

PLANNING COMMISSION STAFF REPORT

PLNPCM2010-00354
Major Street Plan Update
Amendment to the
Salt Lake City Transportation Master Plan
September 8, 2010



Planning Division
Department of Community &
Economic Development

Applicant

Mayor Ralph Becker

Staff

Katia Pace 535-6354,
katia.pace@slcgov.com

Current master plan designation

Citywide

Council District

Citywide

Community Council

Citywide

Applicable land use regulations

- State Law, Section 10-9a-204 and 609.5 and Section 10-9a-401

Notification

- Notice mailed August 27, 2010
- Published in newspaper August 27, 2010
- Posted to Planning Dept and Utah State Public Meeting websites August 27, 2010.

Attachments

- A. Proposed Major Street Plan
- B. Adopted Major Street Plan
- C. Department/Division Comments
- D. Public Comments

Request

This request was initiated by Salt Lake City Mayor Ralph Becker to update the Major Street Plan of the Salt Lake City Transportation Master Plan, adopted July 17, 2006. The Transportation Division has identified changes to the Major Street Plan and has prepared a new map with the updates to be adopted.

Recommendation

Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to adopt the proposed updates to the Major Street Plan as per application PLNPCM2010-00354.

Background

Project Description

The Major Street Plan is a map document that is part of the Salt Lake City Transportation Master Plan. The Major Street Plan identifies and classifies existing and proposed freeways, arterial streets, collector streets, and local streets within Salt Lake City.

Updates to the Major Street Plan are performed every few years to reflect planning actions and developments that have occurred since the previous updates. The last update was adopted by the City Council on July 17, 2006. For the most part, these changes have received previous approval through different processes, such as street closures, construction of streets that have been completed, changes in ownership, etc. The following are updates being proposed.

- 1. Change:** Ownership of North Temple.
Reason: Jurisdiction transferred from UDOT to SLC.
- 2. Change:** Ownership of 1300 East.
Reason: Jurisdiction transferred from UDOT to SLC.
- 3. Change:** Removal of proposed 5500 West between 300 South and 700 South.
Reason: The removal the collector street is due to a proposed development by the LDS Church. As part of their development proposal, the LDS Church will be petitioning the City to close 5500 West from 300 South to about 450 South. Currently 5500 West between 300 South and 700 South is shown as a proposed collector street on the Major Street Plan and has been built to approximately 450 South. 5500 West at this location is no longer needed as a collector street due to other street connections that have occurred and the Transportation Division has no objection to its removal from the Major Street Plan.
- 4. Change:** Removal of proposed Mountain View Corridor alignment on 7200 West and change to proposed arterial street.
Reason: UDOT has decided alignment of Mountain View Corridor will not be on 7200 West.
- 5. Change:** Removal of the proposed connection of Wright Brothers Drive and 800 North (John Cannon Drive).
Reason: Airport has purchased this property.
- 6. Change:** Change a section of Gladiola Street from proposed to existing.
Reason: Construction completed.
- 7. Change:** Change status of a section of 1730 South from proposed to existing.
Reason: Construction completed.
- 8. Change:** Change status from proposed to existing of 700 South, 5600 West to 6400 West; 5700 West, 300 South to 700 South; 6400 West, 300 South to 700 South.
Reason: Streets built as part of development.
- 9. Change:** Change status from collector to local of 5500 West, 300 South to approximately 200 South.
Reason: Does not function as a collector.

- 10. Change:** Change status from proposed to existing of Legacy Highway.
Reason: Highway has been built.
- 11. Change:** Removal of 800 West connection to Warm Springs Road
Reason: Bridge removed by UDOT.
- 12. Change:** Include connection of 900 West to Warm Springs Road.
Reason: Connection made due to 1-15 project.
- 13. Change:** Change John Cannon Drive, west of 5600 West, from an arterial to a local.
Reason: No longer functions as an arterial.

Comments

Public Comments

On July 15, 2010 the Planning Division conducted an Open House to obtain citizen comments on the proposed map amendment. One citizen was in attendance. After the Open House, Staff received a phone call from Trina Murphy, a Fedex National, Inc. representative, stating Fedex's opposition to the removal of the proposed connection of Wright Brothers Drive and 800 North. Fedex operates out of a building located at 750 North 5600 West and feels that their future operation will be affected by this change. Currently, Fedex has access to their building from 5600 West and from John Cannon Drive (860 North). John Cannon Drive dead ends at approximately 5200 West, and Fedex had the anticipation that this road would connect to Wright Brothers Drive which connects to Interstate 80.

In addition, notices of this public hearing were sent to Salt Lake County, the Utah Department of Transportation, the Utah Transit Authority, Wasatch Front Regional Council, Davis County, City of South Salt Lake, West Valley City, and North Salt Lake.

City Department Comments

The comments received from the applicable City Departments / Divisions are attached to this staff report and can be found on Attachment C.

Options

The Planning Commission may forward the following recommendation to the City Council:

1. Approval of the new map with the proposed updates to the Major Street Plan.
2. Approval with alternative options to the proposed updates.
3. Denial of the proposed updates.

Analysis and Finding

Master Plan Amendment

There are no specific standards in the Salt Lake City Zoning Ordinance for Master Plan Amendments. State Law, Section 10-9a-204, Notice of Public Hearings and Public Meetings to Consider General Plan or Modifications, outlines the criteria for amending a master plan relating to noticing requirements. A newspaper notice for the map amendment was published on August 27, 2010.

Salt Lake City Transportation Master Plan, adopted on April 16, 1996

There are two companion documents associated with the Salt Lake City *Transportation Master Plan*. The Salt Lake City Transportation Annual Action Plan; and the Salt Lake City Transportation Master Plan Maps containing the:

- Major Street Plan
- Bikeways Master Plan
- Rail Transit Corridors

Each of these maps is updated on a regular basis as part of the master plan development process. The last time the Major Street Plan was updated was July 17, 2006.

According to the *Transportation Master Plan* “as progress is made and new transportation challenges face our community; it can be expected that changes to this Transportation Master Plan or associated map documents, will be proposed. It is intended, as with other Salt Lake City master plans, that future modifications to this Transportation Master Plan be approved only after successfully completing a formal public input and hearing process before the Planning Commission and City Council.”

Community Master Plan Review

In addition to the Transportation Master Plan, the following community master plans were reviewed and comments were found regarding the Major Street Plan map:

Northwest Master Plan, adopted 1990.

“The City’s Major Street Plan map has designated the anticipated roadways necessary for future development within and adjacent to Salt Lake City. Through the Official Street Plan the City alerts subdividers when dedication of land for public streets will be necessary. It classifies streets according to the following categories: major arterial, minor arterial, and collector. It should be noted that private land owners will participate in constructing streets in the categories listed above. The street plan map does not identify future local streets since they will be located at the time of land subdivision.”

Jordan River/Airport Master Plan, adopted 1992.

“In order to accommodate increased transportation needs, the Plan proposes the Great Salt Lake Parkway as a solution to congestion on I-15 in south Davis County and north Salt Lake County. A similar roadway identified as the West Davis Highway was previously proposed. The Great Salt Lake Parkway requires a name change and establishes the image and character of this new, primary arterial connecting to I-215 and serving the industrial and commercial development in both Davis and Salt Lake Counties. The Great Salt Lake Parkway identification aptly represents the concept and intent of the new roadway.”

Rose Park Small Area Plan, adopted 2001.

“With the proposed reconstruction of Interstate-15 and the elimination of the partial interchange at 900 West 1000 North, there may be an opportunity for improving access to the properties along 900 West, north of 1000 North. The current UDOT plans for the reconstruction of Interstate-15 identify eliminating the existing southbound on and off-ramps. The northbound on-ramp will be retained for access to the Warm Springs frontage road, east of the freeway. As part of the process, the roadway of the on and off ramps could be reconfigured to provide better access to the businesses along 900 West.”

Many of the changes will be taking place on the Northwest Quadrant area of the city. The Northwest Quadrant Master Plan is in the process of being adopted.

Analysis

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

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

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

The Transportation Master Plan guides the City in making transportation related decisions, which affects the “present and future needs of the City” and “growth and development of the land within the City.”

Finding

The proposed updates to the Major Street Plan map reflect the recommendation found on the community master plans listed above. In addition, staff finds that the proposed updates are in keeping with Utah State regulations for general plans.

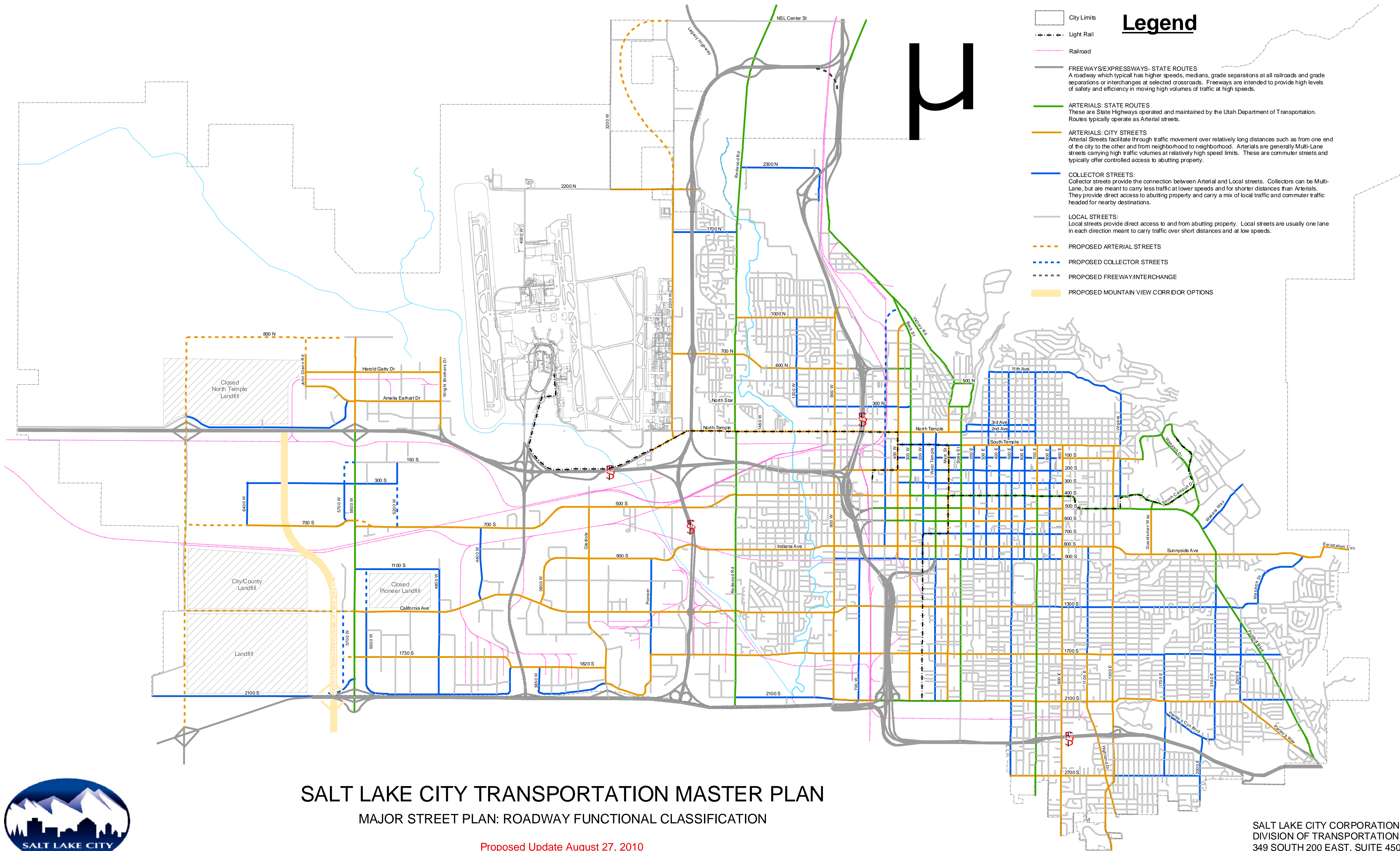
Attachment A
Proposed Major Street Plan



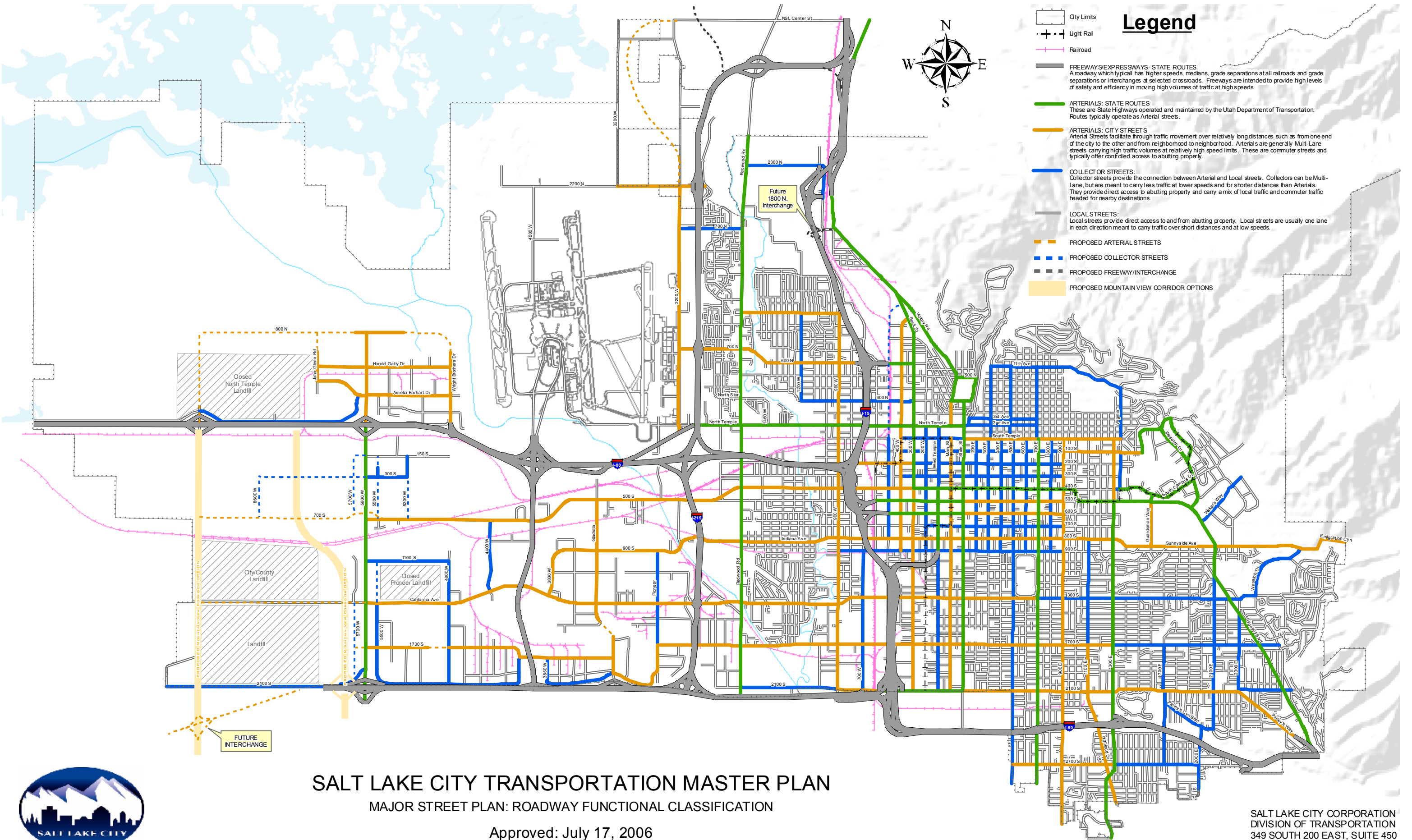
SALT LAKE CITY TRANSPORTATION MASTER PLAN
MAJOR STREET PLAN: ROADWAY FUNCTIONAL CLASSIFICATION

Proposed Update August 27, 2010

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



Attachment B
Adopted Major Street Plan
July 17, 2006



Attachment C
Department/Division Comments

Engineering

Date:

6/18/10

Action By:

Randy Drummond

Comments:

Assuming there are no resultant land-locked parcels as a result of this proposal, we have no concerns regarding this proposal.

Airport

From: McCandless, Allen
Sent: Tuesday, August 17, 2010 11:16 AM
To: Pace, Katia
Cc: Riley, Maureen; Buckner, John; Nelson, Joel
Subject: RE: PLNPCM2010-00354 - Major Street Plan Update

Categories: Other

Katia,

Thank you for providing the recommended updates to Salt Lake City's Major Street Plan for Airport comment.

As stated in your e-mail the Airport recently purchased property on the north end of Wright Brothers drive and 800 North. A road connection from 800 North to the north end of Wright Brothers Drive is shown as a dashed line on the current Major Street Plan. This future road connection would pass through the airport's recently purchased property.

We anticipate that this connection from 800 North to Wright Brothers Drive would not occur in the future and the Airport agrees with recommended change number 5 as stated:

"5. **Change:** Removal of the proposed connection of Wright Brothers Drive and 800 North.
Reason: Airport has purchased this property."

This item was also discussed during the last Airport director's meeting on 12, 2010.

Please call me if you have additional questions at (801)-575-2231.

--Allen McCandless

Transportation

Date:

6/18/10

Action By:

Barry Walsh

Comments:

Correction to the "Major Street Plan Amendment" I don't think the intent is to have or is it feasible to have a complete list of every change that will occur to the Major Street Plan Map. We will make some minor changes to the map that will just be incorporated and become part of the map when the new map is adopted and they won't be listed. But in the case of 6400 West rather than 6600 West it should be changed. The old map indicated a future street at 6600 West, it ended up being built at 6400 West, and we used the coordinate from the old map. /BDW

Attachment D
Public Comments

From: Corbin Bennion [corbin@dominioneng.net]
Sent: Thursday, July 08, 2010 10:31 AM
To: Pace, Katia
Subject: Correction to Item 8 of the "Major Street Plan Amendment"

Categories: Other

Katia,

I have some small corrections on Item 8 of the Major Street Plan Amendment. 700 South and 300 South have only been completed to 6400 West. We also designed and constructed 6400 West that connects 300 So. and 700 So. Thanks,
Corbin