



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Everett Joyce at 801-535-7930
Date: January 28, 2015
Re: PLNPCM2014-00586 Update of the Transportation Division's Major Street Plan

Transportation Master Plan Update

PROPERTY ADDRESS: 5700 West between California Avenue and 2100 South frontage road (State Road - SR-201)

PARCEL ID: 14-14-200-003; 14-14-200-005; and 14-14-400-005

MASTER PLAN: Salt Lake City Transportation Master Plan – Major Street Plan

ZONING DISTRICT: OS – Open Space and pending M-1 Light Manufacturing zoning

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 February 7, 2012. The Transportation Division has identified changes to the official Major Street Plan Map that would remove a proposed collector street located at 5700 West between California Avenue (1300 South) and 2100 South Street frontage road (State Road - SR-201).

RECOMMENDATION/MOTION: Based on the information and findings in this staff report, public input and discussion I move to transmit a favorable recommendation to the City Council to adopt the proposed amendment to remove the proposed 5700 West Collector Street located between California Ave and 2100 South from the Major Street Plan.

ATTACHMENTS:

- A. Vicinity Map
- B. Official Major Street Plan Map
- C. Insert of Major Street Plan Map
- D. Existing Conditions
- E. Analysis of Standards
- F. Public Process and Comments
- G. Department Comments
- H. Motions

PROJECT DESCRIPTION:

The Transportation Division has identified changes to the Major Street Plan and has prepared this amendment request to the Major Street Plan map. The change is removal of the proposed 5700 West Collector Street between California Avenue and the 2100 South frontage road (north of SR 201).

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

KEY ISSUES:

The proposed collector street at 5700 West between California Ave and 2100 South Street was placed on the Major Street Plan to provide access to property located west of 5600 West Street. The proposed collector street would support alternate access to properties fronting on 5600 West Street, a UDOT arterial which has limited access. The proposed 5700 West collector street would also provide access to property west of the street's proposed location.

The final location decision for UDOT's Mountain View Corridor and its associated right of way is adjacent to and located over portions of the proposed 5700 West collector street (See Vicinity Map in Attachment A). The Mountain View Corridor location leaves approximately 73 acres of land between the corridor and 5600 West and between California Ave and 2100 South frontage road. The function level of any future street no longer needs to be at the collector level to service properties within the area between the Mountain View Corridor and 5600 West Street. The location of developable property between the Mountain View Corridor and 5600 West right of ways are of a scale that may not need any additional street infrastructure to service the properties. If any additional street system is required it would be at the local street level rather than a collector street. Any required local street would be put in place in response to development activity. Local streets are not designated on the Major Street Plan Map to allow for flexibility on their location and design.

DISCUSSION:

The initial Transportation Master Plan was adopted on April 16, 1996. The Salt Lake City Transportation Master Plan which contains the following maps:

- 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 February 7, 2012.

There is no specific master plan adopted for the Northwest Quadrant Community. The Northwest Quadrant Community Zoning Map adopted in 1995 as part of the citywide rewrite project amended all previously adopted master plans. Therefore the zoning map is the only adopted detailed land use document for the Northwest Quadrant Community. The removal of the proposed 5700 West Collector Street would not have a significant impact on potential development consistent with the surrounding zoning and land uses.

Other adopted general plan elements such as the Open Space Plan, the Pedestrian Bicycle Plan and the Urban Design Element guide development within this area. Related policy to these plans is discussed in Attachment D Existing Conditions of this staff report.

NEXT STEPS:

The Planning Commission action to recommend approval or denial of the proposed Transportation Master Plan amendment will be transmitted to the City Council for final action.

If approved by the City Council, the proposed 5700 West Collector Street would be removed from the official Major Street Plan Map.

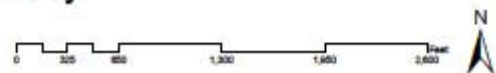
If denied by the City Council, the proposed 5700 West Collector Street would remain as part of the official Major Street Plan Map.

ATTACHMENT A: VICINITY MAP

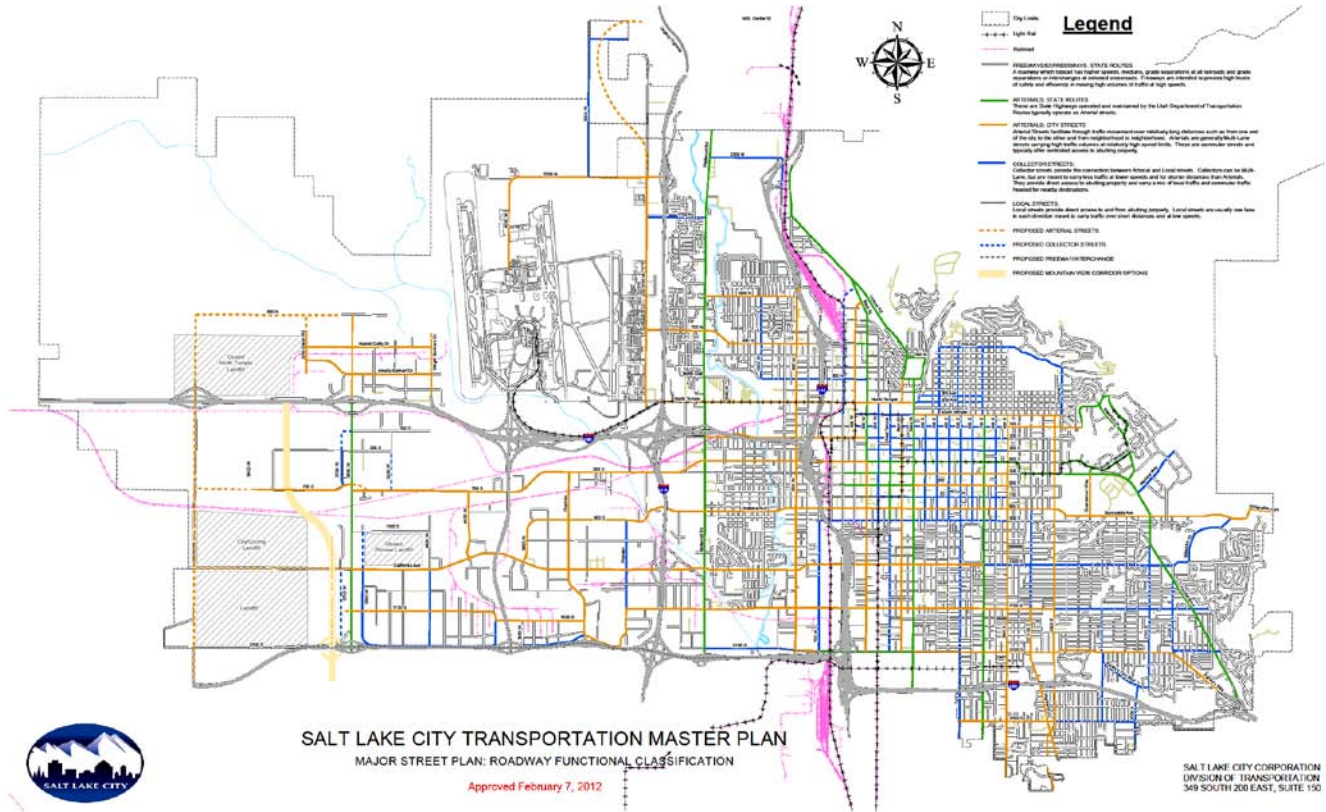


▬▬▬▬ Proposed 5700 West Collector Street - Major Street Plan

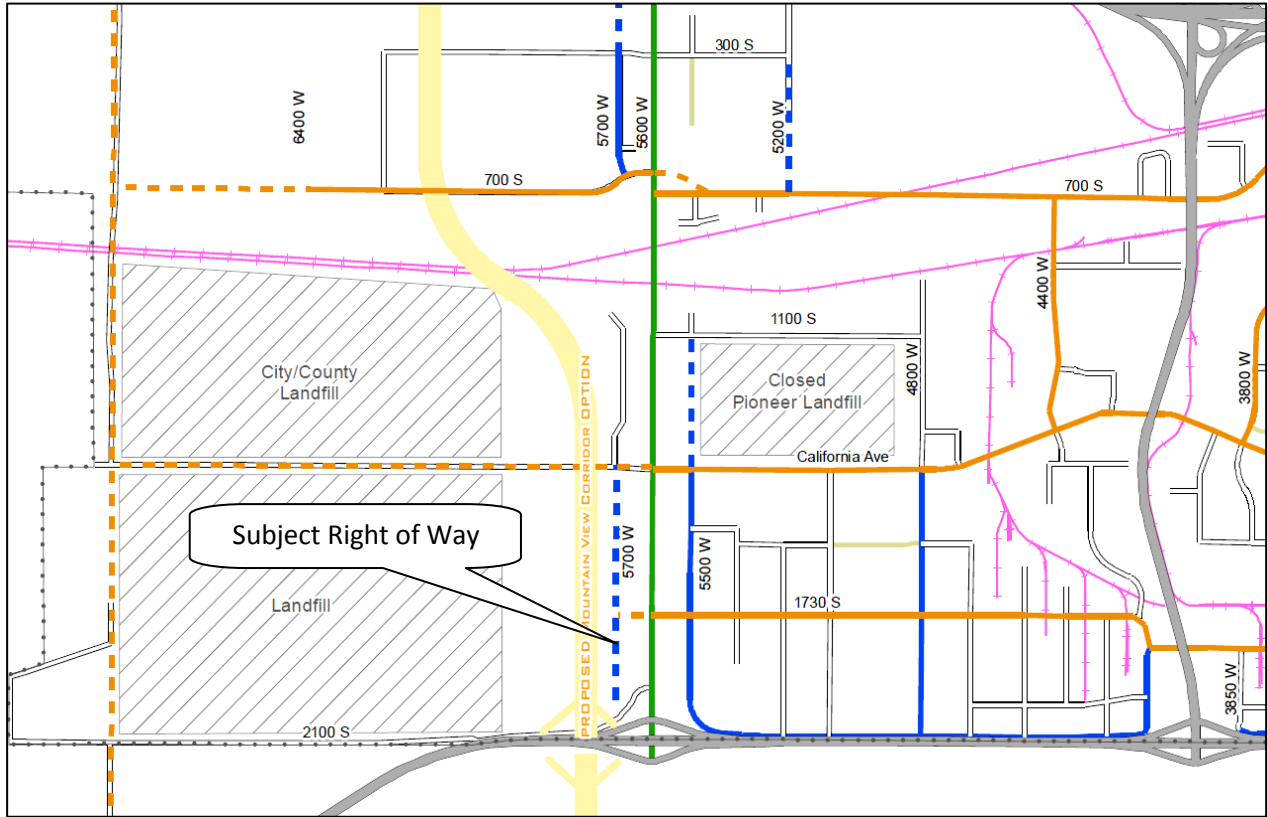
▨▨▨▨ Mountain View Corridor Right of Way



ATTACHMENT B: OFFICAL STREET MAP



ATTACHMENT C: INSERT OF MAJOR STREET PLAN FOR THE SUBJECT AREA



ATTACHMENT D: EXISTING CONDITIONS

SALT LAKE CITY TRANSPORTATION MASTER PLAN

Excerpts from SLC Transportation Master Plan

Collector Streets: Collectors provide the connection between arterials and local streets. There is direct access to abutting properties. These streets provide for medium distance trips such as between neighborhoods. They also collect traffic from the local streets and channel it to the arterial system. Collectors typically have narrower widths and lower speed limits than arterials.

Transportation Master Plan Implementation

It is anticipated that this master plan will remain relevant for many years to come. However, 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.

Salt Lake City Transportation Master Plan - Guiding Principles

These guiding principles provide the basis upon which present and future transportation issues will be evaluated and decisions made:

- Salt Lake City's transportation system will support and encourage the viability and quality of life of its residential and business neighborhoods.
- Salt Lake City will encourage a multi-modal transportation system.
- Dependence on the automobile as our primary mode of transportation will be reduced by emphasizing other modes. The transportation system will be designed to move people, not just automobiles.
- Salt Lake City will take a leading role in addressing regional land use issues affecting Salt Lake City and their link to transportation impacts along the Wasatch Front.
- Salt Lake City will consider the impact of various transportation modes on the environment and the community.
- Salt Lake City will develop funding mechanisms which are equitable and adequate to meet the capital and operational needs of the transportation system.
- Salt Lake City will educate citizens about transportation issues and impacts, and encourage public involvement in the decision-making processes.

SALT LAKE CITY OPEN SPACE MASTER PLAN

The subject area lies within the Valley Land Form Area of the Open Space Master Plan. Policy for this area is to connect the neighborhoods and mitigate the barriers by developing a pedestrian / bicycle urban trail system which transcends the barriers. To implement this policy the plan calls for the Bailey's Lake Trail to connect 2100 South Street to Interstate 80 and then further north to Bailey's Lake. This corridor is conceptually called out to be located at 5600 West Street (pages 4-5). The removal of the proposed 5700 West Collector Street would not affect the ability to implement the trail corridor.

SALT LAKE CITY PEDESTRIAN - BICYCLE PLAN

The Salt Lake City Pedestrian and Bicycle Plan calls for a bicycle trail along 5600 West Street. The removal of the proposed 5700 West Collector Street would not negatively affect the Salt Lake City Pedestrian - Bicycle Plan and the ability to implement the pedestrian and bicycle corridors in this area.

SALT LAKE CITY URBAN DESIGN ELEMENT

The Urban Design Element (pages 7-8) recognizes the general land use for the subject area as industrial use and that industrial uses should have a character of regional orientation with low rise and low intensity development with expansive open space. Policy concepts of the plan emphasize the importance of the city's scale of development, its hierarchy of land uses and other urban form features. The plans strategies are to use zoning patterns and land use regulations to strengthen the city's urban form. The existing industrial zoning in this area is M-1 Light Manufacturing. The removal of the proposed 5700 West Collector Street would not negatively affect the Urban Design Element policies.

ATTACHMENT E: ANALYSIS OF STANDARDS

Master Plan Amendment

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.”

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 required newspaper notice for the map amendment was published on January 16, 2015.

Finding

The proposed update to the Major Street Plan map reflects the policies and recommendations found in the related master plans discussed above in Attachment D Existing Conditions above. In addition, staff finds that the proposed updates are in keeping with Utah State regulations for general plan amendment.

ATTACHMENT F: PUBLIC PROCESS AND COMMENTS

Glendale Community Council

On December 18, 2014 staff discussed the petition with Community Council Chair Randy Sorenson identifying the request to amend the Transportation Master Plan to remove 5700 West Street between California Avenue and 2100 South Street as a "Proposed Collector Street". Mr. Sorenson identified that there was no need to present the issue to the Glendale Community Council.

ATTACHMENT G: DEPARTMENT COMMENTS

Engineering

No objection to the removal of 5700 West between 2100 South and California Avenue from the Master Street Plan.

Transportation

The Transportation Division recommends approval in coordination with UDOT provisions for future access development of property between 5600 West and the Mt. View Corridor and Calif. to SR201.

ATTACHMENT H: MOTIONS

Potential Motions

Not Consistent with Staff Recommendation (modify): Based on the testimony presented and the following findings, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to the proposed amendment to the major street plan with the following modifications: *(list the modifications and their section number for clarification)*.

Not Consistent with Staff Recommendation (no amendment): Based on the testimony presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council relating to the proposed amendment to the major street plan.

The Planning Commission shall make findings on the master plan amendment.