

Attachment D

Community Council Minutes and Planning Staff Meeting Notes

Sugar House Community Council

Recommendations and Analysis for the
Request by Walmart to amend the East Bench Master Plan and Zoning Map
PLNPCM2010-00556 and PLNPCM2010-00557
2705 East Parleys Way

Authority

At the November 3, 2010 regular meeting of the Sugar House Community Council the following authority was proclaimed: “(Resolved) that the SHCC Maintain its opposition to the Walmart zone change request and charge the PFDC to advocate its position with the Planning Commission and City Council.”

Community Council Recommendations

PLNPCM2010-00556 East Bench Master Plan Amendment

The Sugar House Community Council recommends against amending the future land use designation of 2705 E. Parleys Way from “community business” intensity to “community shopping” intensity.

PLNPCM2010-00557 Zoning Map Amendment

The Sugar House Community Council recommends against the rezoning of 2705 E. Parleys Way from “community business” intensity to “community shopping” intensity.

Executive Summary:

Owners of the 39-unit Country Club Ridge condominiums who face the property under discussion will be directly affected by the truck dock and turn-around shown in the site plan on file. Without a zone change the truck dock for a remodeled store will remain in the NE corner, furthest from the condominiums.

The property has serious access and circulation deficiencies, especially for large trucks. The smaller trucks that service uses within the current CB zone, being much smaller, can negotiate the challenges much easier.

The applicant claims that a smaller store to be built if their request is granted will generate less traffic than a remodeled store but additional traffic generated by permitted uses of the 1.15 acre (50,000 square feet) “Area A” have not been considered.

Pole signs, including signs intended to be seen from nearby interstate highways, are permitted for shopping centers in the requested CS zone. Though City Planners do not currently consider a Walmart to be a “shopping center” as defined in the signage

ordinance, it is conceivable that the City Attorney may disagree or that a future Community Shopping development of the property may include a shopping center.

The East Bench Master Plan recommends closing minor intersections with Foothill Drive to maximize the traffic flow of Foothill Drive. This proposal forever precludes that possibility for the Stringham stub, and instead ensures its continued use for shopping center access.

There are many other deficiencies in this property that are detailed in the “Analysis” section below.

Development Agreements and the Planned Development process

Development Agreements and the Planned Development process have been suggested as mitigating factors allowing for rezoning approval. The Sugar House Community Council strongly recommends against the use of such devices for this petition.

To mitigate the concerns arising from truck circulation a development agreement would need to limit truck size, which would be difficult to enforce. The smaller trucks that service uses within the current CB zone, being much smaller, can negotiate the challenges much easier. Alternatively, but less effectively, a development agreement would need to address the access and circulation itself, but would be limited because the mitigation would need to be applied to State or Federal roads over which the City has no jurisdiction.

The Planned Development process would need to address the undefined uses of “Area A.” This is best addressed by application of the current CB zoning ordinance.

Erecting screens to shield truck lights or as a sound barrier between the condominiums at 2665 E. Parleys Way, adjacent to the truck entrance and truck turnaround shown in the site plan on file, would obscure the mountain view that weighed favorably on the purchase decision of many of these owners.

Development agreements have been shown within Salt Lake City to complicate the zoning process so that every parcel is effectively zoned somewhat differently, resulting in dozens if not hundreds of zones. The burden of proof that the agreement has breached falls on local residents, who in the past have had to find the agreement among publicly available records and discuss it with the zoning enforcement officer before the officer can approach the business owner.

The Planned Development process has been shown in the past to inadequately address the impact of uses on surrounding neighborhoods, and instead to address relatively inconsequential factors such as building materials, colors and the like.

PROJECT INFORMATION:

Supplemental Background Information

When the KMart building permit was issued in April, 1968, the company was one month more than six years old. The concepts of superstores and hypermarkets were still in their infancy. Zoning had not yet recognized these very large stores, and still classified them as Business (B-3) – the same as a 7-Eleven. No public input was required for development in a B-3 zone, and for many residents the hypermarket being built in their neighborhood was the first they had ever seen. Residents feel that the time to decide what is suitable for this property ended with its zoning in 1995.

Department / Division Comments

The Community Council takes issue with comments by the Salt Lake City Transportation Division in the 2008 Staff Report. Because residents' concerns are most associated with Foothill Drive, a State highway, we question the degree to which Kevin Young and his staff – all City employees – can comment on that street.

Residents are generally more concerned about traffic circulation and excessive speeds than about traffic volumes. Successful development is desired, and people understand that traffic increases will result. A mixed-use development with building sizes adherent to the current zone and fewer generated automobile trips has long been the community preference for eventual construction.

Detailed concerns about the traffic study accuracy, truck and automobile circulation are found in the "Analysis" section below.

COMMUNITY COUNCIL PRESENTATIONS BY APPLICANT

Sugar House Community Council presentation summary:

On November 3, 2010 the Sugar House Community Council voted overwhelmingly (by voice vote) to maintain its 2008 opposition to the rezone, and authorized the Parleys Foothill Development Committee to advocate its position before the Planning Commission and City Council. Attendance exceeded room capacity, with close to 200 people present for the discussion. An informal poll of support for the rezone proposal by show of hands showed that 1/4 to 1/3 of attendees were in support.

Walmart's representatives showed a "typical" Walmart site plan (not the site plan on file) during their presentation and repeatedly stressed the following points:

1. "The building size will be reduced from 120,000 sf to 92,000 sf, down 23%, with a corresponding decrease in traffic, energy and water consumption." No mention was made of the +/- 1.15 acre (50,000 square foot developable space) that they call "Area A," or its impact on traffic.

2. “A smaller building size will result in more landscaping.” The amount of landscaping was not compared to what current building standards require.
3. “Walmart will add 1900 linear feet of pedestrian walkways.” The site plan on file shows these walkways integrated with the curb, primarily around the perimeter, and the continuance of the existing break in the fence behind the store.
4. “There will be a 1.15 acre (50,000 square feet) area in the southeast corner of the parking lot developed according to community priorities.” That this could be developed as a gas station – a permitted use under the requested zone – was a concern among trustees.

Walmart mentioned their plans to xeriscape the parking lot perimeter for the first time in this meeting. This was also the first time that Walmart stated they would lower the foundation of the building by two feet, compared to the existing building.

Additional Sugar House Community Council Trustee concerns included:

1. Recycling of the current KMart building
Walmart stated that 90% of the building *could* be recycled, but would make no commitment that it *would* be recycled. Past practice by the applicant in other locations indicates that the building would likely not be recycled due to cost.
2. Trustees felt the applicant should not be rewarded for purchasing property not zoned to allow its intended building size.
3. The “domino effect” of adjacent property owners requesting an upzone, and having more standing because one was granted to Walmart. The Foothill Place Apartments, which presented the SHCC with a demolition/redevelopment plan two years ago, was given as an example. Future redevelopment of the Cowboy Grub building complex was also mentioned.
4. Use of Deed Restrictions, in which the owner could discontinue use of the property yet prevent its sale or lease to a competitor, as Smith’s has done on 33rd South. Public resources show upwards of 200 empty Walmart stores nationwide.
5. Disapproval of the City’s handling of the long-standing problem of water runoff on the north side of the property. While Walmart stated they would correct this at their expense if granted a rezone, trustees felt this City responsibility should not be delayed by a zoning matter.

East Bench Community Council presentation summary:

The East Bench Community Council voted in support of Walmart’s request to rezone by two votes. Attendance was close to room capacity, with approximately 106 people present for the discussion.

Walmart deftly controlled the meeting, presenting the issue at hand as a decision between a new or a remodeled store – one “with a new coat of paint and a Walmart sign.” There was no discussion of the opposing view. One EBCC trustee stated prior to voting that he didn’t understand any differences between the current CB and requested CS zones. Walmart’s land use attorney was introduced as “another zoning expert for you to ask,” in addition to the City’s Senior Planner. Walmart’s land use attorney downplayed the importance of zoning, stating that zoning was “geeky.”

Again, the site plan shown at the meeting was said to be “typical.” It was not the same plan as what Walmart filed with the City.

Walmart made the same points as at the Sugar House Community Council, but with more emphasis placed on the East Bench Master Plan. Walmart stated that they are in compliance with the Master Plan because it states a desire “to create business development opportunities,” which they consider to be “Area A.”

Trail and transit system integration was touted by Walmart, yet the site plan still shows only a walkway integrated with the curb, primarily around the perimeter, and a break in the fence behind the store.

ANALYSIS

Master Plan Amendment

Non-Residential Land Use Planning Goal: “Provide for needed community services while minimizing the impact of non-residential land uses on the residential community.”

Elements of the “Business/Commercial Uses” subsection on page 6 of the master plan:

- “Many residents desire additional services in the community. A hardware store and medical offices are among the uses most commonly mentioned.” In 1987, at the time the master plan was adopted, Kmart was a successful hypermarket (groceries and general merchandise), so one would think that when residents desired additional services in 1987 they would be thinking *additional* to a hypermarket. Recent surveys reconfirm that preference.
- “Redevelopment or at least renovation of some business properties is quite likely and is considered the most desirable approach to meeting future business needs. Two-level buildings, structured parking and other provisions provide considerably more development potential than present use levels at many sites.”
- “Major zoning changes... are neither anticipated nor encouraged. Changes involving expansion of existing business sites in response to documented needs should be reviewed cautiously and approved sparingly.” The degree of participation by residents and the media attention it has created are indication that the community considers this a “major” zoning change.
- “More efficient use of existing business properties is the preferred approach to meet future business needs.” With only 2% of total East Bench community

acreage occupied by business uses, the master plan recognizes the need for efficient use of what is available. Supercenters and hypermarkets are among the *least* efficient land uses.

- “Expansion of nonconforming business is a related concern. The nonconforming use ordinance states that expansion of nonconforming uses is not permitted.” If the expansion of nonconforming uses, such as a supercenter or hypermarket, is not permitted, why should the nonconformity be eliminated by rezoning? This is not a historic property or use; it is a use that the Gray study found 82% of residents would not like in their “ideal” neighborhood.

Traffic and Circulation Planning Goal: Maintain an efficient circulation system that minimized traffic volumes on local streets.

The “Traffic and Circulation” section on page 7 of the master plan document identifies strategies to cope with the problems of increased traffic:

Major Arterial Streets

- “Close minor intersections” to maximize the traffic flow of Foothill Drive.” and “The city and the state should consider closing vehicular access from some local streets to Foothill Drive.” As a major arterial, Foothill Drive is intended to move the highest volume of traffic. Minor intersections include the Stringham stub that the applicant intends to use for ingress and egress.

Minor Arterial Streets

- “The city should contribute by planting street trees, developing a center median and enforcing parking strip landscaping ordinances along Parleys Way.” This street, a minor arterial, is the more attractive entrance to our city from the east, especially if visiting the University or Research Park. The next entry opportunity is 2.7 miles further, at 13th East. The Walmart proposal does nothing to further this master plan recommendation.

Urban Design Planning Goal: Enhance the visual and aesthetic qualities and create a sense of visual unity with the community.

The “Urban Design” section on page 13 of the master plan document should be used to evaluate any proposal against community desires:

Gateway View – Information Center

- “The Parleys Way site should be considered (for a Gateway View – Information Center) only if the other two sites become unavailable.” “The Parleys Way site involves acquisition of a portion of the Kmart property.” The other two sites have already been developed. The Master Plan cites “access problems” of the Walmart property as a reason that this is the third choice.

Public Facilities and Urban Design:

- “Since Parleys Way and Foothill Drive provide primary access into the city, they should be the most attractive streets in the city.” The East Bench Master Plan recognizes that attractive and functional streets in gateway locations raise the desirability and value of all properties in the area.

The “Summary” section of the Master Plan alludes to the infancy of urban design concepts at the time it was written:

- “New development must be sensitive to neighborhood scale and design, while satisfying needs and expectations of the developer. Compatibility with the immediate neighborhood is essential. New developments should not adversely impact residential neighbors.” The Walmart proposal is totally incompatible with the 39-unit condominium complex at 2665 E. Parleys Way, adjacent to the truck entry. These condominiums will be subject to near constant backup alarms of trucks and forklifts near the truck dock and in the turnaround shown on the site plan on file with the City.
- “Urban design will play an increasingly important role in neighborhood maintenance and preservation... Emphasis will continue to shift from regulating new development to managing and preserving established neighborhoods.... Tools to effectively manage neighborhood stability are continually being developed and refined. Innovative approaches to implementing urban design concepts and proposals may be the solution to many of the problems that the East Bench Community will continue to face.” It is apparent that the Walmart proposal is for a retail design little changed since 1968 when KMart was built and which takes no urban design tools into consideration.

It is the opinion of the Sugar House Community Council that the proposed master plan amendment substantially contradict’s many of the policies, goals and strategies of the East Bench Master Plan and that modifying the master plan would substantially impact the integrity of the community and the master plan.

Zoning Map Amendment

A. Whether the proposed amendment is consistent with the purposes, goals, objectives, and policies of the adopted general plan of Salt Lake City.

Discussion: The following policy documents were considered in evaluating this request: the East Bench Zoning Map (2008), the *Salt Lake City Vision and Strategic Plan* (1993), the *Salt Lake City Transportation Master Plan* (1996), and the *East Bench Master Plan* (1987).

Salt Lake City Transportation Master Plan

- “The Council discourages through traffic on streets other than arterial streets in residential neighborhoods.”

Because of the difficulty in turning left from the Stringham stub onto Foothill Drive, customers will exit onto westbound Parleys Way and use Stringham/Thunderbird, King or Wyoming Streets to 2100 South, or 2300 East to reach signalized intersections at Foothill Drive. So, while the subject property may be adjacent to state and local arterial routes, customers exiting to the north will use Collector or Local streets.

Accessing northbound Foothill Drive is problematic for anyone not already on I-215; the Country Club can be crossed only at 20th East. Traffic that uses 20th East to cross I-80 and the Country Club in the 2.7 mile section between I-215 and 1300 East typically uses Lynwood or Maywood Drives, both local streets, to access the site.

Salt Lake City Vision and Strategic Plan

- “The Salt Lake City Vision and Strategic Plan, adopted in 1993, states a goal of facilitating “development of complimentary retail shopping opportunities in city neighborhoods and commercial areas of the city.” A progress indicator is the “new tax dollars generated annually.”

The following are three studies of many that conclude that tax revenues by the kinds of uses permitted in a CS zone are less than the cost to taxpayers in additional services, generating a net annual deficit.

[Understanding the Fiscal Impacts of Land Use in Ohio](#) - by Randall Gross, Development Economics, August 2004

[Fiscal Impact Analysis of Residential and Nonresidential Land Use Prototypes](#) - by Tischler & Associates, July 2002.

[Understanding the Tax Base Consequences of Local Economic Development Programs](#) - by RKG Associates, 1998

East Bench Master Plan

Appendix I has specific criteria for zoning changes:

- “Proponents must demonstrate that any zoning change is clearly justified by the substantive provisions of this master plan.” As shown above, the zoning change clearly does not meet the general goals of the East Bench Master Plan.
- There must be a demonstrated need for the new business proposal and documented community support.” The Gray and other surveys do not show a demonstrated need, and the majority and degree of community involvement is in direct opposition to this proposal.

- “Property must be on a street that can handle the additional traffic.” Nearby residents recognize that successful development will bring increased traffic. Their concerns are more with traffic circulation and traffic speeds. On Parleys Way excessive speeds, as well as it being considered a gateway to the city, prompted the East Bench and Sugar House Master Plans to recommend the narrowing of street width and installation of a center median and lane narrowing.

In terms of mass transit, there is one local bus along Foothill Drive with a stop at the corner of 2300 South and Foothill Drive. It should be noted that to get north by mass transit requires a transfer at 4500 South. There is no mass transit route on Parleys Way.

- “Business projects must be of a density, scale and design that will not negatively impact neighboring residential properties.” The design and scale of the proposal will negatively impact neighboring residential properties, primarily by relocating the truck docks to the NW corner very near the condominiums at 2665 E. Parleys Way as shown in the site plan on file.

In the requested CS zone free-standing buildings within shopping centers are allowed pole signs. Though in 2008 the City stated that this would not be considered a shopping center, it is not outside the realm of possibility that the City Attorney may disagree or that future development of Community Shopping property may include a shopping center.

- “Zoning should not be changed to accommodate a new business unless it is adjacent to an existing business.” Residents are concerned that this statement may give adjacent property owners more incentive – and legal standing – to request the upzone of their property too.

Residents feel that all superstores and hypermarkets should be located near each other, as can be seen along the 300 West corridor, so these companies can compete on price and selection while minimizing the distances traveled between stores and their impact on surrounding properties.

- “‘Spot or strip’ zoning to accommodate new businesses is strongly discouraged.” Salt Lake City’s Zoning Ordinance defines spot zoning as “the process of singling out a small parcel of land for a use classification materially different and inconsistent with the surrounding area and the adopted city master plan, for the sole benefit of the owner of that property and to the detriment of the rights of other property owners.” Residents don’t feel that a single property owner should be given preferential treatment, especially after purchasing property that was not zoned to allow their intended building size.
- “New businesses should be designed to be a logical extension of adjacent businesses, maintaining complimentary building design and landscaping motifs.” This will be the largest building within a two-mile radius and, as the largest commercially zoned property in the East Bench Community it will not be a logical extension of adjacent businesses.

Finding: The Sugar House Community Council finds that the request to rezone 2705 E. Parleys Way from CB to CS is inconsistent with the purposes, goals, objective and policies of the adopted general plan of Salt Lake City.

The applicant’s zoning map amendment request meets few of the standards of review, with the largest shortcomings from: negative impact on neighboring residential properties, being no logical extension of adjacent businesses, and having inadequate documented public support.

B. Whether the proposed amendment is harmonious with the overall character of existing development in the immediate vicinity of the subject property.

Discussion: The 2008 Staff Report was inaccurate in this finding. The property *does not* share the Stringham stub access point with Foothill Place apartments. Stringham was truncated by the construction of covered parking for the Foothill Place apartments and now ends at a fence with no curb or gutter at that property line, contributing to the overwhelmed storm drainage along the north end of the Walmart property. This stub has been used only for minor access to KMart and for daytime parking for people working (and running across) Foothill Drive.

The impact on the condominiums at 2665 E. Parleys’ Way will be discussed elsewhere in this document.



The three restaurants, coffee shop and convenience store now located to the east of the Walmart property contribute heavily to the walkability score of the Wilshire, Maywood and Lynwood neighborhoods, the Country Club Ridge condominiums and the Foothill Place Apartments. Walkability is a primary element of neighborhood character. Residents have long sought beautification and traffic calming for Parleys Way to slow traffic speeds which often reach 55 to 60 mph as cars pass Wilshire Drive in both directions (45 mph zone) and allow safer and more comfortable pedestrian access to the area from the south. Any development of the Walmart property should seek to improve, rather than degrade, this fragile character element.

Most nearby residents want to improve the neighborhood character by shortening the freeway ramps on the southeast end of Parleys Way and making better use of the land there. Widening the adjacent narrow park and extending Wilshire Drive to the north to improve north-south traffic circulation have been suggested.

A surprising number of people cross Foothill Drive from their offices on the east side to access the restaurants, coffee shop, convenience store and ATM adjacent to the subject property. Even more surprisingly, there have been no fatalities. The Bonneville Shoreline Trail is located along the east side of Foothill drive. The closest pedestrian crossing is the signalized intersection at Stringham / Thunderbird at approximately 2250 South, 1/4 mile away. Few people will walk an extra mile round trip for a cup of coffee or to visit an ATM. An elevated pedestrian crossing is badly needed. In retrospect, the office on the east side of Foothill Drive should not have been built on the property that was listed as the preferred site for the gateway / visitors center in the East Bench Master Plan.

Finding: The proposed zoning map amendment will degrade the already fragile walkability in the immediate area with the exception of property across Foothill drive. There it will only exacerbate an already dangerous situation without extensive improvements made to that state highway.

C. The extent to which the proposed amendment will adversely affect adjacent properties.

Discussion: The windows and balconies of the 39-unit condominiums at 2665 E. Parleys Way are approximately 15 yards from the truck access easement and only a little further from the truck dock the applicant shows in the site plan on file. This access is necessary for the 53-foot trailers the applicant uses for deliveries. Smaller trucks servicing businesses such as those found in CB zones could enter and exit at Wilshire Drive. These residents will have to endure frequent truck engine noise and fumes, and will have the near constant sound of OSHA-required back-up alarms on trucks and forklifts. The L-shaped layout of the condominiums and higher elevation of the truck dock area will concentrate the sound from this area. Because Walmart operates their loading docks 24/7 it is probable that lights, including departing truck headlights, will negatively impact these condominium owners. Erecting screens to address the headlights will spoil the mountain view from some of these condominium units. Although Salt Lake

Valley Health Department noise regulations limit delivery hours, those ordinances are enforced on a complaint basis and so enforcement falls on residents.



Residents south of Parleys Way will mainly be affected by an increase in the number of drivers attempting to travel south without accessing the freeway and turning around when they realize there is no outlet. Several cars per day did this when KMart was open, even with the large “No Outlet” sign at the entrance to the neighborhood. It could easily be a dozen cars and trucks per day with a more successful retail operation like Walmart.

Residents along Maywood and Lynwood Drives will bear near 100% of the traffic that crosses Interstate 80 on 20th East, the only way to cross the interstate highway in the 2.7 mile stretch between 1300 East and Interstate 215. Traffic studies done at the time that the offices and restaurant (now Bombay House) were planned showed a significant percentage of trips involved those two streets. Traffic mitigation (speed bumps) were placed on Maywood Drive and streets to the west as a result.

There are only 19 houses that have a view of the structure, and only a few have a view unobscured by trees. Most of those 19 homeowners have little or no preference between a new or remodeled structure, knowing that an international chain will do its

best to make the structure attractive in either case. Walmart has claimed repeatedly in their public presentations, focus groups and by people paid to collect signatures that the non-conformance status prevents them from doing much more than repainting the structure and erecting a new sign, but Salt Lake City ordinances explicitly show that to be a misleading statement.

Residents east of Foothill Drive will be affected by increased traffic on Foothill Drive and by parking lot lighting.

While competition favors the most efficient businesses and improves our way of life, Walmart, specifically, has received \$13MM in state subsidies in Utah, tilting the playing field against the two most nearby competitors – Fresh Value and RiteAid. The impact of those two stores closing, which is probable, will have a very adverse affect on nearby residential and non-residential properties, and on tax revenues as a result. Walmart requiring its employees to pay 41% of employee health insurance premiums, versus an average 16% for all U.S. employers, per a February 2006 SL Tribune article, increases the relative costs for Fresh Value and RiteAid. The difference is borne by Utah taxpayers in the form of Medicaid.

Finding: The proposed zoning map amendment will have unacceptable adverse impacts on neighboring residential properties: the truck and backup alarm noise in the loading dock and truck turnaround area adjacent to the condominiums at 2665 E. Parleys Way (Though Walmart’s public presentations have consistently stated that truck egress will be via the Stringham stub to Foothill Drive, parking lot grade and customer / truck interaction make that unworkable. The likely plan is the plan on file with the City.); the lights, including truck headlights, shining into the condominiums at 2665 E. Parleys Way; the increased traffic and vehicles turning around within the Wilshire neighborhood, looking for a way south across I-80; the increased traffic on Maywood and Lynwood Drives for traffic originating south of I-80; the increased traffic on Foothill Drive; and the deep secondary affects that will result with the closure of Fresh Value and RiteAid, the most nearby competitors.

D. The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, schools, storm water drainage systems, water supplies, and waste water and refuse collection.

Discussion: Applicable City departments and divisions were given the chance to review and comment on the proposed rezoning and site plans for the proposed zoning map amendment, but comments from State and Federal transportation departments are likely to be absent. Foothill Drive, a State highway, is most adversely affected, just as it interfaces with Interstate 215, which is under Federal jurisdiction. Traffic *circulation and traffic speeds* are much greater concerns than traffic *volumes*; increased traffic volumes are to be expected with any successful development, though the scale of mixed use development envisioned within the existing CB zone is expected to generate much less traffic than will the proposal under discussion.

While the traffic surveys may have been conducted according to industry standards, this property presents unusual traffic circulation challenges. It is dangerous to exit to the north on anything but local streets. It is difficult to access the property from eastbound Interstate 80, where during peak hours traffic already backs up into the through lanes.

The traffic survey's largest deficiency is that it neglects traffic generated by the +/- 1.15 acre (50,000 square feet) "Area A" in the south end of the parking lot. While the new store in Walmart's proposal may be smaller than the existing KMart structure, when combined with Area A it could be much larger than the existing structure.

Other deficiencies in the traffic study include documented traffic underestimates given by the Institute of Transportation Engineers handbook for supercenters and hypermarkets, the failure to use advanced traffic calculation software that is warranted by Foothill Drive intersections not fully clearing during peak periods, the failure to consider the traffic that backs up into the #2 through lane of I-80 waiting to merge onto Foothill Drive and Parleys Way, and the failure to consider increased traffic and speeds on Maywood and Lynwood Drives for traffic originating on the south side of I-80. Considering that in two years Foothill Drive has deteriorated from LOS C to LOS E at peak periods, is it surprising that traffic growth rates were not considered.

Traffic study accuracy:

Daily trip generations are determined by a handbook based on retail business type and square footage. Assumptions are made as to ingress and egress percentages. Here, traffic generation is presumed to be lower than for a remodeled store (because a new store would be smaller) but no trip generations are included for the 50,000 square foot pad Walmart identifies as "Area A" to the south of a new building.

- Underestimated trip generation:

Actual trip generation rates for large retail stores such as Walmart, Target and Lowes was found to be 42% higher than the Institute of Transportation Engineers handbook, used to predict traffic based on store type and size. (Georgiena M. Vivian, *ITE Journal*, August 2006)

- Underestimated delays on Foothill Drive:

When traffic backs up from one signalized intersection to the next, as it does on Foothill Drive during peak hours, the traffic study is measuring the traffic served and not the traffic demand, which is considerably higher. These cases require special software which was not used for the traffic study provided by Walmart. The intersections along Foothill were not even studied. Specifically 2100 South, which frequently backs up to Thunderbird and to 1700 South.

- Too few intersections were considered:

Because of the difficulty accessing the site from eastbound Interstate 80 (see below) and the large number of drivers missing the immediate Parleys Way exit

and then turning left into the subject property from northbound Foothill Drive, those intersections should be studied.

Widening the bridge at the Parleys Way exit from northbound I-215 would minimize the stopped traffic at that merge. Under current traffic levels peak traffic occasionally backs up into the eastbound Interstate 80 number 2 through lane as drivers wait to be able to merge with exiting northbound I-215 traffic onto Foothill Drive and Parleys Way on the bridge. That bridge, which serves as an exit ramp to I-215, may be under Federal control, complicating improvements.

Residents along Maywood and Lynwood Drives will bear near 100% of the traffic that crosses Interstate 80 on 20th East, the only way to cross the interstate highway in the 2.7 mile section between 1300 East and Interstate 215. Traffic mitigation was discussed at length and installed on several streets, including Maywood, when the office building east of the Kmart building was built, but was summarily dismissed when mentioned during Walmart's Sugar House Community Council presentation.

- Traffic growth rates were not considered:

Traffic increase is being generated by residential growth south and east (Kimball Junction) and by business growth in Research Park. Aware that Foothill Drive peak Level of Service has degraded from C to E in two years, it would be negligent not to consider how future traffic growth would affect traffic circulation to and from this site. The recommendation on Page 6 of the East Bench Master Plan to "Limit institutional growth in the University of Utah / Research Park area to the capacity of 1300 East and Foothill Drive and other major streets serving these institutions" has not been implemented.

Truck circulation:

A new store would be best served by a truck turnaround in the NW corner, as shown in the site plan submitted to the City. This would send trucks back out to Parleys Way at an uncontrolled intersection. Unfortunately this turnaround, and the route to and from it, would be just outside the windows and balconies of the luxury condominiums at 2665 East Parleys Way.

- Truck exits to Foothill Drive are problematic:

The steep grade from the site to the Stringham Avenue stub and Foothill Drive is problematic when dry, and could be impossible for an empty truck in inclement weather. Trucks drag their rear bumpers transitioning to and from the steep grade. Truck traffic exiting to Foothill Drive via the Stringham stub would cross incoming customer traffic from Foothill Drive and then block two lanes of that major arterial, already at LOS E during peak hours, each time they exited the site from this stub of a street.

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- Taxpayers would pay for improvements to public roads:

Walmart answered this question at East Bench Community Council, repeatedly saying they would recommend changes to the road owners (SLC Corporation for the Stringham stub and Parleys Way, and the State of Utah for Foothill Drive) but that “whether they want to implement our recommendations would be up to them.”

Automobile circulation:

Accessing northbound Foothill Drive is problematic for anyone not already on I-215; within a 2.7 mile section the Country Club can be crossed only at 20th East. Interstate 80 can be crossed only on I-215, or at 20th, 17th or 13th East Streets.

- Northbound egress is problematic:

Local residents avoid left turns from the subject property onto Foothill Drive, preferring instead to exit onto westbound Parleys Way and use Stringham/ Thunderbird, King or Wyoming Streets to 2100 South, or 2300 East, any of which lead to a signalized intersection at Foothill Drive. In winter, Stringham / Thunderbird often has snow plowed up against the parked cars on both sides, narrowing the street considerably. So, while the subject property may be adjacent to state and local arterial routes, customers exiting to the north will use collector and local streets.

Residents would like to see Wilshire Drive extended north through this property and through the single Foothill Place Apartment building footprint (when redeveloped) to again connect Wilshire and Maywood with homes and businesses to the north as they were before Kmart was built.

- Eastbound I-80 access is problematic:

Access to the subject property from eastbound Interstate 80 must exit onto Foothill Drive via a very tight radius curve onto the I-215 off-ramp to Foothill Drive then immediately exit onto Parleys Way after traversing a bridge too narrow to accommodate an acceleration lane. Drivers frequently stop and wait for traffic to clear because of the short acceleration land, backing up into the through lanes of eastbound I-80 during morning peaks. Merging uphill from a stop with northbound Interstate 215 traffic exiting onto Foothill Drive at speeds near 65 mph in an area confined in width is a source of frequent accidents.

- Southbound egress is problematic, but less so:

Drivers unaccustomed to the area will likely attempt to exit the subject property onto southbound Foothill Drive via the Stringham stub, but will find that drivers who have been delayed in LOS E traffic from 1300 South to Thunderbird will be accelerating to freeway speeds at this point. The Stringham stub joins Foothill Drive at the bottom of a valley; southbound traffic is accelerating due to that, yet traffic exiting the property onto southbound Foothill Drive are often slow to

accelerate up that hill. Lengthening the duration of the red light at Thunderbird to allow more cars (and delivery trucks) to enter Foothill Drive will only worsen the Level Of Service on Foothill Drive.

- Local business Circulation around the site is already poor:

Local residents wishing to visit Cowboy Grub restaurant or businesses on the east side of that building, the coffee shop or Chevron, typically use the Cowboy Grub entrance onto Walmart property, ignoring the one-way signage placed there because of the narrow paved area. The Stringham stub, which was terminated by construction of covered parking for Foothill Village Apartments in 1973, is lightly used because it is too narrow and has a large hump where the storm drain is located and which causes many vehicles to drag. The Stringham stub typically has cars that belong to workers east of Foothill Drive parked on both sides of the street, further narrowing that access. Pedestrians running across Foothill Drive in the morning and evening hours to and from their cars are a common sight.

Finding: The traffic impact study conducted by Walmart’s consultant did not consider the full developed square footage of the proposed site plan and had serious deficiencies in methodology and scope. Though Walmart claims they have made congestion mitigation recommendations on Foothill Drive to the appropriate organizations, they are careful to state that “this is a State road and what the state does with it is their decision.” We assume they would make a similar statement for the sharp I-80 eastbound off-ramp and the narrow bridge that prevents an acceleration lane onto the I-215 off-ramp as it becomes Foothill Drive and Parleys way. Both would involve Federal input.

OPTIONS:

Site and Project Options

1. **Approval of master plan amendment and zoning map amendment:** This option is discussed and analyzed in the “Analysis” section.
2. **Denial of both petitions:** Residents recognize that if the master plan amendment and the zoning map amend are both denied, Walmart could still occupy the existing building and operate a supercenter. There is nothing in the Salt Lake City Zoning Ordinance that would preclude Walmart from upgrading the site or the building, or from providing any on-site amenities such as landscaping, regardless of their public statements.

Walmart would encounter the same access challenges that KMart had, exacerbated by the much longer truck size (53’ trailers) of Walmart’s modern fleet than KMart’s fleet (28’ trailers) were at the time this store was constructed.

There is nothing requiring Walmart to remodel a building that is unsuitable to their needs. Walmart could elect not to remodel the store and instead develop the property according to existing zoning requirements or sell the property to

someone who would. Walmart’s “Neighborhood Market” brand would fit the current zoning requirements.

The 2008 Staff Report contains an extensive discussion of the potential feasibility of mixed use development as found in Envision Utah’s *Urban Planning Tools for Quality Growth* but makes several erroneous assumptions that drive the feasibility score down. The source of some of those errors include no assumption for the redevelopment of the Foothill Place Apartments, although the redevelopment proposals that emerge for that property every few years include much higher density. Other erroneous or incomplete assumptions include the posted speed limit remaining above 35 mph and lack of crosswalks on Parleys Way, even though that street has been under discussion for a “road diet” to lower speeds and increase pedestrian crossing ease. The assumptions that there would be no on-street parking is in error, if Wilshire Drive was extended through the property as discussed. All in all, it appears that in 2008 City staff viewed this property and the surrounding streets as substandard already, and therefore is amenable to making them worse, while the immediate neighbors of the property want to make it better. This attitude is likely what led to a covered parking structure being built to create the Stringham stub after the construction of KMart already degraded traffic circulation.

SHCC Meeting Minutes, November 3, 2010



Meeting Minutes – November 2010

SUGAR HOUSE COMMUNITY COUNCIL BOARD OF TRUSTEES MEETING

November 3, 2010

The Regular Meeting of the Board of Trustees of the Sugar House Community Council was called to order at 7:00 pm on November 3, 2010 in the meeting room of the Sprague Branch Library by the Chair, Cabot Nelson.

Trustees in Attendance: Dolores A. Donohoo, Carlyle Harris, Travis Pearce, Elaine Brown, Jim Brown, Larry Migliaccio, Sheila O' Driscoll, Judi Short, Laurie Bray, Russell D. Callister, Cabot Nelson, Pattie DeNunzio, Benny Keele, Grace Sperry, Christopher Thomas, Ruth A. Price, Philip Carlson, Sarah Carlson, David Mulder, Jason Bradley, Sandra Walsh, Rawlins Young, Amy Barry, Barbara Green, Michael G. Kavanagh, Derek Payne, Sally Barraclough.

Trustees Excused: Robin Bastar, Lynne Olson.

Trustees Unexcused: Greg Carter.

The minutes were read by Trustees individually and approved, without amendment.

Reports were given by Chair Cabot Nelson and Secretary Philip Carlson. The Secretary's report included presentation of Trustee Petitions for Scott Kisling and Annalisa Holcombe, both were approved by the Board.

Public Comments: A student representative of Westminster College reported on upcoming events and Melissa Lichtenstein complained about agenda mailing.

Committee Reports: Reports were given by Judi Short for Land Use and Zoning (LU&Z), Lynne Olsen for Parks Open Space & Trails (POST), Rawlins Young for Transportation, Amy Barry for the Sustainability, Sarah Carlson for Finance and Cabot Nelson for Internet. During reports David Mulder moved the approval of the LU&Z Charter as presented passed Unanimously, and Philip Carlson's motion to disband the Bylaws Committee also passed.

Walmart made a 20 minute presentation lead by Cristina Coronado on their Rezone request from CB to CS for their property at 2705 Parley's Way, followed by 20 minutes of Public Comments then 35 minutes of Trustee Discussion on the topic. During Trustee Discussion the motion by Philip Carlson: "Moves (Resolved) that the SHCC Maintain its opposition to the Walmart zone change request and charge the PFDC to advocate its position with the Planning Commission and City Council." Debate on the motion was postponed temporarily on Russ Callister's passing motion, but was resumed Grace

Sperry moved to extend debate 15 minutes passed 20-6. The main motion passed.

Scott Workman was recognized and thanked for his work on the Sugar House Park 4th of July Fireworks with a round of applause.

Other Reports: Business Spotlight: All About Coins, 1123 E. 2100 South presented by Bob Campbell. SH Merchants Association report by Barbara Green, Police Report by Tyler Boelter, Mayor's Office Report by Shawn McDonough, City Council Report by Soren Simonsen, Michael G. Kavanagh read letter from Santa and moved that the SHCC donate \$500 to SHMA for Holiday Decoration followed by a motion to refer to Finance Committee by Sally Barraclough that Passed 12-8.

The meeting Adjourned at 9:12pm

Philip Carlson, Secretary

Sugar House Community Council Summary

November 3, 2010

Approximately 200 people in attendance

Questions asked and statements made by community (non-trustees):

- Walmarts are not attractive sites
- Previous mention of recycling building materials – will you actually do it
 - Cannot recycle the hazardous materials
 - Materials that can be recycled will be re-used on-site or used on other local projects
- The building is wire reinforced – recycling can't be done
 - It has been done and can be done
- This will have an impact on the entire area – once Walmart is here, it will not go away – it will impact existing stores
- The site shouldn't be commercial – it should be residential
- There is no such thing as an efficient supercenter – it will devastate the local economy – the community does not want it
- Walmart is going there no matter what – what type of building do you want
- Would like Walmart to be there – I want the garden center and tire center to be included
- Do not support the zoning change – other properties will want to rezone if this one is rezoned
- Walmart should build something that complies with our zoning designation
- How many people will be employed at this site?
 - Approximately 300
- Support the existing zoning – Walmart should just remodel – do not want to legalize the nonconforming use
- Is there some other leasing company that would be in the middle of a development agreement – other restrictions?
 - ?

- Opposed to rezoning
- Why put a Walmart there when there are already so many so close?
 - There is a community need
- Support the rezone

Trustee discussion:

- Don't need spot zoning and should not do development agreements
- Don't mind Walmart but keep zoning – it is better to keep the building – oppose to development agreement
- In favor of rezone
- Walmart knew what the zoning was when they purchased the property
- Opposed to rezoning
- Don't understand why Walmart would want a smaller store
- Community wanted CB in '95 – zoning should be kept
- The master plan does not reflect the entire community – only the vocal few
- Don't want abandoned store – Are there things in place that would prohibit a competitor from occupying the site
- The project does not meet the master plan goals
- How tall is the proposed building?
 - Highest point = 33' average = 26'
- Trustee vote – oppose rezone

EAST BENCH COMMUNITY COUNCIL

Wednesday, November 17, 2010

Anderson - Foothill Library

7:00 p.m. – 8:45 p.m.

- I. Welcome Gene Moffitt
- II. Pledge of Allegiance
- III. Business Items
 - a. SLC Police Department Report Don Quimette – Officer
(10 minutes)
 - b. SLC Mayor’s Report Shawn McDonough
(10 minutes)
 - c. Emergency Preparedness Cathy Knight
 - d. Wal-Mart -- There will be a vote on which option you prefer.....
(1) Remodel the existing building or (2) Build a new building that
requires a zone change. Please see opencityhall.com for details and
comments.
- IV. Items from the Floor
- V. Items for the next meeting’s agenda
- VI. Next meeting will be Wednesday, January 19, 2011

EAST BENCH COMMUNITY COUNCIL

Wednesday, November 17, 2010

Anderson Library

7:00 p.m. – 8:45 p.m.

- I. Welcome Gene Moffitt
- II. Pledge of Allegiance Kim Peterson
- III. Business Items

- a. SLC Police Department Report Don Ouimette – Detective
801-330-0246

Detective Ouimette was ill. Sergeant Hatch gave the report.

Vehicles were stolen in the area when people would start their cars to warm up and leave it running while going inside.

Also, please make sure garages are kept closed and doors locked.

Illuminating your property is suggested as is letting neighbors know when you are out of town. Please be cautious to limit these crimes of opportunity.

The community was asked to watch out for “mobile drug deals.” Watch for 2 cars meeting up. One person gets in the other car for a few moments and then each car departs. This happens in all neighborhoods.

- b. SLC Mayor’s Report Shawn McDonough

Shawn McDonough was ill.

The city website is www.opencityhall.com. Or slc.gov

To find our community council information, Click: Join in, Community Council, East Bench Community Council.

- c. Mayor’s Breakfast Report Gene Moffitt

Glendale Community Council reported on their neighborhood. Mayor Becker reported on the Federal Grant for building a street car line into Sugarhouse. Construction will begin in 2011. Eventually the line will connect with other areas, forming a small loop. This will be different than TRAX but rather a streetcar.

- d. Emergency Preparedness Cathy Knight

Peter Cook is working with the city and neighborhoods to form a response team. A clipboard was passed for signing up for CERT training that will be in our area in January 2011.

A signup sheet for Block Captains was also circulated. Block Captains would be responsible for sharing information with the people on their street.

e. Wal-Mart

Gene Moffitt addressed an allegation that he has spoken with the Planning and Zoning Commission. He denied all allegations. He has spoken with them approximately 15 years ago on building his own home.

Everything handed out here in this meeting is acknowledged by the EBCC. Any other flyers are acknowledged/approved by the council.

Wayne Mills, from the City Planning Division, discussed the regulations for zoning issues. He directed people to the opencityhall.com website.

Wal-Mart gave an abbreviated presentation. A team representing Wal-Mart attended. Wal-Mart owns the land and has a building permit and could begin building immediately. This team believes that building a smaller building would be better, thus the request for the re-zoning. Additional landscaping would be added. The building will be reduced in size, more energy efficient, and would NOT be 45 feet tall as some flyers have claimed. Projected traffic would be less with a smaller building rather than simply remodeling the current building.

Information on common questions/comments:

Rezoning will not "allow" Wal-Mart into the area. They already own the space and will be opening a store, hopefully in 2012.

Mixed use is allowed in both zoning structures.

The existing building is 124,000 square feet. They are willing to commit to building a smaller store (currently just under 92,000 square feet).

The current building was built in 1968. A new building would be built using current materials and standards.

Rebuilding would produce a building approximately 25% more energy efficient.

If demolished, 90% of the material is recyclable.

Whether rezoning is approved or not, big box stores will not be kept out of the area.

There will be no outdoor garden center and no automotive care. There will be grocery.

Questions:

Truck traffic: Trucks would make right turns into the parking lot.

Restrictions: Wal-Mart is willing to put some restrictions into an agreement to be bound by.

Energy Efficiency: With a building reduced by 23.5% in size doesn't that automatically reduce the energy being used? The question was raised if

the building really is more energy efficient than the current site? If a new building is built, skylights reduce the energy for lighting.

The concerns that people have that have not been addressed can be put on opencityhall.com. Walmartonparleys.com will also take comments.

Comments:

Dollars spent at this Wal-Mart will be kept in our neighborhood rather than going into other areas.

Living at the south end of the area many are pleased with the Master Plan and welcome development within that plan. Having a super-center isn't necessary. Traffic will be too dangerous.

I like going to Wal-Mart. It will be nice to have a nicer more efficient store. Some take offense at the comments about the type of people who shop at Wal-Mart.

I'm voting for the rezoning because of reality. I believe that a new store would be superior to an old store. It is coming either way so I prefer a new better store.

A remodeled store is different than a new store in operations. What is being proposed is superior to a remodeled 40 year old building. I have developed retail and know the difference.

Wal-Mart is coming. I am looking forward to Wal-Mart to give us more options in shopping. I am for the zone change.

We need to get to work and put together a list of concerns that we want in the development agreement. Vote to rezone with conditions. A suggestion to have the council form a committee to produce a letter with these requests.

I am opposed to the rezoning. Will there be walkways for people to walk to the store?

I am not in favor of the rezone. We have never had a zoning change in this neighborhood. I think it is an improved store if you remodel because I have a bigger selection of merchandise – which I won't get in a smaller store. We welcome Wal-Mart to the community but we want the future considered and what will it be like in 20 to 30 years.

I have done research and I feel like there is a lot of Wal-Mart hate speech and traffic concerns and speculation on the future. I don't see a serious downside to rezoning. I do see a nicer newer building that appeals to me with the rezoning.

The city did a city-wide rezone in 1995 and the zoning was changed because the vision was not to have commercial shopping. Zoning runs with the land. A development agreement runs with the land and is difficult to enforce. It was oversight on Wal-Mart's part to not change the building when they could.

We were thrilled when K-Mart was built in the 60's. I am for the rezoning.

The City Council will have the final say. Wayne Mills says it will probably be in February 2011. The decision makers need to know the reasons behind the vote taken by the council.

The ballots were counted by the East Bench Community Council members 3 times by different people each time. 46 people voted in favor of the rezoning and 44 voted against.

IV. Items from the floor

None.

V. Next Meeting will be Wednesday January 19, 2011 7 pm Anderson Library

CONTACT INFO:

Gene Moffitt	presmoffitt@aol.com	Kim Peterson	kappilot@mindspring.com
Cathy Knight	cathyadela@hotmail.com	Rob Bauman	rbauman14@yahoo.com
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Doug MacLean	douglas1960@comcast.net	Kevin Jones	gkevinjones@hotmail.com

East Bench Community Council Summary **October 20, 2010**

Approximately 80 to 90 people in attendance

Walmart summarized proposal including previous proposed rezoning request and current remodel permit

Questions asked and statements made by community:

- Please elaborate on the traffic study
 - Traffic engineer explained study
- Are changes proposed on Parleys Way particularly related to eastbound traffic making a left turn onto the Walmart site?
 - There are no changes proposed other than possibly re-timing the light
- The proposed development plan shows that the site will be re-configured to create a clockwise traffic flow for truck delivery to eliminate trucks having to make a left on Foothill. Can't this happen with a remodel without having to change the zoning?
 - Yes, it can and would happen with the remodel; however, truck circulation behind the building and onto Stringham will be difficult
- Won't trucks exiting onto Foothill create traffic problems?
 - Trucks will be making right turns only so it would be better than trucks making a left turn from Foothill. Also, the configuration of a new store would allow more room between the truck loading dock and the Stringham exit.
- Hours of deliveries?
 - Don't know the specific hours of deliveries now but Walmart principals are for safe and efficient deliveries. This means that trucks would probably not be delivering during peak traffic hours.
- There will be an increase in cars turning left onto the property from Foothill. This will be dangerous.
 - The traffic consultant has proposed changes to the Stringham/Foothill intersection but Foothill is State owned and controlled. It is the State's decision to whether or not changes should be made.
- If the proposed store is smaller than the existing building, will services be reduced?
 - There will not be tire and lube service. All other services will be there, there just won't be the selection of the same type of product that you would find in bigger stores.
- The stop light on Parleys is inefficient. Can direct access from the freeway to the property be constructed?

- UDOT owns the off-ramps and generally does not allow direct access to private property. There are also grade issues.
- I hear a lot of could do but not will do. Also, what will happen on the 1 acre pad site? Restaurants do not do well.
 - Walmart is committed to doing what they say they will. They say “could” because it depends on City approval. The future use of the pad site is unknown at this time. Want to work with the community to determine best use.
- What uses (services) are planned in the proposed store?
 - Typical Walmart services and products except for the tire and lube center.
- There has not been a lot of growth on the east side. Most of the growth is on the west side of the city. The needs are already met by existing businesses. Is the goal to pull people from outside of the City?
 - The goal is to serve community needs
- The area is over saturated with grocery. Don’t want to see vacant sites if they close down.
- Can’t Walmart get a variance to allow them to build a new store?
 - Planning responded – would be a use variance which is not permitted by state or city code
- Asking for a change in zoning. Need to focus on that. Why is a change in zoning being requested to build a smaller store?
 - ?

East Bench Community Council Summary November 17, 2010

Approximately 90 people in attendance

Questions asked and statements made by community:

- Please provide a summary of the new truck circulation
 - Trucks will move in a clockwise motion with right turns in and right turns out
 - Walmart will generate more traffic than the Kmart but streets can handle it
 - Foothill is at capacity at peak hours
- Is Walmart willing to agree to other restrictions that the community wants
- What is the dollar value of the 50% threshold related to the nonconforming use?
 - Do not have the dollar value off hand
 - Can paint and do aesthetic improvements
 - Can do site improvements
- Explain the energy efficiency numbers – they do not make sense. Also, you don't need a rezone to add landscaping. There is a proposed pad site. This will provide additional space for more traffic generators.
 - Nothing is currently proposed on the pad site. I can just be parking if this is what the community wants
 - New building will be more efficient than the existing building
- I currently shop on 3300 South. Tax money should stay in the City. I support Walmart.
- Proposed amendment is not consistent with the community goals and will generate too much traffic.
- Walmart will be there regardless of what happens – I would like a new store
- A new store is superior to a remodeled store. Look at the Centerville store. The City needs to require good design.
- If we are concerned, we need to put together a list of conditions for a development agreement. I support the rezone.
- Opposed to the rezone. Rezones can be denied. Walkways can be constructed without the rezone.
- Rezoning to CS. Examples of CS zoning include Brickyard and Trolley Square. This will bring in more traffic.
- In favor of rezone.

- In 1995 the CB zone was created. There is a big difference between the CB and CS zoning districts. Development Agreements are difficult to enforce.
- In favor of rezone.
- Kmart was never a problem. In favor of the rezone.

Sunnyside East Community Council Summary

November 30, 2010

Approximately 10 people in attendance

Summary:

- Walmart made their standard presentation
- Walmart explained proposed building height
- I provided zoning history and explained noncomplying structure and nonconforming use issue
- Pedestrian access across Foothill is dangerous – something needs to be done
- What is the approximate customer count?
 - 355 pm hour trips – this includes both ingress and egress
- What are the hours?
 - 24 hours 7 days a week
- Regarding traffic mitigation on Foothill – the traffic study proposes an island on Foothill to restrict egress onto Foothill to right out only - UDOT owns and controls Foothill so a permit would have to be obtained from UDOT – the City would have to apply for the permit because Stringham exits onto Foothill, which is a City street – the City could also put in a pork chop island on Stringham to restrict egress to right turn only
- There is a rumor that Walmart’s intention is to move into this store in order to put Shopko out of business and then move into that store
 - Walmart reps – that is not our intention – we are investing a lot of money into the kmart property
- Provided summary of Sugar House community council meeting
- Concern is that East Bench Master Plan needs to be updated – a lot of properties along Foothill are ready to be redeveloped – the Master Plan should be updated before any rezones take place
- The City could be more influential in addressing the traffic and pedestrian issues along Foothill
- Foothill is always looked at as a way to move cars – it needs to be looked at for other modes of transportation also (pedestrian, mass transit, etc.)