



Community & Economic Development
Office of the Director

Communication to the Planning Commission

To: Planning Commission Members

From: Patricia Comarell, Assistant Planning Director

Date: October 28, 2009

Re: North Temple Design Elements

Background

The North Temple Project is preceding on two tracks: the decisions which need to be made by the City Council regarding the design elements they are willing to fund, and the North Temple Land Use Master Plan. The booklet accompanying this staff report addresses the first and is provided to you at this time to keep the Commission updated on North Temple. The Council must make its decision on what to fund by November 17th so UTA can complete design drawings and move on to construction.

The NT Master Plan will come to you sometime in January/February. It will consist of various parts:

- **Background Report** which describes the history of the area, infrastructure, development patterns and existing land uses, zoning, residential background and issues, connectivity, historic preservation, utilities and demographics
- **Policies and design guidelines as they relate to land uses**
- **Infrastructure Design Elements** as they related to infrastructure improvements, which is the booklet you received today. The booklet will be further developed and refined into final form.

Community Workshops

Two well-attended and well-received work sessions were held with the community during the summer. The goal for these sessions was to both introduce the concepts and elements of great transit streets, and to also get the stakeholders' preferred vision for the character and design of the Boulevard. Two more sessions will be held this fall, the next one centers on land uses and station design, and the final session will present a draft of the overall boulevard plan for community input.

The next community workshop is scheduled for Thursday, October 29th, 6:00-8:00 p.m. at the Jackson Elementary School, 200 North 600 West.

Design Goals and Principles

The North Temple Corridor is setting a new standard for design and construction of transit corridors in the region. Vigorous planning and design efforts are underway to capitalize on the Light Rail Transit investment and bring a positive transformation to the corridor. The design decisions are framed within this report. The Mayor and Council will determine which design elements the City wishes to implement, how they will be paid for, and ultimately, how the Boulevard will develop.

To aid their deliberations, design goals and principles were developed by the design teams. These goals and principles reflect the comments received at the community workshops and are as follows:

- **Goals**
 - Provide policy and urban design direction and guidelines
 - Promote high quality and functional street design with efficient project implementation
 - Develop a more balanced approach to street design, giving equal weight to transportation, transit, community, and environmental goals.
 - Ensure that the investment in high quality street infrastructure yields economic benefits and increases in residential and commercial property values and retail activity.
 - Make all expenditures on this project cost effective

- **Principles**

- **Design for transit:** Utilize transit as a catalyst: integrate it into the design to the street to improve the physical character, the livability, the multi-modal functionality, the economic vitality, and as a memorable welcoming experience for all users.
- **Design for Safety:** Designing safe, functional streets for all uses particularly more vulnerable groups and modes will be top priority.
- **Design for Access and Mobility:** Functional multi-modal streets should accommodate all street uses by prioritizing the most energy and space efficient modes while improving the economic vitality of the corridor.
- **Design for Context:** Streets help define the character of the City. They should respond to the unique character and diversity of its location and environment within the City's historical context, and the various districts, institutions, and neighborhoods which have a presence on the corridor.
- **Design for Livability:** Create a vibrant public realm with high quality public spaces that facilitate civic, cultural, recreational, and economic interactions that encourages physical activity of all ages and supports adjacent land uses and activities.
- **Design for Sustainability:** Contribute to a healthier, greener, and more sustainable environment. Minimize impermeable surfaces, maximize vegetation and reduce heat absorption.

Five Major Concepts

The design professionals have produced a document which seeks to balance overall design elements (e.g., ribbons which tie together the entire corridor) that run along the "Boulevard segments of the streets that reflect the identities and ideas of the neighborhoods. Quality based not only on what is there, but using common elements in an uncommon way.

- **The Street**

The transit right-of-way runs from curb to curb. The continuity of design along the Boulevard will be illustrated by the imbedded colored track, the road, the coloration of the bike path, platforms/canopies, the landscaped medians/WOW areas, crosswalks, bus pullouts, and bus shelters.

The street acts as a line or ribbon of movement. Colored texture that runs through the various spaces and districts ties the elements together to make it a "boulevard." This will reflect the City's history of great streets, serve as a welcoming gateway with multi-use, multi-modal corridor which provides multiple experiences for its various users.

The ground plane unifies the street as a room. These “rooms” located both at specific locations and at random in each district provide places of shade, information, places to stop, rest, gather, board transit, and view activities on the street.

- **Districts/Corridor Edge Treatments**

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

The design elements for each segment along the Boulevard needs to recognize the variety and diversity of the various districts, each with its own personality and character, while together offering a rich variety of environments and places.

Each district varies extensively in their resources and history. The goal is to maximize the number of choices within each segment by promoting the street oriented architecture, active sidewalks and generating pedestrian activity both day and night, and which will enhance safety, security, and ridership of the light rail system.

The transit stations, too, will reflect these identities through the Art in Transit program. Signage identifying the district or neighborhood also will be provided.

- **Landscaping**

The landscaping design is an effective tool to distinguish each district. This is done by choosing site specific plantings for each district and tying the districts through the use of art, streetlights, open spaces and plantings, and which encourage people to come together. The landscaping will be used to separate the pedestrian and activity areas from the pavement, provide linkages along the corridor, and provide pedestrian connections.

- **Urban Design Specialties**

This area includes the special elements of the Boulevard which establish a few consistent urban design elements that encourage creativity, uniqueness of place and location, variety within an overall urban design framework. A combination of vertical elements and horizontal planes will mark special places, activities, events, and are key locations for public art.

Examples include the view of the Jordan River, the design of the TRAX platforms, parkway trail, open spaces, pedestrian areas, plazas, art under the I-15 and I-215 overpasses which serve as portals to the boulevard, street furniture, streetlighting, benches, trash receptacles, bike racks.

- **Avenue of Lights**

To establish North Temple Boulevard as a vibrant new identity as Salt Lake City's welcoming and gateway street, the City must creatively utilize various lighting concepts and techniques to create a unique sense of place as the "Avenue of Lights." By utilizing light, color and textures, one can create a rich composition of user experiences by lighting the various urban forms (architecture, transit, landscape elements). Lighting is one more ribbon of the corridor which ties the Boulevard together at night.

Balancing Tests

There are no "truths" in planning. Although it is desirable to base land use decision on a great deal of information and reasoned conclusions, often there are many unknowns, and any conclusions involve making value judgments.

Just as often, those value judgments must be made when several values important to the community are in conflict. Each of these values may be worthy on its own, but when it conflicts with other needs, difficult choices must be made and a balance reached. **The key is to determine where the *balance* between these values lies.** This is what is referred to as the *balancing tests*.

Several of these balancing tests are evident as the City Council and Mayor make their decisions about what public right-of-way design elements to fund on North Temple:

- Developing a high quality Boulevard balanced with the costs of the project
- Providing common threads which draws one along the Boulevard while ensuring each segment reflects the individuality of that area
- What the City wants as a vision balanced with their dependence on other entities to provide, e.g., State participation in streetlighting.
- What the City should pay balanced with what the property owners along North Temple should pay to enhance the value of their properties and contribute to the overall vision
- What needs to be done now (short term investments) and what could be added later as the land redevelops (long term investments)

The definition of each design element as mentioned in the

Definitions of Design Elements

Jordan River Bridge— new deck	Complete deck replacement
Jordan River Bridge-- enhancements	Baseline includes a standard 6' sidewalk adjacent to the roadway with a barrier wall on the outside of the bridge. Enhancements include a short traffic worthy wall between the sidewalk and the roadway, a 5' sidewalk with brick pavers, and a decorative railing on the outside of the bridge. These enhancements apply to both sides of the bridge (12 lights)
Redwood Road enhanced crosswalks	Baseline is a standard concrete intersection with painted crosswalks. Enhancements include colored and scored concrete crosswalks.
Redwood Road Corner Treatments	Concrete Street Markers at each corner \$26,000/placeholder
Business Mitigation	Approved in the interlocal agreement; helps businesses impacted by construction
UTA Design process	Although not approved by Council, this is the cost of UTA designers who prepared the drawings for the design booklet and cost estimates. These costs do not relate to the UTA project, but to the City's desire to enhance the project.
Planning/design consultants	Ron Straka and Marilee Utters work on the design elements and project budgeting
ROW acquisition	Costs to acquire additional right-of-way to accomplish parkstrip 8' and pathway of 10'
Embedded track* 600 W to 2200 W	Paved track from 600 W to 2200 W as previously approved by the City Council
Colored embedded track^	Baseline is a standard concrete track system. Enhancements include upgrading the entire track corridor concrete by coloring the concrete an earthtone from 400 W to approximately 2200 West (25074 feet). Also color embedded track at airport from 400 N. to Terminal & pocket track (5790 track feet). The City Council had given direction that the boulevard imbedded track be colored, but only to 2200 West.

Enhanced crosswalks (other than at Redwood Road)	Baseline is a striped crosswalk on asphalt at four station locations; one end of the station platform at the mid-block (Appx 1400 SF/station). Enhancements include the addition of a scored concrete crosswalk.
Painted Bike Path	Baseline is a striped bike lane. Enhancements include painting the 4' asphalt portion of the lane from 2400 West to 300 West (29,800 LF).
Corner treatments	Baseline does not include any corner treatments. Enhancements include pavers, corner walls, lights in walls. Recommended at 3 intersections (800W, 900W, 1000W)
Enhanced North Temple medians	Baseline includes medians adjacent to UTA track corridor that are painted striping. Enhancements include either hardscaped or landscaped islands. This excludes the landscaped islands within the track corridor at stations.
Raised medians curbs	Baseline includes striping. This would include curbing
Enhanced bus shelters	Baseline is standard UTA bus shelters. Enhancements include 10 custom bus shelters to match station canopies.
Enhanced station platforms	Baseline is UTA's 400 West station platform with concrete surface. Enhancements include colored or sandblasted concrete special platform surface.
Station Bollard Lighting	Baseline includes UTA standard lighting on each OCS pole at stations. Enhancement is 12 bollard light per station and 4 pedestrian lights per station.
Enhanced OCS poles	Baseline includes smooth black OCS poles consistent with all other OCS poles. Enhancements include special OCS poles at stations on the intersection end of the platform with a higher pole and a decorative pole on the interior. All four North Temple platforms and the airport platform (10 poles). One joint use pole on each corner of Redwood Rd (4 poles).
OCS poles with lights on top	Baseline does not include any lights mounted on top of each OCS pole along North Temple. There are 108 poles along North Temple

	and 40 poles at the airport. Enhancements include adding a single violet light on the top of each OCS pole along North Temple. The City will be responsible for the maintenance of these lights.
Bicycle signals	Enhancement includes a specialized bike signal at all signalized intersections
North Temple terminus	Baseline does not include any enhancement at 2200 W. Enhancement includes a park
Bury Power lines	Baseline included the relation of power poles under the City franchise agreement. Enhancements include burying the overhead power lines from I-215 to 800 W.
New street lights	Baseline did not include street lighting along North Temple. The current lighting on Rocky Mtn. Power poles would have been maintained and relocated as needed by Rocky Mtn. Power. Enhancements include approximately 6 streetlights per block, each side of street, for 17 blocks (204) lights).
Pedestrian lights	Pedestrian lighting along the multi-modal pathway. This item requires that the North Temple streetlighting is approved as they will connect to an overall lighting system.
Pathway and basic landscaping	Multi-modal pathway of 10' and landscaping of trees and sod
Enhanced parkstrip landscaping	Baseline did not include landscaping along North Temple. Restoration landscaping was included in right of way transactions with each property owners – this approach applies whether or not North Temple undergoes an urban design upgrade. Enhancements include irrigation and landscaping from 200 West to 600 West. A City maintained irrigation system is assumed.
Street furnishings	Bike racks, benches, wayfinding signs
Bury Power lines	Baseline included the relation of power poles under the City franchise agreement. Enhancements include burying the overhead power lines from I-215 to 800 W.

