



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Wilf Sommerkorn, Planning Director
Date: June 12, 2013
Re: Request to initiate a petition

In 2007, Salt Lake City and Union Pacific completed the realignment of railroad tracks in an area west of downtown known as Grant's Tower. With that realignment, the 900 South rail line was no longer deemed necessary and was abandoned by Union Pacific. After the line was abandoned, the City acquired the corridor with the intent of constructing a portion of the Transvalley Corridor identified in the 1992 Salt Lake City Open Space Plan. The purpose of the Transvalley Corridor trail is to connect two regional trails, the Jordan River Parkway and the Bonneville Shoreline Trail and to improve the connections between the communities one the east and west sides of I-15.

In 2010 and 2011, a student group at the University of Utah began a school project to create a plan for the trail. The students named the project the "9 Line". The student project inspired the City to follow up on the project and the "9 Line" name stuck. Since acquiring the property, the City partnered with the local communities and local contractors to improve the corridor. The old rail bed was removed, the corridor cleaned up and a paved trail was installed. The 9 Line Master Plan project represents the next phase of the trail project.

The purpose of the 9 Line Master Plan is to:

- Identify ways to utilize the space within the corridor including development of currently vacant parcels adjacent to the trail.
- Create a unified theme for streetscape and urban design elements while identifying the unique attributes of each unique neighborhood.
- Plan for the continuation of the trail west to the Surplus Canal.
- Identify the important and necessary connections that must be made to connect the nearby neighborhoods, amenities, and activity nodes to the 9 Line Trail.

Project Area

The project area referred to as the 9 Line corridor is generally defined as the 900 South corridor between 200 West and 900 West which includes the former railroad properties on the south side of the street, and the former railroad corridor between the Jordan River and the Surplus Canal. See attached map.

Project Goals & Outcomes

The primary goal of this plan is to help to bridge the gap between west and east side neighborhoods. It will create an east to west transportation link from west Salt Lake neighborhoods to fixed transit at the 900 South TRAX Station. Furthermore, it will also provide a recreational amenity that is functional, attractive and that pays special attention to the unique attributes of each adjacent neighborhood.

This master plan will address recreational and open space uses while also providing direction on how other types of uses may be appropriate in and adjacent to the corridor. It will define the principles and best practices for corridor, transportation and greenway plans. It will determine a vision statement and guiding principles for development and will ultimately develop strategies and action items that address the various form and functions of the corridor.

It will state how the corridor should interact with the existing multi-modal transportation corridors, stressing the importance of the safety of users, as the path crosses streets with a variety of functions and traffic volumes as well as active rail lines.

This master plan will create a framework for the eventual development of the entirety of the 9 Line corridor between 200 West and the Surplus Canal. It will define strategies and best practices for the form and function of the corridor with regard to its surrounding neighborhoods.

To reach these goals, the 9 Line Master Plan will have the following outcomes:

- A framework of community values in the form of a clear vision and supporting principles.
- A set of performance indicators that help us understand where we are, where we are going, and how far we are from where we want to be.
- A set of goals that meet the needs of the eventual complete development of the 9 Line.
- Policies aligned to the specific goals outlined in the approved contract.
- A list of priority projects intended to implement these goals.
- An urban design framework that unifies but also respects the unique nature of adjacent neighborhoods.
- A process for evaluating our progress that tell us if we are getting closer to where we want to be.

Context & Coordination

The 9 Line Master Plan when adopted will provide direction on the eventual development of the 9 Line corridor and will suggest appropriate uses in and adjacent to the areas specifically identified in the plan. This plan includes areas of the city that are currently being evaluated for updated master plans in West Salt Lake and Downtown. The Transportation Division is also working on a Bike and Pedestrian Master Plan for the city. This plan will be a coordinated effort with all of these projects.

Public Engagement

Staff and the consultants at CRSA are committed to a complete and appropriate public engagement process which will be inclusive, thoughtful and responsive to public concerns and sensitivities. Public involvement strategies will seek to actively engage the community through a variety of opportunities for meaningful public input, and will commit to provide public engagement that respects racial, gender, sexual orientation, economic, and age diversity. This will include meeting with specific focus groups, holding public meetings, social media interaction and utilizing other city sponsored tools such as Open City Hall.

Every effort will be made to coordinate with and capitalize on the outreach and the results of other planning activities that are simultaneously occurring in the area including updates to the *Downtown Master Plan*, the *West Salt Lake Master Plan*, the *Bike and Pedestrian Master Plan* and also the city-wide comprehensive plan, *Plan Salt Lake*.

The main opportunities for public engagement will come from two meetings, a public workshop and a public open house. The initial workshop will be held early in the process, and will help to create a conceptual design and to outline the goals and the vision that the public has for the future of the corridor. Later a public open house will be held to further refine the conceptual plan and to provide further direction on the eventual implementation of the plan.

Once a final draft plan has been delivered by the consulting firm and reviewed by city staff to ensure it meets all of the requirements of the contract, it will be presented to the Planning Commission and the City Council during the recommendation and approval process. A public hearing will be held with each body during the approval process.

Accountability and Evaluation

Throughout the master plan process, staff will monitor and evaluate the public engagement activities of the consulting firm. Evaluation of the public engagement process, including evaluation of the particular tools and activities utilized, will be conducted throughout the process. Tools for evaluation may include:

- Informal feedback from stakeholders on a routine basis;
- Short questionnaires following events;
- Team debriefings following meetings and events to discuss needed adjustments; and
- Post process review of missteps and successes.
- The degree to which the engagement process follows the Salt Lake City Public Engagement Guide.

Project Timeline

The consultants have proposed a schedule that will take approximately 7 months with deliverables expected in October 2013. See attached schedule for details.

Scope of Work

The 9 Line Master Plan is a consultant driven plan that was funded through the city's Capital Improvement Program (CIP). The scope of work was determined through the consultant selection contract processes. This scope of work will be implemented following the Administration's Master Plan Process which consists of five phases. The scope of work described in the approved contract with the consulting firm is organized into seven tasks. These seven tasks and how they relate to the five phases of the master plan process are described in the section below:

- Phase 1 – Planning Preparation
- Phase 2 – Existing Conditions
- Phase 3 – Public Engagement
- Phase 4 – Draft Plan
- Phase 5 – Adoption

Implementation strategies and goals will be developed during the preparations of document and associated deliverables.

- ***Phase 1: Planning Preparation. April 2013. Completed***

Phase 1 consists of Task 1 identified in the approved contract.

Task 1: Finalize the project work plan and schedule.

A meeting was held with the consultants, Planning staff and the CED Director to finalize a work plan and schedule. This included discussion of the scope of work, timeline and expectations of final deliverables from the consulting firm.

- ***Phase 2 – Existing Conditions. May 2013. In Process.***

Phase 2 consists of Task 2 identified in the approved contract.

Task 2: Evaluating existing conditions of the area. Defining principles and identify best practices.

This task includes evaluating the existing conditions of the 9 Line corridor, collecting available data and analyzing this data. The consultants will identify best practices for corridor, transportation and greenway plans. City staff and the consultants will create an internal steering committee that includes mainly city staff members from various divisions/departments but will also include important outside stakeholders such as UTA and the Jordan River Commission.

- ***Phase 3 – Public Engagement. May – August 2013***

Phase 3 consists of Task 3 identified in the approved contract.

Task 3: Public Engagement.

Public engagement will be multifaceted and will consist of attending community events, utilizing our online engagement tools. It will consist of one public workshop held early in the process and an open house held later once a vision statement and guiding principles have been formulated. During the public engagement process social media and other tools will be utilized. The intent of the public outreach is to get a better understanding of public values and goals with regard to the future development of the corridor.

- ***Phase 4 – Draft Plan. June – September 2013***

Phase 4 consists of Tasks 4 -- 6 identified in the approved contract.

Task 4 and 5: Develop strategies and action items that address the form and function of the corridor.

The consulting firm will address the function of the corridor with regard to potential uses, transportation in and around the area, the area underneath I-15, intersections along the corridor and other topics or areas where the function of the corridor may arise as the master planning process proceeds.

The drafting of the plan will be coordinated with other City Departments and Divisions to ensure that they are aware of the plan and have an opportunity to comment. At this time we can also identify any kind of regulatory barriers or other difficulties that may arise.

The firm will also address the form of the corridor with regards to general urban design, streetscape amenities, identity and orientation, gateways, intersections along the corridor and also any other topics or areas where form and urban design of corridor elements should be addressed that arise during the master planning process.

Task 6: Preparation of document and associated deliverables.

A final draft document will be developed by the consulting firm which will include an overview of the public process, the design process, and an appendix of considered alternatives, as well as technical information to be considered for implementation. The draft plan will then go through a public review process. Residents and stakeholders will have an opportunity to weigh in on the draft plan during the public open house held prior to creating a final draft and the commencement of the adoption of the plan.

- ***Phase 5 – Adoption. October 2013 – January 2014***

Phase 5 consists of Task 7 identified in the approved contract.

Task 7: Adoption of the plan.

Staff will review the final delivered plan from the consultants to ensure that all of the requirements included in the contract have been satisfied. It will then be presented to the Planning Commission. The Planning Commission will conduct a public hearing and forward a recommendation to City Council. Staff will present Planning Commission's draft to City Council. City Council will conduct a public hearing and adopt, adopt with modifications or reject the 9 Line Master Plan.

Implementation of the 9 Line Master Plan will be determined during the planning process.