East connection, but 13th 15th and 19th East go through to Sunnyside, and you don’t have to build a bridge across the creek.

The south route connects to Millcreek, where bus routes head west.

How do we serve the Highland Park neighborhood? UTA could have a circulator run through that neighborhood, which could deliver people to the streetcar. Scott mentioned an article in the paper about the impact of TRAX, and the ability of
UTA to provide a neighborhood bus system. Rawlins: Need a larger investment in
citywide transit. Lynne: Make the point that it’s important to build the streetcar
now, the bus routes will follow. Once the streetcar is running, it will generate the
demand for a greater circulation system that will hook up to it.

Where are the public facilities that people want to access? Library, Highland HS,
the Monument, Aquatic Center and Fairmont Park, Sugar House Park,
Westminster College, Garfield School, Wasatch Hollow, commercial node on 15th
& 15th, Foothill Village, Research Park, the University & University hospital.

What are chances that TRAX could extend down Foothill? Bus will go from
University to Park City in October.

The I-80 freeway is huge divider. Highland Drive is one way to cross it. 1700 East
is another.

Question about how well Brickyard is doing; does it need help? Looks like spaces
on south side are rented. Canal Trail will connect to Brickyard. Motorists use
Highland Drive north and south from the SHBD a lot. Not far from Westminster.
Makes sense to connect business nodes.

Love to see Highland Drive closed off down to the freeway, and have streetcar
only. Second choice is to have streetcar share the road with cars. Divert cars to
1300 E and 900 East. But don’t think 13th could handle it.

We need an internal circulation system in the SH business district. Regardless of
where the terminus of the trolley is, if your purpose is to move people to the
University, you could use 900 E., which goes all the way to TRAX on 400 S.

TRAX is a transportation system, getting you from one destination to another. But
the streetcar is a pedestrian trip extender. If that’s its purpose, then just route the
streetcar around the business district, and forget taking people to the University.

Look at loops, through the Sugar House shopping center, to make an internal
circulator. But people who get off on Sugarmont would not walk to the post office.
So bring it up to 21st South. Or what if you bring it up to 1700 South?

Don’t want to just help people get to the University. Want to support our district.
Take the loop up Highland Drive to 21st, then east to 15th E.; north to 17th S.,, then
west to 11th Ea. and back to Sugarmont. Alternate could be west to 9th East, then
back to Sugarmont. Serves the Sugar House Park and the high school. This is
reinventing the Salt Lake Trolley. Will get push back from 1500 East residents.

Does this support existing businesses and residents? Provide addition
convenience for employees, students and residents? Yes, better than any other
route. Would get support from Westminster College, Woodbury, Mecham and
Olsen’s, Gardiner and Hunt. Would connect to both trails. Might reduce auto use
among Westminster students, alleviate some of the objections of Westminster neighbors to the College’s plan to impose a parking fee. They fear that students will just park in the neighborhood. This works as a people mover, connects residents with the commercial area and could receive sting (perhaps financial support) from Westminster because it is safe and connects their campus with their new properties at Garfield School and campus with SH residential project.

Phase One needs to end at Highland. Use RDA funds to make that happen, and talk to City Council members and candidates about that. Doesn’t try to move people too far on a slow train, brings a lot of residential into the loop, improves circulation through the most congested area.

DI becomes a bike/ped intermodal hub, with a community market. With some mid-block crosswalks. If we can get the trolley to go to Highland, then it becomes urgent for the City to buy the DI parcel now. Use RDA money to do that now and build the intermodal hub. Consider putting shuttles around the CBD similar to what is used at the U of U, perhaps electric or NG powered.

Look at the route for the canal trail again, and figure how it should intersect Parley’s Trail and the streetcar route. Larry asked about the actual route of the canal. The canal intersects the Granite block in a good location for an internal pedestrian pathway. A mid-block walkway could still be built, but would stop at the south line of the Johnson’s property. Then, someday, it might be able to put it the rest of the way through. In the meantime, the pathway provides extra retail frontage for Mecham and for Boulder Ventures.

Larry: to get away from all the conflicts on the Granite block, take the canal trail west from Highland on Simpson or Sugarmont, then north on McClelland. Lynne is concerned about conflicts with autos accessing the Mecham, Johnson and Vitek properties at the Elm Street entrance on McClelland, and parking on-street to go to the shops north of the Granite parking lot. Judi has a problem with narrow sidewalk on McClelland. Not wide enough as is, much less for a trail and a bike lane.

Question about entrance on Highland to Mecham’s development. Fine print of planning commission approval, engineer recommended eliminating the crosswalk on Highland. We still want a crosswalk across Highland by the library. Larry asked how trail users could cross 2100 South if the trail were located mid-block.

More discussion about Sugarmont and Wilmington realignment. Avoid the curvy connection; start farther back from Highland Drive and make the connection a straight line that intersects Highland at a right angle. Check the Wikstrom Report, and find a place for the high-density housing overlooking the park that is recommended in the Master Plan update.
If the streetcar goes straight east across Highland, the DI block could be the site of the intermodal hub. Or it could be on the south east corner of the Mecham property if Zion’s Bank is relocated to another location on Highland Drive.

The block south of the DI/fire station property could also be redeveloped.

Discussion about whether Sugarmont should connect to Wilmington or Simpson. If the streetcar goes up Highland, would the steep grade on Wilmington be irrelevant, since it would only be used by autos, pedestrians, and bikes?

Must get Phase 1 to terminate at Highland. Get the RDA to help pay for that, and assess developers to pitch in.

Group made these specific recommendations:

- Close the Monument Street.
- Phase 1 Streetcar must go to Highland.
- Phase 2 Streetcar system should be a Loop, Highland to 21st, east to 15th, north to 1700 East, west to 13th, 11th or 9th, then south to Sugarmont.
- Re-insert (auto or pedestrian) street system into the new developments to break up the big blocks.
Sugar House Streetcar

What would you like to see in the streetcar corridor?

Public comments as of November 3, 2011, 2:00 PM

All Participants around Salt Lake City

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

What would you like to see in the streetcar corridor?

Introduction

Mayor Becker has made the return of the streetcar to Salt Lake City a priority and Sugar House is where it all begins!
Sugar House Streetcar

What would you like to see in the streetcar corridor?

As of November 3, 2011, 2:00 PM, this forum had:

Attendees: 279
Participants around Salt Lake City: 25
Hours of Public Comment: 1.3
Heather Hendriksen in District 7  
August 25, 2011, 4:17 PM  
I live between 700 E and 900 E. Where will the stop be for 700 E? On the west side or the east side? Will there be a traffic light, cross walk, or sky walk in the plans for 700 E? There are many people who jay-walk near Simpson Ave in order to cross 700 E and I can only imagine that there will be more of this once the street car is finished.

Jahn Barlow in District 3  
August 15, 2011, 5:04 PM  
As a former Sugar House resident, now living in the Avenues, I am jealous. This is going to be a real asset to the east-west corridor, especially since the streetcar will not be competing with vehicle traffic as much as the 400 South University TRAX line. I agree with others, it would be cool to see the street car connect to Sugar House Park and Highland High - or better yet all the way to Parleys Way and the new Wal-Mart. Eventually, a new Trax line could run from the University along Foothill and connect to the Sugar House streetcar on Parleys, thus making a full public transit loop around the east side of the city. Maybe the city should negotiate a deal with Wal-Mart to incorporate the streetcar line into their design in exchange for letting them tear down the old K-Mart building and build a new one like they want. If we’re going to have a new Wal-Mart, it would be cool if it were as environmentally friendly as possible. Public transit should be a part of that.

Name not shown in District 6  
August 2, 2011, 6:07 PM  
I am, overall, very excited about the prospect of a street car in the Sugarhouse business area. It would be terrific to be able to easily access different areas of the district without driving. We currently ride our bikes and walk, and I would very much like to see a project that incorporates and improves both pedestrian and cycling traffic. We are east of 2100 South, so for us, access would be primarily within the area between Granite Block and Central Point, including transferring to other trax lines. We will still use our bikes and walk between 1500 East and Granite Block. As such, we’re very excited about the trail creating access from Sugarhouse Park to the west side of 2100 South and that shopping/entertainment area-- without having to cross the surface street at 2100 South.

In reading previous comments, I’ve noted that some have expressed interest in an extension of the line northward on 1500 East. I absolutely OPPOSE any such extension. 1500 East between 2100 South and 1300 South is for many families and children the primary (if not the only) route to schools in the neighborhood.

My children and many others, must cross 1500 East to get to school no matter what school they attend. Adding a street car line to cross would exponentially increase the safety hazard of the road. 1500 East is in the heart of a number of neighborhoods and I do not believe it is appropriate to have a line running right in front of the homes where children, families, and pets are at play and where kids of all ages must use and cross the street to access their schools.

The line is going to be a fantastic addition to the business district and we look forward to the development it will bring to the area. Our car is used very little around town, and with a streetcar line, we’ll need to use it even less. The currently proposed line-- at least from what limited detail is available from the map-- seems like a well suited location, providing access to businesses, parks,
Sugar House Streetcar

What would you like to see in the streetcar corridor?

All Participants around Salt Lake City

recreation, and entertainment, with (hopefully) minimal disturbance to neighborhoods.

Name not shown in District 7

June 20, 2011, 11:37 AM

The streetcar will be an great asset to the Sugar House business district and the residential neighborhoods around it. The public investment will be returned many times over by the increase in private business investment. Developers know that more people will be moving into the neighborhood because of the permanent transit system, which they can rely on for decades. Bus routes change all the time, but with UTA and the City making this serious commitment for the streetcar, investors can be assured that the streetcar service will be here for the long-term, long enough to justify new residential and commercial developments in the area.

I want to see a beautiful trail alongside the streetcar; new housing; convenient, safe and accessible connections to intersecting sidewalks, bike paths, and streets; street furniture, lighting, and amenities that make it attractive, safe, and pleasant to use at all hours, every day of the week.

Ross Chambless in District 3

May 27, 2011, 4:14 PM

I am very supportive of the proposed streetcar for the same reasons that others have mentioned here. In addition, I simply see this as smart planning for the future. Future generations will thank us for having some foresight (something that’s often lacking in our society) in regard to energy and mobility in the future. We have lost our cultural knowledge of streetcars since they passed several generations ago, so we have lots of questions. But I don’t see gasoline prices getting any cheaper. Along with impending carbon regulations, fossil fuel options will be diminished in the future. And as our population grows urbanites like myself will look for accessible and reliable modes for getting around. I think streetcar lines, if planned carefully, could bring multiple benefits to our communities.

I think the proposed streetcar "pilot" for the existing passage area of Sugar House makes a lot of sense. I'd like to see lots of public areas around the line, so that neighborhoods have room to flourish around the line corridor. And these corridors should also be designed safely for pedestrians or bicyclists.

Ashley Eddington Hoopes in District 6

May 25, 2011, 10:19 AM

I am in favor of the street car but I wish that it would extend up 21st south, have a stop at Sugarhouse park, and then head north along 15th East. The university neighborhoods of Wasatch Hollow and Yalecrest would love to have the street car return to their area, and would support it en mass. To have the streetcar pass the 15th and 15th business district, and then head east on 15th and 13th to pass the 13th and 17th business district would be fantastic. It could continue all the way up to Foothill where it would make sense to have a line heading to the new Natural History Museum and Red Butte Gardens. The fact that streetcars used to wind through out the Salt Lake City neighborhoods shows that it can be successful. People are ready to ditch their cars, connect with their neighborhoods, and get on the street cars! Thanks Mayor Becker!!

Name not shown in District 3

May 24, 2011, 10:24 AM

Suggest you title the artist's rendering 2175(?) South 800 East.
Please reconsider the use of ballast (crushed stone) for the railway base. It is difficult to walk or bike on or near. It's best attribute, I suppose, is that it is cheap.

Please educate us all on the safety aspects of streetcars coexisting on the same right-of-way as pedestrians and automobiles. That is how it was designed in the early 1900s. What are the streetcar speeds? I hope we can avoid chain link fences cutting the streetcar off from the rest of the world in this 3-mile section. After all, we don't fence in all of our streets to keep pedestrians and bicycles away from traffic. How is this different?

Living as I do east of 2300 East, I hope to see this streetcar line extended at least to 2300 East. Currently the 21 bus is a 20 minute walk away for my neighbors and me. It was only 5 minutes prior to the route change, which is much more reasonable.

Jack Matheson in District 3
May 19, 2011, 3:45 PM

• What would you like to see in the streetcar corridor?

It would be awesome if we could daylight Parley's Creek after Hidden Hollow and run it down this corridor!!!

• What do you think about the potential changes?

Very excited to be able to access Sugarhouse via rail! I hope Bike and Pedestrian Networks will be well accommodated in this corridor as well.

• How you think you will use this corridor in the future?

I will ride the Streetcar, Walk down the sidewalks, and ride my bike. Hopefully along Parley's Creek.

John Wilkes in District 5
May 19, 2011, 11:06 AM

There have been many failures and bad decisions concerning Sugarhouse recently. This could revive the area again, if it is handled properly.

What solutions are being considered to ensure the very heavy auto traffic already in the area will not become a larger problem? I'd like to think people would reduce their driving, but that seems idealistic. How about designating the entire corridor area as pedestrian only, kind of like a park? In fact, if the streetcar line was extended to the Sugarhouse Park area, that could reduce the unsavory type of traffic that enters the park. In any case, having the streetcar go to the park seems sensible instead of ending at 11th East (if I'm reading the map correctly).

I always enjoyed the off track, old-fashioned trolley cars that used to run from Trolley Square to the downtown hotels. I never understood why they were eliminated. Anything that reduces traffic and pollution is a great idea.
Sugar House Streetcar

All Participants around Salt Lake City

As a Sugar House resident I have been in favor of this idea for a long time. The current corridor is wasted space and does nothing to enhance our community. I envision using this street car to get to work and downtown to avoid traffic and parking hassles. The big questions to me as a very near resident of the business district is the holistic approach to getting people into Sugar House via the streetcar. Currently we have nearly impossible roads to cross of 2100 S, 1100 E, and 1300 E. Unless you are at a major intersection it is extremely dangerous to cross the street. We need safer crosswalks, we need a better pedestrian circulation system in the business district that doesn't encourage people to drive from each development pad as currently happens. It doesn't do any good to create a pedestrian oriented business district when it's down right dangerous to be a pedestrian. We need to rethink how traffic goes along 2100 S and perhaps mirror the improvements done on 1300 E that created a dedicated turn lane in the middle and allows traffic to flow on either side more smoothly. It is no surprise that traffic along 2100 S between 700 E- 1300 E is an absolute nightmare. I am very excited about the streetcar!

Matthew Kirkegaard in District 6  May 18, 2011, 4:44 PM

I very much support the streetcar as currently planned. In fact I support it to such an extent that I do not believe the current plan goes far enough. The city ought to have streetcars all around the city especially jutting off of Trax lines to reach areas untouched by much public transportation such as the 9th and 9th district or up either 3300 S or 3900 S. In terms of the Sugar House line, I would even like to see it extend just a bit farther to at least Highland Drive. I would hope there will be accommodations for bikes on the streetcar itself, so that riders may bike to and from the line.

The leaders of Salt Lake City should be applauded for this great move towards mobility and sustainability, especially Mayor Becker. As an environmentalist, it is inspiring to finally see efficacious environmental efforts on a city wide scale for the benefit of the citizens of Salt Lake.

Adam Holmes in District 7  May 18, 2011, 7:42 AM

Extend the proposed streetcar terminus at least to Highland Dr. This will make the streetcar more visible to everyone and reduces the walking time to current businesses in the area. People who shop have bags and don't want to carry them very far. Extend into Sugarmont Dr, if needed. I highly support this project as it uses an existing transportation corridor and could revitalize properties along the route. This will also speed up the construction of the PRATT walking trail along the corridor, another benefit to the region.

Name not shown in District 5  May 17, 2011, 11:15 PM

Every day at certain times I see a Trax train with 2-4 cars going up or down 400/500 South with only a scattering of passengers. Looks great though. The Sugarhouse streetcar will likely be another pretty addition to the ambience of Salt Lake but will not provide much benefit because few will use it. The majority of shoppers in Sugarhouse live in Sugarhouse and must therefore drive south, north or west to the stores. Very few will come from a connection through Trax. And if it really does result in an influx of businesses and new housing units, congestion on 2100 South will only increase. And the artist's rendition shows pedestrians and a pretty red train peacefully co-existing, but the reality is that
kids and others will be at greater risk of being crushed. Another reality of Trax is that it creates an almost impenetrable barrier to both cars and pedestrians, which will reduce walkability.

I like the concept, but the benefits will not equal the costs, both initial and ongoing.

Glen Elkins in District 5  
May 17, 2011, 9:04 PM

It seems many people are thinking 21st South per se, when the route is actually a bit south of 21st South. I don't see it requiring little if any demolition; the rail corridor already exists.

I support the concept, and hope there would cafes and shops along the route with wide sidewalks and outdoor dining.

I would hope that passengers could get on and off along the route using one ticket ... it would encourage use and promote commerce.

I'm on board!

Name not shown in District 5  
May 17, 2011, 5:29 PM

I'm excited to expand the rail system. I haven't really seen the kind of transit oriented urban infill development that is described in the plan, though. For example, it seems like 400 S. is all full of surface parking lots and strip malls despite easy access by rail. Sugar House has been having issues with unwanted strip-mall type development.

In general I like rail better than buses because the bus routes keep changing and the rail stays where it is. The proposed streetcar doesn't really substitute for the existing 21 bus line which connects Sugar House to the U of U and is also used by Highland High School students. If the 2 mile rail line eliminates the existing 17 and/or 21 routes it's going to become a lot harder for Sugar House/ Liberty Wells transit riders to get to the University of Utah.

Some of the nodes shown on the map (Salt Lake Community College, Columbus Center, Sugar House Park) aren't very walkable from the proposed rail line, especially at night.

The pedestrian/bike linkage between the Sugar House Business District and Sugar House Park should be improved and perhaps that could be part of this project.

I like the idea of having a bike path in the transit corridor since East/West biking presents some difficulties in the Sugar House area. The bike route going south along 600 E kind of dead ends at 21st S since there is no traffic light, though.

Name not shown in District 3  
May 17, 2011, 4:39 PM

I hoped this corridor would eventually be used for a future high-speed rail to Park City and Denver...

Matthew Gray outside Salt Lake City  
May 17, 2011, 4:06 PM
### Sugar House Streetcar

**What would you like to see in the streetcar corridor?**

<table>
<thead>
<tr>
<th>All Participants around Salt Lake City</th>
</tr>
</thead>
<tbody>
<tr>
<td>I am very supportive of the Sugar House Streetcar Line. Not only would it help to relieve congestion along 2100 South, but it would also be a major incentive for economic development in the area. I think it would be great to have a pedestrian and bike path running parallel to the streetcar line, as I have seen in renderings of the project. The streetcar, accompanied by a pedestrian/bicycle pathway would greatly encourage pedestrian-oriented development and a greener and healthier lifestyle.</td>
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<tr>
<td>Julie van der Wekken outside Salt Lake City</td>
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<tr>
<td>I've been excited about this project since first hearing about it 3 years ago. We live just south of Sugarhouse (across from Nibley Golf Course in an unincorporated area of Salt Lake), and would definitely frequent the streetcar if indeed it is established. We frequent the area often, but it is just a bit too far to be within walking distance for us. If the streetcar is established we would be within walking distance to one of the stops along the route. I'm hoping this project will focus on local businesses and in getting more local shops established along and within walking distance of the route. I also hope that open space will also be a big consideration in regards to this project. That could include park space, community gardens and walking paths among other things.</td>
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<tr>
<td>Name not shown in District 3</td>
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<tr>
<td>I see a lot of concerns around cost and &quot;subsidies.&quot; Do our highways and roadways pay for themselves? No. They are all funded through taxpayer dollars. Why the big concern around public transportation being subsidized? The idea of returning the streetcar to Salt Lake City is very forward thinking. Gas is slowly getting more and more unaffordable over time and I'll be pleased that city leaders saw this coming and have alternatives ready to go when most of us get to the point of losing our cars because of the expense. Many areas along the corridor are ripe for development so don't assume that a large swath of single family homes is going to be razed - that's simply not economically feasible for the city or for a developer to do. Go down to the area and take a look at where the streetcar will be and you'll see that there's more than enough space to redevelop.</td>
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<tr>
<td>Joseph Doubek in District 7</td>
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<tr>
<td>What will this cost the taxpayers? We are currently paying some unknown level of subsidy for every ticket UTA sells. How much does it cost to provide a ride on the buses or light rail? Two times the amount the ticket costs ... or maybe three times.... or maybe more? Let's require UTA to tell us what their current costs are before we commit to adding additional costs to the tax paying public. And then, before heading down the street car path, lets have an honest discussion about cost and funding. Where will the money come from to obtain the corridor and other land needed, to lay the tracks and buy the cars? Equally important how much will it cost to run the system including management, labor, security, maintenance and depreciation. Until I see realistic cost figures, I will strongly oppose the Sugar House street car corridor plan.</td>
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<tr>
<td>Name not shown in District 6</td>
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<tr>
<td>I have a few questions when I read the specs of this endeavor. The project analysis specifies 4000 new households and 7000 new permanent jobs in the street car corridor. Are these 4000 new</td>
</tr>
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</table>
households actual houses with yards? Or are they predominately densely packed apartment buildings? How many single-family houses need to be demolished and replaced with apartments to support this 4000 household figure. As for the jobs, how many of these are full-time jobs that are capable of sustaining a family versus how many are low-paying cashier and burger-flipping occupations? What are the annual on-going maintenance costs of the system compared to alternatives? Are these costs to be paid by the 3000-or-so daily users of the street cars and the surrounding businesses? Or, will the rest of Salt Lake's residents be forced to sustain the project? Unlike Trax, it seems this project is only going to be useful for a relatively small area. How will the increased development and displaced auto-traffic impact the east-west corridors in the area? I know the street cars themselves take some of the load, but they certainly can't take it all. Will the already packed 2100 south corridor be widened to accommodate the extra vehicle traffic, or should we just expect it to get worse?

Overall, I think a traditional street with sidewalks makes more sense as it can be used by street cars, bikes, cars, buses, delivery vehicles, van-pools, taxis, etc. The rail-only approach is basically only for UTA.

Burton Brown in District 7
May 17, 2011, 12:54 PM

I used to kind of support the idea of a street car...but Mayor Becker is ruining my support for it. Instead of keeping it simple, its now a complicated TRAX Lite.....
I urge everyone to speak up when/if the city tries to take current open space or even City Park space and use it for anything other than open space or park use. Please speak up if the city tries to allow the building pathetic strip-type malls along the route, or if the city tries to build apartments or some such nonsense in nice, open park space.....these have all been mentioned directly to me by Mayor Becker...so it can not be denied. Please speak up if any zoning change requests do not make any practical sense.

Name not shown in District 7
May 17, 2011, 12:17 PM

I hope the City is realistic about the ongoing subsidies that will be required to keep this running and where they will be found. This is much more an ego trip than a thoughtful response to a transportation need.

Carole Straughn in District 7
May 17, 2011, 12:08 PM

Since I live in Sugar House, the streetcar will really help get me out of my car to shop or go out via public transit. Good job! Keep up the work, City Leaders!
DATE: November 11, 2011

TO: Sugar House Streetcar Environmental Assessment Re-evaluation File

FROM: Patti Garver

SUBJECT: Realignment Noise and Vibration Analysis

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**Noise**

Moving the track alignment of the Sugar House Streetcar project away from the north side of the right-of-way (ROW) to the middle of the ROW moves the noise associated with the project away from residences on the north side and closer to residences on the south side. The locations of residential uses adjacent to the corridor are as follows:

- Central Pointe Trax to State Street: No residential.
- State Street to 200 East: Residential on the north side, No residential on the south side.
- 200 East to 300 East: Residential on the north side, No residential on the south side.
- 300 East to 400 East: No residential.
- 400 East to 500 East: No residential on the north side, Residential on the south side.
- 500 East to 600 East: No residential on the north side, Residential on the south side.
- 600 East to 700 East: No residential.
- 700 East to 800 East: Residential on both sides.
- 800 East to 900 East: Residential on both sides.
- 900 East to McClelland: Residential on the north side, No Residential on the south side.

The noise impact assessment conducted for the Sugar House Streetcar Environmental Assessment concluded that no severe noise impacts would result from the project. Moderate impacts were identified in several locations near residential land uses. Moderate impacts were identified in the following blocks near residential uses:

- State Street to 200 East
- 200 East to 300 East
- 400 East to 500 East
- 500 East to 600 East
- 700 East to 800 East
800 East to 900 East

With the modified design of moving the alignment, the moderate impacts between State Street and 300 East would be reduced by moving the alignment 10 feet to the south, as no residential uses are located on the south side of the ROW. The moderate impacts between 700 East and 900 East would be lessened on the north side and slightly increased on the south side. The increase of 1 dBA, however, would not be perceptible. In addition, these increases would be further reduced with noise control measures that will be incorporated into the transit vehicles, including vehicle skirts to block wheel noise, roof fairings to reduce vehicle equipment noise, and sound-absorbing undercoating to reduce vehicle and wheel noise.

The greatest potential for noise changes associated with the modified design would be located just west of 500 East due to the double track section of the alignment at 500 East. The double track places the alignment within 23 feet of the two multi-family housing units south of the track. The proximity of the new alignment results in noise levels in the mid-high moderate impact range. This increase, however, would be mitigated by the noise control measures to be incorporated into the transit vehicles, as discussed previously. The vehicle measures would actually reduce the project noise levels below the moderate level into the no impact noise zone.

The modified design would not result in any severe noise impacts or increase moderate impacts to a level requiring mitigation beyond those committed to in the FONSI.

Vibration
The vibration analysis contained in the Sugar House Streetcar Environmental Assessment assumed that all receptors were located more than 50 feet from the centerline of the railway. The modified design places the closest receptor approximately 23 feet from centerline of rail. Vibration levels shown in Figure 10-1 of the FTA Transit Noise and Vibration Impact Assessment Guidance (FTA-VA-90-1003-06) for a rapid transit vehicle traveling at 50 miles per hour (mph), would result in a root mean square (RMS) velocity level of approximately 78 VdB at a distance of 23 feet from the track centerline. Table 10-1 from the Guidance shows an adjustment factor of -8.0 dB for a 20 mph vehicle speed and a reference speed of 50 mph, which would result in a vibration level of 70 VdB for a receiver at 23 feet. 70VdB is below the ground-borne vibration impact criteria level of 72 VdB, as shown in Table 8-1 of the Guidance.

The modified design would not result in any vibration impacts.