# Staff Report

**PLANNING DIVISION**
**COMMUNITY & ECONOMIC DEVELOPMENT**

To: Salt Lake City Planning Commission

From: Wayne Mills, Senior Planner

Date: July 13, 2016

Re: East Bench Master Plan and Parley's Way Corridor Plan

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On May 25, 2016 the Planning Commission held a briefing and public hearing regarding the East Bench Master Plan and Parley's Way Corridor Plan. Since that date, Planning Staff conducted a tour of the East Bench with members of the Planning Commission and presented the plans to the Historic Landmark Commission, Business Advisory Board and Transportation Advisory Board. A summary of these meetings will be presented to the Planning Commission during the July 13 briefing.

## RECOMMENDATION

Planning Staff recommends that the Planning Commission take action and forward a positive recommendation to the City Council to adopt the East Bench and Parley's Way Corridor plans. This recommendation is based on the information in the staff report, the public engagement process, and consideration of adopted citywide plans. The recommended motion is as follows:

> **"I move that the Planning Commission forward a recommendation to the City Council to adopt the East Bench Master Plan and Parley's Way Corridor Plan based on the information presented in the staff report, the public involvement process associated with creating the plan, and the testimony and discussion provided during the Planning Commission briefings and public hearings."**

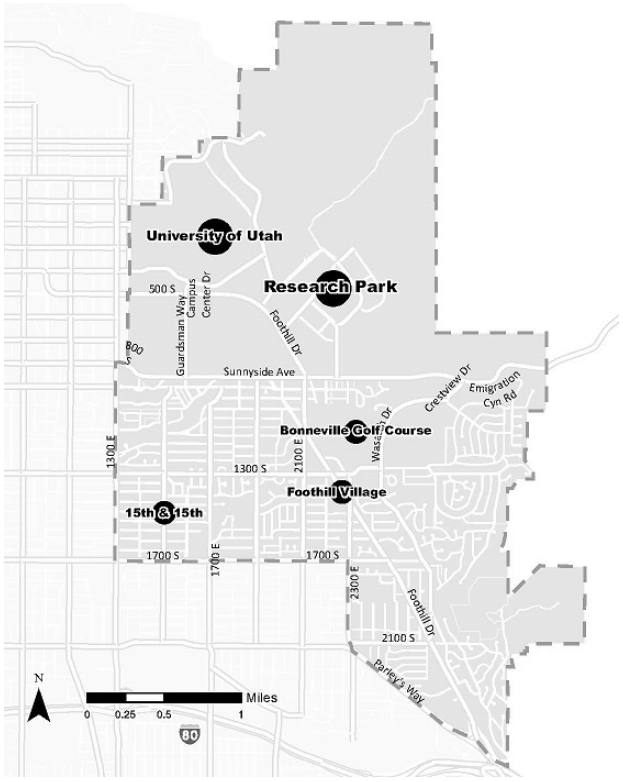
## ATTACHMENTS

1. Draft East Bench Master Plan
2. Draft Parley's Way Corridor Plan
3. Public Engagement Summary
4. Community Issues and Focus Areas
5. Draft Plan Public Review Comments
6. Potential Motions

## BACKGROUND

### East Bench Master Plan

The East Bench community is the eastern most planning community within Salt Lake City and is known for its attractive residential neighborhoods comprised of older, distinctive homes in the western area of the community and new homes of contemporary design on the slopes of the eastern foothills. The area is also home to regionally significant institutional facilities and employment centers, such as the University of Utah, Research Park, and the Veteran's Administration Hospital. Attractions, such as Hogle Zoo, This is the Place Heritage Park, the Natural History Museum and Red Butte Gardens bring visitors from all over the State into the East Bench Community.




The existing master plan for the East Bench was adopted in 1987. Since the adoption of the plan, the University of Utah, Research Park, and the numerous cultural attractions have experienced tremendous growth creating both opportunities and challenges. The unique residential neighborhoods have remained relatively stable, but there are challenges related to maintaining the character of these neighborhoods.

### Foothill Drive and Parley's Way Corridor Plans

At the same time the Planning Division initiated work on the East Bench Master Plan, the City Council allocated money to develop specific corridor plans for Parley's Way and Foothill Drive, both of which are located within the East Bench Master Plan area. The Foothill Drive Corridor Plan is being managed by the Transportation Division and work began the beginning of this year. It is anticipated that the draft plan will be completed the end of year 2016.

Development of the draft Parley's Way Corridor Plan was managed by the Planning Division. A consultant team was hired to conduct the public engagement process and to develop the draft plan. The draft Parley's Way Plan was completed at the same time the draft East Bench Plan was completed and is designed to be adopted as part of the East Bench Master Plan.

## EAST BENCH MASTER PLAN SUMMARY

When adopted, the East Bench Master Plan will be an official plan of the City and replace the current East Bench Master Plan (adopted in 1987). It is a culmination of work with residents, business owners, visitors and other stakeholders to identify community values, as well as analysis of demographic, land use and mobility trends.

In addition to community desires, development of the plan was guided by citywide policies as stated in Plan Salt Lake and the Housing, Transportation, and Open Space plans. The overarching goals of the East Bench Plan are to:

- Chart a course for future growth;
- Provide policy direction; and
- Create a framework to measure future achievements.

There are five specific focus areas within the plan. The goal of each of these focus areas is to utilize existing opportunities and overcome challenges in order to achieve the East Bench Community vision. The focus areas are:

- Neighborhoods;
- Major Corridors;
- Regional Activity Centers;
- Connecting People to Places; and
- Parks, Recreation & Open Space.

The draft East Bench Master Plan is included as Attachment 1.

**PARLEY'S WAY PLAN SUMMARY**

Parley's Way is a primary access route into the East Bench and Sugar House neighborhoods from the southeast areas of Salt Lake County. The intent of the Parley's Way Corridor Plan is to provide a vision for how Parley's Way will develop in the future and identify specific strategies for implementing the guiding principles listed in the East Bench Master Plan for Major Corridors.

The key concepts of the draft Plan include:

- Creating a safe corridor for all users;
- Creating a unique identity that, as a primary entrance into the city, provides a sense of arrival and highlights the unique heritage of the area;
- Utilizing the corridor to connect all users to the regional transportation network, as well as the bicycle and pedestrian network;
- Breaking down the perception of Parley's Way as a barrier between neighborhoods; and
- Enhancing the existing commercial nodes

The Parley's Way Corridor Plan is a specific plan related to the East Bench Master Plan and will be included in the appendix of the East Bench Master Plan. The draft plan is included as Attachment 2.

**RELATIONSHIP TO OTHER PLANS**

It is the intent of the draft East Bench Plan to recognize and support the citywide vision established in Plan Salt Lake, as well as the individual element plans, such as the Transportation Master Plan and Community Housing Plan. The ideas presented through the community engagement process were weighed against citywide policies and the draft principles and initiatives were developed in an effort to satisfy the needs of the community while supporting and implementing the citywide plans. The following Salt Lake City plans were studied and utilized in the development of the draft East Bench Master Plan:

*Plan Salt Lake*

*Parks and Recreation Recovery Action Plan*

*East Bench Master Plan (existing)*
*Transportation Master Plan*
*Pedestrian and Bicycle Master Plan*
*Community Housing Plan*
*Open Space Plan*
*Open Space Acquisition Strategy*
*Arcadia Heights, Benchmark & H Rock Small Area Plan*
*Wasatch Hollow Open Space Plan*
*Watershed Management Plan*
*City Council Philosophy Statements*
*Community Preservation Plan*
*Urban Design Element*
*Salt Lake City Strategic Plan*

In addition to the citywide plan, plans from other entities whose facilities have an impact on the East Bench were analyzed. The following plans and studies were reviewed and considered as part of the East Bench plan development process:

*Wasatch Choices for 2040*
*Foothill Drive Corridor Study*
*University of Utah Campus Master Plan*
*University of Utah Bicycle Master Plan*
*University of Utah Student Housing Master Plan*
*UDOT Statewide Pedestrian and Bicycle Plan*
*Wasatch-Cache Forest Plan*
*Utah Unified Transportation Plan (2011-2040)*
*Emigration Canyon Plan*

**PLAN DEVELOPMENT PROCESS AND COMMUNITY ENGAGEMENT**

Development of the draft East Bench Plan was the result of a robust and targeted community engagement process. Attachment 3 provides a summary of the public engagement activities that were conducted throughout the plan development process.

Development of the plan also included analysis of existing demographic, land use, and mobility conditions; analysis of existing plans and policies, and coordination with public and private stakeholders.

A summary of the plan development process is as follows:

Visioning

The Salt Lake City Planning Division initiated work on updating the East Bench Community Master Plan in September 2011. An extensive visioning process was conducted to determine what it is that members of the community value, and what changes should be made in the future. The plan team collected over 700 individual comments related to the East Bench throughout the visioning process. The comments were categorized into themes and a summary document was posted on the project website for public review and comment.

Opportunities, Challenges, Vision Statement and Focus Area Formulation

The comments received during the visioning phase were used to identify community values and focus areas. A summary of what was heard and the focus areas identified is Attachment 4. This was used as the foundation for the existing conditions analysis and formulation of initial vision statements. This phase also helped to identify opportunities within the community that could be capitalized on, as well as challenges that need to be overcome to achieve the community vision.

Existing Conditions Analysis

The results of this visioning process were used to determine focus areas for further study and resulted in the starting point for developing the East Bench Existing Conditions Report. This report provides an overview of the demographic, land use, mobility, infrastructure, and natural conditions of the East Bench Community and can be viewed at www.eastbenchmp.com.

In addition to developing the Existing Conditions Report, the plan team reviewed the various Citywide, regional and institutional plans stated above and documented items applicable to the East Bench.

Vision Refinement and Guiding Principle and Initiative Development

Utilizing comments obtained from the visioning process, data from the existing conditions report, information from other planning documents, and ideas generated through additional public engagement activities the project team refined the previously developed vision statements and developed guiding principles and initiatives to support the vision. During this phase, Plan Salt Lake was completed, which allowed the project team to further refine the concepts according to the overall Citywide vision.

Draft Plan Development and Community Review

During this phase, the project team developed and formatted the draft plan. The draft plan was then sent to various City departments and divisions for review. The project team made changes according to the department/division review and prepared the document for public review.

The draft plan was posted on Open City Hall and the project team began a public engagement campaign (see Attachment 3 for a summary of the engagement activities). The project team received approximately 280 specific comments on the draft plan, which were documented and analyzed according to their topic. Changes were made to the draft plan according to the public comments received. Attachment 5 contains a spreadsheet showing all of the comments received and documents what changes were made to the draft plan.

Once the Planning Commission public hearing was scheduled, the project team posted the draft East Bench Master Plan and the draft Parley's Way Corridor Plan on Open City Hall. The comments received on Open City Hall, as well as the comments provided directly to the project team members will be presented to the Planning Commission during the project briefing.

## KEY ISSUES

The following are some of the key issues heard throughout the draft plan review process:

Issue 1: It is a new plan, not an update

Some members of the community were surprised when the draft plan was released and it did not look like the existing master plan. They were expecting to see just an update to the existing plan.

The draft plan is indeed a completely new plan. It is formatted differently and is more focused on the vision for how the East Bench should develop in the future. The plan is also different in that it is linked directly to Plan Salt Lake and is intended to complement and support the initiatives in Plan Salt Lake. Although the format is different, the draft plan incorporates the ideas and policies from the existing plan that are still applicable today.

Issue 2: The plan lacks specific details

This issue is somewhat related to Issue 1. The existing East Bench plan is very specific. For example, one of the action items listed in the existing master plan refers to closing certain intersections along Foothill Drive. This is too specific for a master plan. A master plan covers a broad range of topics, which limits the amount of analysis that can go into determining the positive or negative impacts that one very specific action can have. Also, master plans can take decades to implement and new ideas and technology can lead to different solutions that offer similar outcomes. A master plan should identify what the community wants to achieve (the vision) and provide some guidance on how to achieve it. Once the plan is adopted, specific projects can be planned, analyzed, and measured on how well they implement and support the vision.

Issue 3: The East Bench does not need any additional density

One issue heard through the visioning process and during the community review of the draft plan is that there should be no additional density allowed in the East Bench. Those opposed to additional density cite parking issues, traffic and impacts to property values.

The draft Master Plan recognizes the existing low density character of the neighborhoods and states that it should be maintained. It also recognizes the need to accommodate the needs of future generations as is stated as a policy in Plan Salt Lake. The plan states that new, higher density housing that is similar in scale to the existing development patterns should be focused along Foothill Drive and Parley's Way. The plan does not suggest big, wholesale changes to the land use patterns along these streets, but highlights the existing higher density housing and commercial nodes as areas that should continue to provide housing choices.

Issue 4: University of Utah and Research Park

These facilities are emotional drivers within the neighborhoods and many would like to see growth controlled by the City. It is true that these facilities are major traffic generators and have direct impacts on the adjacent neighborhoods, but it is important to recognize that they play a major role in the success of the state and will continue to grow. The University is state facility and the City has no control over development. The City has some control over the development of Research Park through zoning; however, the University is starting to expand into Research Park and the City has no control over University related projects. The key concept in the draft East Bench Plan regarding University and Research Park growth is collaboration. The plan recommends that these facilities and the City work together to manage growth in a way that ensures their success and helps to implement City planning efforts.

## CITY DEPARTMENT/DIVISION REVIEW

The project team consulted with representatives of various City departments/divisions throughout the entire plan development process. The first draft of the East Bench Master Plan was forwarded to the City departments/divisions for review in September 2015. The project team received comments from Public Services, Parks and Public Lands, and Transportation, and made changes to the East Bench Plan accordingly. The plan team then conducted the community engagement process for draft East Bench Plan and draft Parley's Way Corridor Plan. After changes were made in response to the public engagement activities, the plan team forwarded the plans to the City departments/divisions for final review. The only comments received at the time this Staff Report was published were from a representative from the Division of Parks and Public Lands. The representative provided the following comments:

1. Overall, the plan looks really great.

2. Map on page 19 and elsewhere in the document, the “H-Rock Open Space Area” is actually named the “East Bench Preserve”.
3. Page 109, I think the map legend should read “Recommended trailhead facilities” instead of “Recommended Park Sites”.

**MASTER PLAN APPROVAL PROCESS**

The Planning Commission is a recommending body for all new master plans and master plan amendments. The Planning Commission can choose to forward the East Bench Master Plan with a recommendation to adopt the plan, adopt the plan with specific changes, or to not adopt the plan.

Once a recommendation is made by the Planning Commission on the Draft Plan, it will be forwarded to the City Council for its consideration and decision. The Council can adopt the plan as recommended, make modifications to the plan or deny the plan.

# ATTACHMENT 1: Draft East Bench Master Plan

# ATTACHMENT 2: Draft Parley's Way Corridor Plan

# ATTACHMENT 3: Public Engagement Summary

See following pages.

# East Bench Master Plan
# COMMUNITY STAKEHOLDER ENGAGEMENT SUMMARY

## Visioning and Initiative Development Activities

Visioning Workshop: The project team held a public workshop to kick-off the project. Approximately 40 people attended the public workshop. The attendees discussed what they liked about their community, what challenges are facing their community, and what changes would they make in their neighborhood.

Project Website: At the start of the project, a website was developed to provide information on the Master Plan process. The website was updated throughout the project.

Uservoice Public Forum: A public forum was developed as part of the project website that allows members of the community the opportunity to comment on what they value in their neighborhoods and what they would change.

East Bench Plan Community Focus Group: This is a grass roots community group that meets monthly with a focused attention on Foothill Drive and the East Bench. The project team conducted focused workshops with the group and utilized the group as a sounding board for ideas and test subjects for public engagement activities. The group conducted various field evaluations and has been a valuable asset in providing the project team with information and ideas based on these evaluations. The East Bench Community Focus Group has also been instrumental in disseminating information to the community regarding community engagement events.

Individual Stakeholder Meetings: The project team conducted one-on-one meetings with the following public and private sector organizations throughout the process:

*University of Utah*
*Research Park*
*Utah Department of Transportation*
*Utah Transit Authority*
*Wasatch Front Regional Council*
*Veteran's Administration Hospital*
*Salt Lake City Departments/Divisions:*
- *Transportation*
- *Public Utilities*
- *Engineering*
- *Economic Development*
- *Parks and Public Lands*
- *Bonneville Golf Course*

*Hogle Zoo*
*Foothill Cultural District*
*Salt Lake School District*
*Salt Lake Housing Authority*
*Community Councils*
*Benchtower Homeowners Association*

Middle School Student Workshops: The project team conducted workshops with Hillside and Clayton Middle Schools. The classes were split up into small working groups and were provided a map of the area. The students identified problem areas in their neighborhoods and explained what they would like to see in the future.

Dan's Food Store Information Table: On a Saturday morning, members of the East Bench Plan team set up an information/feedback table at Dan's Food Store in Foothill Village. The team spoke to approximately 25 people about the East Bench Master Plan and asked for feedback on what issues are facing their neighborhoods.

Business Meetings: The project team invited East Bench business owners to attend one of three meetings to discuss specific issues facing the business community. The meetings were scheduled on three different days, at different times of the day.

Friendship Manor Workshop: Friendship Manor is an assisted living facility located on the corner of 1300 East and 500 South that is home to seniors and people with disabilities. The project team conducted a workshop at the facility where residents provided valuable insight on issues related primarily to mobility and accessibility in the East Bench area.

Hogle Zoo Information Table: The project team set up a table at Hogle Zoo to get feedback from visitors on what could enhance their next visit to the East Bench. The team spoke to approximately thirty people and obtained comments related to transportation and wayfinding.

Uintah Elementary School Art Night: Uintah Art Night is an annual event held at Uintah Elementary School. The project team conducted a workshop at the event for the purpose of obtaining feedback on proposed vision statements and ways to implement the vision. The team also provided a kids activity where kids were asked to design a street intersection with play dough.

Parley's Way Corridor Plan Idea Generation Workshop: The project team conducted a workshop in October 2014 with over 200 people in attendance. The purpose of the workshop was to provide an introduction to the project, present results of an existing conditions analysis and to gather public input regarding their ideas for the future development of Parley's Way. The project team utilized the comments to guide development of the plan vision and goals.

Parley's Way Corridor Plan On-Line Survey: The purpose of the survey was to reinforce and further refine the ideas generated in the October Parley's Way open house, and to confirm that the project direction was in line with the community vision. There were 214 responses to the survey and many of the survey respondents did not attend the first open house.

Parley's Way Corridor Plan Workshop #2: The project team conducted a 2nd workshop in June 2015. The purpose was to present the results of survey, present the corridor vision and goals, and obtain feedback on different scenarios that would implement the vision. The workshop was held in conjunction with the 21st & 21st Small Area Plan with approximately 400 people in attendance.

## Draft Plan Review Activities

Open City Hall: The draft East Bench Plan and Parley's Way Corridor Plan were posted on Open City Hall for public review and comment. The East Bench Plan page had 854 views and 40 people provided comments. The Parley's Way Corridor Plan page had 301 views and 21 people provided comments.

East Bench Plan Community Focus Group/Community Council Meetings: The project team provided a summary overview of the draft East Bench Plan to the East Bench Plan Community Focus Group and the Yalecrest, East Bench, Wasatch Hollow, and Sugar House Community Councils. The main purpose of the meetings was to present the plan and direct people to Open City Hall to read and comment on the plan.

Individual Stakeholder Meetings: Meetings were held with representatives from the University of Utah, Research Park and the Foothill Cultural District where the project team provided an overall summary of the plan and provided specific details on how the plan applies to their facilities.

Emigration Canyon Community Council: The Emigration Canyon Community is not located within City boundaries; however, many members of the community shop, work, or travel through the East Bench on a daily basis. The project team presented the East Bench Plan to the Emigration Canyon Community Council and invited them to participate in the review process through Open City Hall.

Public Open House: The Planning Division conducted a combined open house/workshop for the draft East Bench Master Plan, draft Parley's Way Corridor Plan, and 21st & 21st Small Area Plan. The meeting was held in the community at Dilworth Elementary School with approximately 450 people in attendance. Summary boards of both the East Bench Plan and Parley's Way Corridor Plan were displayed with opportunities for attendees to provide comments on the plan concepts. Attendees were also encouraged to read the entire plans and provide comments on Open City Hall.

# ATTACHMENT 4: Community Issues and Focus Areas

See following pages.

# COMMUNITY ISSUES AND FOCUS AREAS

## Community Identity

### What we Heard

- East Bench neighborhoods are stable. People live in their neighborhoods for a long time. Neighborhood transition is soon to occur as the aging population is replaced by younger families.
- Neighborhoods are generally safe, friendly, and welcoming. There is a small town feel within the City.
- The residential neighborhoods are characterized by their architectural styles, tree lined streets, and human scale. There is a uniform appearance to each neighborhood. These features are valued by many in the community.
- Proximity and easy access to downtown, the mountains, University of Utah, freeways, open space, employment centers, services, and recreational opportunities are the reason why many call the East Bench home.
- Views of the foothills, mountains and valley are an important and valued feature of the community.

### Focus Areas

- Maintain perception of safety, neighborliness, and stability
  - Future development compatibility (design and use)
  - Allow opportunities to age in place
  - Provide opportunities for interaction
  - Preserve (and create where needed) individual neighborhood identity
- Preserve and enhance connections to the natural environment
  - View corridors
  - Access

## Mobility

### What we Heard

- Community has easy and convenient access to the freeway system, recreation, and downtown
- Automobile speed is too high within neighborhoods
- There is too much traffic in the area, particularly along and near the Foothill corridor and along Parley's Way
- Changes to arterial streets that reduce the efficiency of the street for automobiles creates impacts to adjacent residential neighborhoods
- Need to reduce barriers for active transportation (walking and biking)
  - Sidewalks
    - Wider in some areas
    - Lack of in some areas
    - Maintenance (snow and vegetation removal, deteriorated)
  - Need efficient routes connecting neighborhoods and destinations
  - Pedestrian amenities
  - Need safe street crossings

- □ There is insufficient public transportation options that provide circulation within the community and to major destinations from outside of the community

### Focus Areas

- Increase opportunities for, and efficiency of, active transportation including:
    - Safe and efficient bike routes
    - Opportunities for off-street active transportation networks (Ex. open space corridors)
    - Sidewalk snow and vegetation removal in difficult areas (Ex. along backyards of residential along Foothill)
    - Sidewalk and street crossing assessment and recommendations
    - Appropriate locations for pedestrian amenities
    - Access to activity areas
- Automobile speed/safety
- Transit recommendations

## Commercial/Office Land Uses

### What we Heard

- □ Commercial development should not encroach into the residential areas east of Foothill Drive
- □ Mixed opinions on the need for more commercial in the community
- □ Neighborhood commercial areas enhance the walkability and livability of the neighborhoods; however, insufficient parking and incompatible design has a negative impact
- □ Research Park is a major traffic generator. Further development in Research Park will increase traffic in the community and building heights impact views of the foothills

### Focus Areas

- Commercial needs and recommendations
    - Is more needed? If so, where should it go and what should it look like?
- Neighborhood commercial design including priority redevelopment areas
- Impacts related to Research Park build-out

## Residential Land Uses

### What we Heard

- □ There are mixed opinions on allowing additional residential density within the community, such as:
    - There is enough housing in the community. We do not need more.
    - We need more housing options for the elderly
    - More housing is needed to justify more public transit
- □ The character of the residential neighborhoods defines the East Bench Community and the character should be preserved. There are mixed opinions on what it means to preserve the character of the community.

### Focus Areas

- Housing needs and recommendations
    - Will existing housing meet future community and regional growth?

    - If not, where should future housing be located?
- Defining the residential neighborhoods (characteristics of each)

## University of Utah

### What we Heard

- The University of Utah is a cultural hub and an asset to the community
- The University is a major traffic generator and traffic impacts will increase with University growth
- The University is focused on internal development and does not address impacts to adjacent neighborhoods.

### Focus Areas

- University growth projections and impacts on housing in the community
- University growth impacts on transportation infrastructure

## Institutional Services

### What we Heard

- The University of Utah and Veteran's Administration Hospital provide good community health services
- There are limited resources for the aging population
- The aging population will continue to be replaced by younger families. The community needs facilities that provide resources and gathering places for kids.

### Focus Areas

- Service needs and recommendations

## Foothill Cultural District

### What we Heard

- The Foothill Cultural District facilities would benefit from better public transit, street improvements, and neighborhood improvements.
- The cultural facilities should be better recognized as resource by the City and County
- Cultural hub that exists on the University is a major asset to the City
- Growth of the Foothill Cultural District facilities will create additional traffic into the community
- Insufficient parking is the number one issue for the Foothill Cultural District facilities
- The Foothill Cultural District facilities would like to cultivate a better relationship and partnership with retail and restaurant establishments in the community.

### Focus Areas

- Growth projections
- Transportation recommendations
    - Public transit (regional)
    - Parking
    - Connect facilities

- Facility wayfinding along transportation corridors

## Parks, Recreation, Open Space

### What we Heard

- Small neighborhood parks are needed in the community
- Natural open space, including the creeks, mountains, trails, foothills and wildlife is a defining and important feature of the East Bench.
- The existing natural open space areas need to be protected from development and many would like more natural open space areas.
- The stream corridors should be used as greenbelts and trail corridors
- The Shoreline trail needs more access points and should be located completely in the foothills (not on the street)
- View corridors looking east to the mountain and west to the valley should be protected

### Focus Areas

- Parks assessment and recommendations
- Open space corridors
- Shoreline trail recommendations
- Definition of view corridors

## GATEWAYS

### What we Heard

- Foothill Drive, Parley's Way and Sunnyside Avenue are important gateways into the City and the community and should be developed as such

### Focus Areas

- Define "Gateway Corridor" and what purpose it should serve

# ATTACHMENT 5: Draft Plan Public Review Comments

See following pages.

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 1 | **GENERAL COMMENTS** | | |
| 2 | Aging population needs to be addressed in how it is changing demographics and housing occupancy | No Change | Changing demographics are discussed in the Existing Conditions Report. Plan discusses meeting future housing needs for all members of the community. |
| 3 | Citywide plans for growth are in confilict with East Bench Plan for lower density development. Fear is that City Council will take over and increase density - ADU ordinance will increase problems with parking on small streets. CN to CB conversions and more mixed use zones will increase issues. | No Change | Citywide plans are adopted plans and community plans must follow policies adopted in Citywide plans. |
| 4 | Growth needs to be looked at very carefully - what are people going to drink - lack of water | No Change | General statement. |
| 5 | Policies in draft plan, such as preservation of existing low density residential development seem to contradict with Citywide policies of adding high density everywhere. What plan is going to take precedence? The City needs to keep the unique single-family neighborhoods intact. | No Change | Plan Salt Lake initiatives support maintaining neighborhoods character. East Bench Plan provides same guidance. |
| 6 | Plan needs to focus on nodes, trails, entryways, and gateways as ways to improve community. As well as how to make things more accessible. Does not need to focus on accomodating more people. Also need to focus on how we are preserving neighborhoods. | No Change | Plan provides initiatives regarding nodes, trails, entryways, accessibility and gateways. Policies in Plan Salt Lake and the Salt Lake City Housing Plan state that all communities should accommodate future growth. Policies in East Bench Plan balance maintaining neighborhood character with accomodating future growth of the City. |
| 7 | I'd like a beachfront home in Newport Beach. Should the government help me get that? Why should the East Bench include affordable housing? | No Change | Plan Salt Lake states that all communities should ensure access to affordable housing. |
| 8 | Please spare me the "high density" psychobabble as well, if East residents wanted that, they would not have moved into a moderate density area. I certainly don't need the city telling me what I want or what my neighborhood should be, I already know and have chosen according to my own imperatives. | No Change | The plan does not state that areas should be changed to "high density". The plan states that the lower density character of the neighborhoods should be maintained and "higher" density development should be focused on the Major Corridors to support the policies in Plan Salt Lake. |
| 9 | I disagree that we need high density housing and more affordable housing on the East Bench. If that's where we wanted to live, we would have moved to other neighborhoods in the city. We're on the East Bench because it's primarily single family homes and low key. High density housing would only increase our traffic problems on Foothill. We have affordable housing around with the many duplexes in the East Bench neighborhood, the Foothill apartments, and a few condo complexes. | No Change | The plan does not state that areas should be changed to "high density". The plan states that the lower density character of the neighborhoods should be maintained and "higher" density development should be focused on the Major Corridors to support the policies in Plan Salt Lake. |
| 10 | I don't agree with any of the plans that will increase the density of the housing or businesses in this East Bench area. This will only increase traffic, air pollution and increase the draw on utilities. If this increased density is the way you want to go, then doesn't it convey the message of, why should anyone bother trying to conserve their usage of anything, especially if the new structure is larger than what it replaced, or additional structures are built. | No Change | The plan does not state that areas should be changed to "high density". The plan states that the lower density character of the neighborhoods should be maintained and "higher" density development should be focused on the Major Corridors to support the policies in Plan Salt Lake. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 11 | I'm very impressed by this document. As a west side resident, I'm very interested to see how the city plans to include initiatives such as 5000 doors, homeless services, halfway houses and other community services to the East Bench Master Plan to equally distribute these services across the city. For far too long, the West side has been a home base for these services, and it is critical to the overall economy of the city to share these public services across ALL areas, including the East Bench. | No Change | General statement. |
| 12 | I was hoping to find that the draft incorporated "dark-sky-compliant lighting" or "dark-sky-friendly lighting" or similar verbiage. This should be included in the plan from the beginning, as it is quite possible to have all the necessary light while avoiding wasteful scatter, light pollution, and light trespass. Lighting affects all of us, not just those on the East Bench. | Change | Added a new intiative in Parks, Rec. & Open Space (Initiative 2.6) addressing dark-sky friendly lighting. |
| 13 | Certainly colorful and well-packaged but the Master Plan strike me as a lot of show and little substance | No Change | General statement. |
| 14 | It is a decent plan, but does not go nearly as far as it should in improving our East Bench. | No Change | General statement. |
| 15 | I will echo what a few others have said, aside from increased bike lanes and perhaps a Trax extension, this plan contains a great deal of unwarranted development. The area is known for its "beautiful neighborhoods" and "stable housing" are those not the hallmarks of an existing success story? | No Change | General statement. |
| 16 | In general, the East Bench is a mature area, not in need of much Govt. Planning. Leaving the neighborhoods alone as they are, rather than wasting a lot of money studying this and that (one of Becker's favorite activities) would be preferable. | No Change | General statement. |
| 17 | I agree with the sentiment expressed by others that this is largely a solution in search of a problem. I do agree with the idea of improving some local business-oriented intersections, in particular the eyesore at 21st & 21st needs resolution but the solution does not include high density housing as has been proposed in the past there and now in the Sugarhouse area as well. | No Change | 21st and 21st is not located in the East Bench Master Plan area. |
| 18 | Consider developing allowable height contour map for the plan - would provide direction for the Planning Commission and City Council on development proposals | No Change | Too prescriptive for a Master Plan. |
| 19 | The plan is okay for a citywide plan but not applicable to the East Bench - have heard from some people that they believe everything that they have been discussing has not been addressed - they would like to scrap the whole plan and start over [Ellen] | No Change | General statement. |
| 20 | Why then do we not turn our attention to the West Side? When we hear West Side Master Plan (which only exists in private political circles) we fear it includes back alley deals for prison locations, homeless centers, etc. | No Change | General statement. |

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 21 | Are we really going to further beautify Foothill Blvd? When will it be enough? With the price our city has spent on this study alone, we could have done wonders on the West Side. I beg of you, lose yourself in the service of those in need. | No Change | General statement. |
| 22 | It's great to have a chance to review the plan. I think the way this topic is set up, it's not optimized to get a lot of feedback. You've had 320 unique viewers and, at the time of this comment, 10 total comments. If you have specific questions about key initiatives or decisions in the plan, I think a short survey would solicit more responses and be more meaningful. If you're just putting the plan out there to say you put it out there, then mission accomplished. | No Change | General statement. |
| 23 | We have 5 hotels/motels, Foothill Village started out as 1/3 the size and one floor of shops, four hospitals, a private school, a senior living center, and RS Park has become an office park when the original intent was to be a facility for research. Development on Guardsman has used every inch for public and private use and again generated traffic from all over the area. | No Change | General statement. |
| 24 | I appreciate all the hard work done on the EBMP. It ties in well with the other Plans, is looking great, and our politicians need this. | No Change | General statement. |
| 25 | There is a large portion of this plan I like, but equally there is a vast area where I think the authors and people at large are missing the point. I could spend pages explaining this but what good would it do?<br>Recently I checked out the thirtieth anniversary edition of " Back from the Future" from the SLC library. This film is the perfect allegory for what is going on today on the Foothill Corridor and how we got to where we are today. Please take the time to check these movies out and view them. Look at Hill Valley 1955, 1985, 2015 and also 1885. Do you see parallels between 1955 Hill Valley and Harvard Yale? What happened to change Hill Valley from 1885 to 2015. More importantly, what could the people have done to mold their community better over this timespan?<br>I could be wrong here, but hopefully this will get you thinking about the real situation here, how to proceed to get what you want in your community and what really is possible? Maybe not!<br>The future is going to happen! Some things you can plan for and make happen. Some things you can not, but if you don't take the time to really think this through, will you have a chance of getting the future you really want? | No Change | General statement. |
| 26 | **INTRODUCTION AND COMMUNITY PROFILE** | | |
| 27 | Need a stronger purpose statement. More of an explanation as to what the master plan is intended to do - not law - master plan is vision and provides guidance | Change | Added language to Plan Objectives section on page 8. |
| 28 | Should explain how document will come to fruition - master plan provides guidance - zoning, private development, city programs and policies implement the plan | Change | Added language to Plan Objectives section on page 8. |
| 29 | **COMMUNITY VISION** | | |
| 30 | No more bike lanes. I ride my bike a lot. We don't need more bike lanes. | No Change | Value statement. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 31 | Bikes can use residential streets. Safer for all. | No Change | Value statement. |
| 32 | Better sidewalks - bike lanes - more busses - less cars. | No Change | Plan provides iniatives regarding these items. |
| 33 | Bike friendly bike lanes. | No Change | Plan provides iniatives regarding these items. |
| 34 | Stop making it easy to drive cars. (Yes!) | No Change | Value statement. |
| 35 | No bike lanes on Foothill Blvd. Keep all lanes for cars. | No Change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 36 | TRAX on Foothill would relieve car congestion, noise and smog. | No Change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 37 | Keep Foothill 6 lanes wide. Keeping commuter traffic out of residential. | No Change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 38 | Thunderbird to 215 on Foothill - there needs to be bike safe sidewalk or bike lane. People exiting businesses and asst. living don't "see" south bound cyclists on path. | No Change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 39 | No TRAX in Sugar House. No high rise buildings on Foothill. | No Change | Tallest buildings on Foothill proposed in plan is 3 to 4 stories, not high rise structures. |
| 40 | TRAX along Foothill to connect to U of U. (I disagree.) (I agree.) | No Change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 41 | Need to reclassify area surrounding residential lots in Carrigan Canyon from "Parks, Recreation and Open Space" to something else. This area is private property. The map implies that the area is publicly accessible open space. | Change | Changed classification of area on Future Land Use Map to "Private Non-developable Land" |
| 42 | As much green space as possible with trail connections where possible. Also off-leash spaces to recreate with high-energy dogs (and people). | No Change | Plan provides iniatives regarding these items. |
| 43 | No TRAX in Sugar House. | No Change | Not applicable |
| 44 | Keep it walkable and safe for kids to cross and walk. Less cars, more transit. | No Change | Plan provides iniatives regarding these items. |
| 45 | We need the permanence that rail provides. We need other options besides driving. | No Change | Plan provides iniatives regarding these items. |
| 46 | No to TRAX on 11th East. | No Change | Not applicable |
| 47 | Connect with architect university students to help design new bus stops. | No Change | Too specific for a master plan. Plan discusses need for better bus stops. |
| 48 | No to S-Line or TRAX on 11th East. | No Change | Not applicable |
| 49 | No TRAX on 21st South. It's congested enough. No mini downtown. | No Change | Not applicable |
| 50 | TRAX e on 2100 South to Foothill then n to U of U. (Agree with this.) (Me too.) | No Change | Plan provides recommendations that additional transit is needed. |
| 51 | No more TRAX. We are crowded enough. | No Change | Value statement. |
| 52 | Must we have a vision? Can't we just live here? | No Change | All Cities and communities should have a vision for how look and function in the future. |
| 53 | Page 19 Map has Wasatch Blvd. It should be Wasatch Drive. | Change | Fixed label on map |
| 54 | “East Bench traffic/transportation network is designed to move people to employment…” This statement is true, but does not stipulate local vs commuter traffic living OUTSIDE the East Bench district. | No Change | This is a vision statement - not necessarily an existing condition. It states that in the future, if the plan is implemented, the system will move people safely and efficiently. The Guiding Principle in the Connecting People to Places chapter states that the transportation system should connect the East Bench to the rest of the City and the region. |

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 55 | Misstatement: Streets are NOT designed for all users (pedestrians and bicyclists, communters, local business) | No Change | This is a vision statement - not necessarily an existing condition. It states that in the future, if the plan is implemented, the streets will be designed for all users. |
| 56 | Would like to see a more detailed land use map | No Change | Existing land use and zoning maps are included in the Existing Conditions Report. Land use and zoning maps are too prescriptive for a master plan. |
| 57 | Page 16 - Regionally Significant Destinations - "Improvements to the cultural facilities… - change to "Changes". | Change | Replaced the word "Improvements" with "Changes". |
| 58 | Page 17 - Connectivity - add moving people to open space, recreation facilities, schools, etc. | Change | Added language to "Connecting People to Places" section on page 17. |
| 59 | Page 17 - connectivity - highlight that roads should be clean and healthy - roadways are dirty facilities - use permeable materials - clean fuels | No Change | This seems like something that would be in a Citywide plan - not in a more specific community plan. |
| 60 | Get hillside developed. | No Change | Value statement. |
| 61 | Community process hijacked by the City. Did not listen to the East Bench Master Plan group. | No Change | General statement. |
| 62 | Would help to have existing structures/facilities marked and labeled. | Change | Labeled some key places for context on the Vision map |
| 63 | Please resist the temptation to follow the mistakes happening in Sugar House. No mini downtown. | No Change | Value statement. |
| 64 | Keep S-Line on 11th East and Sugarmont Drive. | No Change | Not applicable |
| 65 | I'm in favor of TRAX and bike lanes. | No Change | Value statement. |
| 66 | No to Romney Lumber development for new homes above Bonneville Shoreline. (Above Summit Circle and Promontory Street.) | Change | Development will occur in this area due to a Settlement Agreement as stipulated through court action. Area was added to the Vision map. |
| 67 | **NEIGHBORHOODS** | | |
| 68 | Initiative 1.3. I don't think LHD and CCD applications require previous establishment of a neighborhood on the National Register of Historic Places. The current City Ordinance on LHD/CCD doesn't stipulate that, albeit it makes justification/confirmation of critieria needed to establish such districts easier for the CITY | No change | This recommendation was put in place according to statements in the Community Preservation Plan.<br>"Local historic designations typically occur following completion of a survey and a National Register designation."(pg. III-10) "Recent City practice has tended to favor listing resources in the National Register before pursuing local designation in part to build support for preservation by demonstrating the benefits of designation before subjecting the property to local design regulations." (pg. III-11) |
| 69 | P.31 It is suggested that the current zoning overlay (Yalecrest Compatible Infill Overlay) in Yalecrest and its listing on the National Register of Historic Places (NRHP) gives "stronger protection to the neighborhood, minimizing demolitions" and out-of-character building of new homes. This is not true. The NRHP does not protect against either demolitions or megamansion building. SLC ordinance retains sovereignty on such land use issues. The State Legislature has the ultimate legislative authority on all such land issues. The LHD and CCD designation is the ONLY legal tool the City and State has to minimize demolitions, maintain streetscapes and preserve character of neighborhoods. | Change | Issue may be related to the statement, "This is largely being accomplished due to recent overlay districts being proposed by property owners and adopted by the City Council." Removed language from the plan - pg. 31 |

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 70 | SLC ordinances currently allow structures (including garage) to occupy 40% of the buildable lot. While this doesn't sound like much, most megamansion approvals in Yalecrest are considered by residents to occupy the entire lot, yet the vast majority are calculated to be less than 35%. This discrepancy between appearance and City approval is likely due to the use of the footprint only in determining the size of edifice on the property. The current method does not address the impact of MASS, SCALE, ENVELOPE size or visual and light lines in that construction. | No change | Plan discusses Neighborhood Conservation Districts as a way to preserve character elements. |
| 71 | Yalecrest has single and multi-family (duplexes) houses that are both owned and rented, while Foothill Dr has apts, condos, hotels, motels and Assisted senior living establishments. This gives the diversity suggested by SLC master plans. The building of too tall, too many units per development such as currently occurring in Sugarhouse is ruining the character of that neighborhood. Any multi-family medium density living developments established within the East Bench Corridor should be located ONLY within the commercially zoned areas yet remain consistent in character with the surrounding single family housing neighborhood. Therefore, buildings should be limited to a maximum of 3 stories of appropriate heights and zoned appropriately. Without appropriate zoning and location of medium density dwellings, the "Gateway into the City" will lose its charm and character to become Houston with its egregious lack of appropriate zoning and lack of any neighborhood character. | No change | This issue is addressed in the plan. |
| 72 | Signage designating historic areas should be provided in either land or utility pole appointment or on the street signs throughout the area. Recognition of historic places is important in their preservation and tourism | Change | Added language to Initiative 1.1. |
| 73 | 1.2 I will say that in my neighborhood, Yalecrest, there are a lot of misconceptions about what a local historic district would do to property owners' rights. I think when people aren't properly informed, they're left to jump to their own conclusions (sometimes based on misinformation). I think if you desire to steer that conversation in one direction or another, a good place to start would be making sure Yalecrest residents have the facts. Getting the facts from a neutral party would be even better because I've seen information from parties on both sides of the debate. | No change | General statement. |
| 74 | 1.1) Please note that neighborhoods other than Yalecrest include many homes older than 100 years. Even though they are not in Historic Districts now, they are eligible. | No change | The initiatives in the plan do not single out Yalecrest as the only neighborhood eligible for preservation districts. |

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 75 | Regarding the following language in the plan - "The Preservation Plan provides one specific recommendation that relates to a geographic area within the East Bench Community. The plan identifies the Yalecrest National Historic District as a high priority area for stronger protections to control demolitions and teardowns. This is largely being accomplished due to recent overlay districts being proposed by property owners and adopted by the City Council." - A word that jumped out at me in this paragraph is "largely." Yalecrest NHD it not being largely protected. A very small portion is now protected with a few LHDs, but we're still seeing a large amount of destruction. | Change | Removed the language "This is largely being accomplished due to recent overlay districts being proposed by property owners and adopted by the City Council" from page 31 of the plan. |
| 76 | I live in the Yalecrest area, and the comment that the overlay districts are helping to solve the destruction of the ambience of the neighborhoods is not totally accurate. My area voted down Local Historic Designation, but even those who did not want LHD designation did not –for the most part—endorse monster homes. Yet despite the infill ordinance, there have been individual purchases of double lots for monster home building. Perhaps the goal of maintaining affordable housing would help, but I don't see how. I think the city needs to enforce the infill ordinance, which was supposed to help. Building scale and height is an issue, and permits do not have to be given to build monster homes. | Change | Removed the language "This is largely being accomplished due to recent overlay districts being proposed by property owners and adopted by the City Council" from page 31 of the plan. |
| 77 | The East Bench is noted for its single family tree lined streets and valued historic architecture throughout. We have lost many significant homes and along 1700, many beautiful homes on large lots lost to developments of multiple homes. | No change | General statement. |
| 78 | Lots of work put into this document. Thank you. It's good to see historic preservation mentioned, it should be expanded. Infill is becoming more common and is incongruent with the original SL neighborhoods. City leaders should follow the guiding documents re: preservation and continue recognizing and establishing protective zoning. | No change | General statement. |
| 79 | Protect views and neighborhood feel by prohibiting 2+ story buildings. Assisted living on Foothill, s of Thunderbird is out of place and devalued homes east. | No change | Value statement. |
| 80 | Work, live, play philosophy is consistent with combining commercial neighborhood (CN) zoning within or on the perimeters of established single family home areas. This is appropriate and is increasingly desired by residents with the following caveats: | No change | General statement. |
| 81 | caveat1 - buildings in the CN zone should be SMALL, limited patron capacity more associated with a village type scenario | No change | Initiative 4.4 provides some direction but may not be enough. |
| 82 | caveat2 - Types of small businesses should have overlapping, but distinct target patrons and hours of operation to minimize the on-street neighborhood parking of non-neighborhood visitors | No change | |
| 83 | caveat3 - Sound and noise pollution should be carefully assessed by CITY not COUNTY, especially when located immediately adjacent to single family houses. Downlit exterior lighting only, no large signs, reassessment of City ordinance on patron and employee parking stalls required per occupancy and SF of building. | No change | Citywide issue. |
| 84 | caveat4 - Mass, scale and architecture character should be consistent with surrounding neighborhood [neighborhood commercial areas] | No change | Issue is addressed in plan. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 85 | caveat5 - Parking stalls re-assessed per patron limitations. I've been told that the 2 restaurants and grocery store on 1700 E and 1300 S needs to attract patrons from 3-5 zipcodes to remain solvent. | No change | Citywide issue. |
| 86 | Draft report states, "when commercial zoning designation does not follow historic district boundaries this causes nonfonforming uses which may result in disinvestment in commercial zone districts. Needs an example..when the commercial buildings are too large, out of character? | Change | This is referring to initiative 4.6. The use of the word historic in this initiative does not refer to Historic Preservation District. It is referring to the longstaning use of the property. Changed to word "historic" to "longstanding" to avoid confusion. |
| 87 | Commercial businesses located at 1700 East and 1300 South are zoned "CN" commercial neighborhood NOT commercial business (CB). This should be corrected. | Change | This was map error. Map was changed to show correct CN zoning. |
| 88 | The south parking lot of Jolley's Pharmacy bldg. at 1700 E and 1300 S is not included in the CN zone area. Map incorrect in Draft report. CN zoning in established neighborhoods is preferred due to the height restrictions and other building codes. CB zones are much larger, higher, more expansive buildings than CN. CB destroys neighborhood "sense of place" | No change | Map in plan is correct - parking lot is zoned residential |
| 89 | Embracing and strengthening small commercial business within established neighborhoods does NOT mean expanding or changing the zoning from CN to CB. CB should occur at only already extensive commercial zones. | No change | Referring to map label error on pg. 46. Plan does not state that the CN zoning should be changed to CB. |
| 90 | Buffering Building Design: - GOOD, but difficult to enforce | No change | General statement. |
| 91 | Buffering Building Design: - This concept applies to commercial landscaping and building SCALE, Height Lighting, outdoor stereo on restaurant patios. | No change | |
| 92 | Buffering Building Design: - I agree that the scale of the commercial building should be compatible with the surrounding neighborhood to maintain the "sense of place" | No change | General statement. |
| 93 | Buffering Building Design: - The current practice of building commercial buildings RIGHT next to sidewalks that abut roads should be discouraged. Instead, wide sidewalks place 8 feet interior to the curb should be encourage. This placement of sidewalks encourages multi-transportation use by pedestrians, bicyclists, etc. Further, it allows for snow removal from roads without occluding pedestrian walkways or bus stops loading/exiting. | No change | Plan states that buildings should be situated closer to the front property line to define the public realm, but provide space for outdoor activities along the sidewalk. |
| 94 | 1.4 The neighborhood parking at 1300 S/1700 E is also a disaster and the redevelopment of the Sea Salt complex shouldn't have been permitted without adequate on-site parking. The area is downright dangerous to pedestrians and cyclists and a nuisance for neighbors. | No change | Value statement. |
| 95 | 1700 E and 1300 S is CN and needs to stay CN. It is already developed to the maximum. There are 20 businesses at this location. 15th & 15th is only a block long and has 11 popular destination businesses. Both locations are traffic generators and significantly impact the residents. | Change | This was map error. Map was changed to show correct CN zoning. |
| 96 | Section 4 describes actions to promote/sustain small business districts. This is fine, so long as landlords are required to maintain occupancy by appropriate tenants. The building previously leased by Starbucks at 15th an 15th has been vacant for over 2 years now, and while it used to be an ideal neighborhood gathering place, it's now nothing more than a graffiti-attracting nuisance. | No change | Cannot legally require property owners to maintain occupancy. Laws are already in place that require upkeep of the property. |

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| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 97 | Homes are being turned into rentals for college students - too many people living in a house - traffic and parking impacts - not addressed in plan | No change | This is an enforcement issue. Laws are in place that restrict the number of unrelated people that can live in a house. |
| 98 | AirBnB is becoming more prominent in East Bench - has impacts (specific impacts were not stated) | No change | This is an enforcement issue. Laws are in place that define dwelling. |
| 99 | Neighboorhoods need a mix of housing to stabilize aging population - provide for unique smaller scale single family housing opportunities. Can schools accommodate increase in child population with generational turnover? | No change | Plan provides intitiatives for providing a mix of housing while mainting the character of the neighborhoods. |
| 100 | The overall guiding principle is that there should be “NO NET LOSS” in housing in established neighborhoods. But it is not clear whether that is assessed per building or # people. Medium density would increase the #people living per SF, counter productive to the standard already established on the East Bench. Perhaps the change in # people living per particular area should not change more than a certain percentage to retain the character of the area. | No change | Plan states "housing units". |
| 101 | Changing the diversity of home living style (single family vs multi-family, vs medium density-apts, condos, Assisted living), owned vs rentals should be evaluated more carefully. | No change | General statement. |
| 102 | Accessory Dwelling Units (ADUs), Aging in Place<br>Although not addressed, the current City administration has requested ADU construction throughout the City. While good in theory, they are problematic in practice in historic districts, especially when they are stand alone, full service edifices that required additional parking. | No change | In an effort to meet future housing needs, while maintaining neighborhood character as stated in Plan Salt Lake, the plan recommends that additional dwelling units be allowed where supported by transit and near major corridors. |
| 103 | Historic districts have notoriously limited parking due to small property sizes, narrow streets, already used parking by residents due to multiple cars/house. This inherent characteristic can lead to transportation/navigation obstacles for emergency and snow removal vehicles. Public safety and change in neighborhood character could be negatively impacted. | No change | Value statement. |
| 104 | Rather than to “explore opportunities to increase residential and destination densities at major bus and rail transit nodes” we can perhaps build major transit nodes where the density goes. | No change | Don't know where this quote is coming from. |
| 105 | Regarding duplexes, I am NOT for granting additional permits for making mother-in-law suites and rentals out of existing single family homes. Have you seen the lower half of 1700 South between Foothill and Wasatch? It's all renters and some of the driveways have been paved into parking lots. No more of that! | No change | Value statement. |
| 106 | No to high density | No change | The plan does not state that areas should be changed to "high density". The plan states that the lower density character of the neighborhoods should be maintained and "higher" density development should be focused on the Major Corridors to support the policies in Plan Salt Lake. |
| 107 | Mixed income micro units in big apartment developments | No change | |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 108 | Taking Yalecrest as an example: Allow higher density in parts. Senior living apartments on the interior. I could see multi-family buildings including affordable housing added. A neighborhood commercial node near the NE corner well below Foothill would be nice. Keep the local historic districts because of the value and stability they bring, but allow more expansion/connection to them. I don't think affordable housing should only be placed on the busiest of streets.<br>This would create a stronger demand for mass transit and supply people who would use it, maybe making it easier to expand options further east. (Remember the failed free shuttle.) The elderly could live in a familiar setting they value. Young families would have easily accessible green space, schools and stores. It moves us towards creating 1 city instead of 2. The landlords and developers will be happy making big money. The personal property rights people will say it's the land owner's personal property right.<br>I have mixed feelings on this. Unfortunately, it would mean more of our City's limited historic resources will be lost. But it would be a compromise to those wanting to build higher density housing and it would meet many needs. | No change | This is contrary to maintaining the character of the established stable neighborhoods. |
| 109 | There is no mention of Rowland Hall in the plan - Maybe mention it for future transit planning | No change | Discuss |
| 110 | Section 2.2 describes the desire to simplify the permit process for neighborhood festivals. For the past couple of years, it seems like summer weekends have been one never-ending festival, with the deli hosting sidewalk jazz bands, the art gallery sponsoring loud receptions, and a Kensington Ave. resident hosting live concerts in her backyard. As an introvert who would like to enjoy a quiet evening on her patio once in a while, I feel that the needs of the sound-loving and social are already well met--there's no need to further facilitate these kinds of activities. | No change | Value statement. |
| 111 | Unclear what "multi-modal" means here. The report mentions there is limited bus service or other community mass transit. There is no mention that the majority of traffic on Foothill Dr is commuter traffic from outside the East Bench District. | No change | Unclear as to what this is referring to. |
| 112 | Embraced and Strengthened statement should NOT mean "enlarge". Indeed, well designed, a CN zone becomes an integral component of the neighborhood identity. The charm, efficiency and local acceptance of CN zoning is that it is limited in size, has the appropriate mass, scale and architectural character and therefore does not dominate the surrounding neighborhood. | No change | Plan does not state that the neighborhood commercial areas should be enlarged. The plan does mention that the commercial zoning should follow the longstanding commercial uses. |
| 113 | Map p 31 Construction dates of Neighborhoods in the East Bench Yalecrest boundaries are 1300 to 1900 East and 800 to 1300 South The majority of homes in this location are from 1910 to 1950, not after 1940's as the map depicts. Please correct. | Change | Corrected color symbology on map. |
| 114 | p 43 "Rezoning a nonconforming status" Draft states that " a nonconforming status places restrictions that prohibit construction,…" This is opposite of LHDs, CCDs and preservation ordinances, in which restrictions to building construction is associated with ONLY CONTRIBUTING structures. Nonconforming structures can be demolished, remodeled, expanded with no limits except existing CITY ordinances and codes. Is this a mis-statement? | No change | This section in the plan has nothing to do with preservation districts. It is related to base zoning designations |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 115 | 1300 East is part of the neighborhood - we are residential. | No change | General statement. |
| 116 | My children walk to elementary, middle and high school from home - we don't want that to change. | No change | General statement. |
| 117 | Need better parking requirements - 2 per unit | No change | Citywide issue. |
| 118 | The way that this is stated is confusing. At first it looks like you want commercial parking in neighborhoods. Read the fine print, then it shows to allow parking permits. It's a concern, but the red dots may have been put on because it's confusing. | Change | Changed heading to "Parking impacts in Neighbohoods" |
| 119 | RE: Neighborhoods - "STABLE and unique" is something hard to find. It's valued by people looking to move here and is instrumental to our quality of life. A hodge-podge isn't unique and nobody wants a poor quality, always much bigger, replica using out-dated building codes popping up nextdoor overnight. But it is happening.<br>I know people that would like to stay in my neighborhood as they age and young families that want to get in. That option is being taken away. The neighborly small town feel is replaced with an increasing amount of negativity and worse, apathy while we are being mined. Maybe that defines a growing big city. I want better for Salt Lake.<br>Rather than seeing zoning as a way for a community to protect itself, some see it as the evil government stealing from them. My observation is the majority of the latter are also climate change deniers and/or they are willfully blind on how their actions affect others. These attitudes are the City's biggest challenge. | No change | General statement. |
| 120 | A few very positive points of specificity: The proposed rezoning of neighborhood nodes is a tremendous idea (e.g. 21st East & 13th South), as is reinvesting in non-conforming multiple family units and the goal of preserving stream corridors. | No change | General statement. |
| 121 | **MAJOR CORRIDORS** | | |
| 122 | How about safe and efficient movement of cars | No change | Value statement. |
| 123 | Don't interfere with traffic flow. Don't increase congestion and air pollution. | No change | General statement. |
| 124 | Foothill is and should be for bus, car transportation corridor. No parking. More lanes (reversible) | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 125 | Several comments: First, traffic corridors like Foothill Blvd are great for cars, but poor for folks on foot or bicycle. These sorts of "transportation corridors" also divide communities on one side from the other. More non-motorized connectivity is needed. | No change | Plan addresses this issue. |
| 126 | I think the plan is a great start, but amenities like expanded bike lines, sidewalks, trails, and pedestrian crossings are absolutely necessary. Foothill may as well be the Grand Canyon in terms of the relationship between the neighborhoods to its east and west. Sunnyside shares this problem for residents trying to access the recreational amenities on the north side of the street. | No change | Plan provides initiatives related to bikes, pedestrians and crossing across major corridors. |

| | COMMENT | ACTION | DISCUSSION |
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| 127 | 1.2 In both cases, pedestrians and cyclists must cross at least five lanes (of often very high speed) traffic to access the park, golf course, etc. The signed crosswalks are a start, but there is no stoplight on Sunnyside between 1300 East and Foothill, or on Foothill between Sunnyside and 1300 South--which section lacks even a single signed crossing. The traffic can get going very fast, making crossing at even a signed crosswalk a dangerous proposition. | No change | Plan addresses this issue. |
| 128 | Pedestrian improvements are needed for Foothill Drive and Parleys Way. North Temple is a great example of what could be done. I've known these roads all my life and have never wanted to walk them because they are intimidating for pedestrians. They are decrepit, unmaintained, and ugly. As a child I wondered why I never saw people walking on those streets, but now I wonder why anyone would want to. | No change | Plan addresses this issue. |
| 129 | 1.2) Bike lanes on Foothill and Sunnyside will restrict the flow of other traffic and create risks to both riders and drivers. We live in a climate of extremes and steep hills, so even existing lanes are seldom used. | No change | Value statement. |
| 130 | We do need to figure out how people can cross Sunnyside safely, and perhaps an underpass there would help with pedestrians and bikes—it looks good in Moab. | No change | Plan addresses this issue. |
| 131 | I also agree that sunny side avenue is a nightmare to cross on foot at certain points and should improved as well. | No change | Plan addresses this issue. |
| 132 | Make Foothill safer for bikes and pedestrians. | No change | Plan addresses this issue. |
| 133 | Provide more mid-block crossings for pedestrians and bicycles. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 134 | Get rid of center turn lane on 1300 East for a bike lane but… | No change | Too specific for a master plan |
| 135 | Sunnyside should have four traffic lanes - no median - use median for bike lane | No change | Plan states that the major corridors should provide multiple transportation choices. Location of bike lane is too specific for a master plan. |
| 136 | To state we need more density is not recognizing the changes, additions and density infill experienced in the last 20 years. | No change | Except for the areas identified as Neighborhood Scale Residential along Foothill and the Regional Node on the west side of Foothill Drive, the plan does not call for an increase in density. Plan Salt Lake provides initiatives that support focusing density along major transportation corridors. |
| 137 | Sidewalks on much of Foothill Dr are located immediately adjacent to the curb, making pedestrian and bicycling use extremely challenging with 40-45 MPH auto speeds immediately next to the walkway. Further, snow removal from the road gets piled up on the sidewalk, making it unusable in winter months. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 138 | 1.2 You could put a decent sidewalk along Foothill, but trying to make a major artery from I-215 to the University/downtown into a bike/pedestrian friendly conduit can only be done by creating a completely separate set of paved paths off of the roadway itself. Anything other than that will screw up traffic, which is already problematic now. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 139 | Foothill as always a big mess and, this is NOT Portland, we do NOT need MORE bike lanes, we have winter here! Most of my friends are bikers and do not even use those bike lanes as some are dangerous (300 South, YIKES!) | No change | Value statement. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 140 | There should not be high rise development on Foothill - would obstruct views of the foothills, which is defining feature of the East Bench | No change | High rise development is not proposed along Foothill Drive. The plan proposes 2 to 3 stories at the Community Nodes and 3 to 4 stories at the Regional Node. |
| 141 | I am not sure “very low” income housing will work in this environment, as who will do the maintenance, which is clearly an important consideration? Poor does not equate to poor maintenance, as there are many neighborhoods on the west side in which people with relatively low incomes maintain their houses. However, these are not people who are likely to move to high density housing along Foothill. These people along Foothill will not be ‘owners” necessarily, and maintenance of low income rental property must be organized in some fashion. Meanwhile their children will want places to play, and perhaps the “underutilized land” would best be used as a park. A park plan would fit into the goal of having people housed within a half mile of a park. | No change | The plan does not specifically state that "very low" income housing should be located in the East Bench. The plan provides direction that additional housing choices should be provided in the East Bench in accordance with the initiatives stated in Plan Salt Lake. |
| 142 | The old master plan even suggested that adding density to Foothill should stop and yet it is allowed to continue 30 years later. | No change | What is meant by "adding density to Foothill should stop"? Development along Foothill has complied with density allowed by zoning. |
| 143 | As the plan in 1997 stated, no more density on Foothill and mediums need to be constructed to provide safety and stop left hand turns. | No change | Except for the areas identified as Neighborhood Scale Residential along Foothill and the Regional Node on the west side of Foothill Drive, the plan does not call for an increase in density. Plan Salt Lake provides initiatives that support focusing density along major transportation corridors. |
| 144 | Foothill is very challenging. At rush hours intersection of 1700 South and Thunderbird are impassible as n/s. Commuter traffic blocks e/w lanes. No more development. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 145 | I wouldn't mind seeing TRAX on Foothill. No more development on Foothill. Speed isn't an issue just too many cars and people using it. Cars speed up and down 1700 South above Foothill - so they make the light. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 146 | Lower speed limits on Foothill. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 147 | I don't see how you can develop Foothill Drive without a major increase in traffic congestion on not only Foothilll, but through the neighborhoods. | No change | Except for the areas identified as Neighborhood Scale Residential along Foothill and the Regional Node on the west side of Foothill Drive, the plan does not call for an increase in density. Plan Salt Lake provides initiatives that support focusing density along major transportation corridors. |
| 148 | While Foothill Dr is a main arterial for State, City and local community transportation, the 44,000 + cars/day traffic on that street is primarily associated with commuter traffic from outside the East Bench District. That commuter transportation information is not distinguished and is critical to future planning on mass transit and the creation of “complete street design”. Data differentiating commuter traffic vs local traffic should be made or studied. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 149 | I have to agree with some others that it is very important to address the problem that was created due to the high traffic road that is foothill blvd. The community below foothill Blvd is almost entirely cutoff from the community above. I think it is important to improve how foot traffic is managed especially on foothill. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 150 | Reversible lanes is a great place to start for traffic flow on Foothill. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 151 | I give up! START with addressing the horrible traffic problem on Foothill. WE DO NOT need bike lanes, we need public transit. The bike lanes already impede traffic on 3oo S (for example) NO ONE uses these and, the parking is mostly gone, soon so will the merchants. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 152 | Public transit on Foothill please. More frequent and connections to Downtown Suavity House, the U and Downtown. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 153 | TRAX for Foothill? Could this be done on such a narrow road to reduce traffic? East Bench TRAX? | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 154 | I would say this is a start and far from a finished project. We need to allow people to get about without using their automobiles. There is no mention of bike or pedestrian lanes on Foothill. We need more high density housing to make public transit feasible. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 155 | We feel under siege with the amount and speed of traffic on Foothill. It divides our community and makes it unsafe for children to cross to schools. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 156 | 1.2 I'm at a loss why there is such concern regarding making Parley's way a pedestrian-focused pathway. Other than to access a tire shop, the Walmart, a few financial-oriented businesses that aren't going anywhere I don't see how that primarily residential area would or should be turned into a more pedestrian-oriented route | No change | This statement is implying that Parley's Way will always remain the same. The Parley's Way plan looks to the future and creates a vision for how the street can be improved. |
| 157 | I don't understand why anyone is focusing on making Parley's from 80 to 2300 or 2100 South much different. It's not like there's a lot going on over there but there are sidewalks for pedestrians. Please don't waste our tax dollars on something so frivolous. | No change | This statement is implying that Parley's Way will always remain the same. The Parley's Way plan looks to the future and creates a vision for how the street can be improved. |
| 158 | Unable to get onto 23rd East in the mornings from my house. Too much University traffic using 23rd East as an alternative route. Same in the evenings. | No change | General statement. |
| 159 | 1.3 I'm also at a loss to understand why the City planners are not considering extending the UofU Trax line out Foothill Blvd to Wasatch/E. Millcreek with an interconnecting line on 2100S in place of a trolley of dubious value | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 160 | Public transit, preferably rail, is needed sorely on the east side. We need other options besides cars. | No change | The plan discusses the need for more transit in the East Bench. |
| 161 | No TRAX. Streets are already too congested so don't take away traffic lanes for trains with low ridership. | No change | Value statement. |
| 162 | No streetcars. Extensions. Waste of $$. | No change | Value statement. |
| 163 | Arterial Roads:<br>Improved traffic flow on the arterial streets above should include;<br>- Signage describing neighborhoods, especially historic neighborhoods (instill respect by commuters)<br>- Decreased speeds with increased traffic flow via roundabouts, dedicated multiple lanes in 1 direction during high commuting hours | No change | The Foothill Drive Implementation and Parley's Way plan will address this issue. |
| 164 | Wayfinding signs are obsolete considering current technology, such as map apps on phones | No change | Wayfinding signs can not only be used for direction, but can also add to the identity of an area, regardless of the use of technology. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 165 | Arterial Roads:<br>Foothill Dr, Sunnyside Ave, 1300 S and Parley's Way<br>"Arterial does not mean 'highway'". Typically defined to be multi-laned, with high traffic volume at high speeds. Needs redefinition to "facilitates high volume traffic at speeds consistent with surrounding existing residential areas (hence 30 MPH) that is compatible with complete street philosophy of safe, multi-use transportation of pedestrians, bicyclists and autos to insure multi-modal use | No change | Arterials need to function as thoroughfares while recognizing their location within neighborhoods. This seems to be more of a Citywide issue. - This is refeenciing the Transportation Master Plan - The East Bench Master Plan discusses the need for these streets to function with the adjacent neighborhoods in mind. |
| 166 | This draft does not contain the plan for Parley's Way, even though it says it does. How am I supposed to comment on this? To me, Parley's Way is the most pressing component, and it just says "to be completed." Great. Let me know when it actually is. Hopefully that will be before your deadline for comments. | No change | Staff provided information on Open City Hall as to the status of the Parley's Way plan. |
| 167 | 1.4) There was no mention of noise mitigation. If any redesign of Foothill/Parleys is initiated, this should be included. | No change | The plan mentions that landscaped parkstrips should be considered - this could also aid in noise mitigation - The Foothill Drive Implementation and may considerl this issue. |
| 168 | 1.4) Please return 1300 East to its pre-Rocky Anderson configuration. It's an important arterial and if configured properly, could reduce much of the speeding and other problems on side streets, especially 1500 East. | No change | Value statement. |
| 169 | Additionally: WHY can't anyone look at making 1300 EAST one way, and 1100 East ONE way between about 900 south to 2100 south. THESE streets are impossible to navigate. No one EVER mentions the mess, congestion, and one day soon you will see MANY accidents. Get real and look at the traffic flow problems. 1300 East and 11th East (one going south, the other , north) is the easiest fix without spending big bucks. | No change | 1100 East is not located in the East Bench area. Issue should be addressed by the Transportation Division. Too specific for a Master Plan. |
| 170 | Transvalley Corridor - should discuss partnerships in supporting and creating the corridor - it is a joint benefit to many entities - example - East High as locked up their playing fields - they used to be open for everyone to use - the play fields are located along the corridor and can be an open space/recreation opportunity | Change | Language in initiative 1.6 already discusses how private development should compliment the corridor and how the corridor should be seen as an amenity to adajecent development. Added language to Initiative 1.6 related to the East High play fields. |
| 171 | Stop accommodating cars. | No change | General statement. |
| 172 | You use the phrase "9 Line" - it makes it sound like TRAX - the "S Line" in Sugar House - your choice of words are bad. Your employees explained it, you need to change wording. | No change | Portions of the Transvalley Corridor have already been implemented and through the implementation process it was determined that the corridor would be branded as the 9 Line. |
| 173 | RE: Transvalley Corridor - I love it | No change | General statement. |
| 174 | As a resident of this area, our focus on any further development should be on improving air quality. It is time for the city to expand TRAX on the major corridors of the East Bench (i.e., Foothill and Sunnyside). Folks who commute to and from work (who work in the University area and who are not residents of this area - see report), impact the traffic and road systems, which in turn contributes to our poor air quality year-around. Moving folks through the area that is efficient and contributes to clean air efforts should be a priority for my city-elected officials. | No change | The plan discusses the need for more transit in the East Bench. |
| 175 | Need transportation to and from Wal-Mart going up towards Parleys like there used to be. | No change | The plan discusses the need for more transit in the East Bench. |

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 176 | Increasing mixed-use developments focusing on existing commercial and multi-family nodes with low-medium density residential between commercial nodes. What does this look like and what height building would be allowed. I think the Assisted living building at the south end of Foothill Dr is TOO high and too dense with problematic traffic flow into and out of the development with the speeds of autos/trucks coming off of I-80. | No change | The plan states the proposed building heights. |
| 177 | **REGIONAL ACTIVITY CENTER** | | |
| 178 | Safe bicycle paths/lanes are very important to me and my family and our air. | No change | The plan addresses the need for safe bike and ped infrastructure. |
| 179 | Focus on making sidewalks wider. | No change | The plan provides initiatives related to the need for additional bike and ped infrastructure within the Regional Activity Center. |
| 180 | University should provide more housing | No change | The University recognizes the need for additional housing and has developed a specific housing plan. University housing is also mentioned in Initiative 1.2. |
| 181 | I know the U will continue to develop, as will Research Park. I hope those structures are built taller rather than simply sprawl up the mountain. | No change | The plan states that natural assets, such as views of the foothills should be protected. |
| 182 | although Research Park may need small community nodules, with restaurants specifically, why retail? Retail shops are available on Foothill, and if transportation improves, as is the goal, retail shops need never go into Research Park. The current mix of uses is more than can be handled, and retail areas are not far away. | No change | The intent is that the retail uses would serve the people that work and live |
| 183 | We have lost over 20 acres of open space and acquired an internationally recognized museum, while the visitors to the FCD have tripled. | No change | General statement. |
| 184 | Can the plan address the interface area between the U and the neighborhoods - UC Davis developed a plan that addresses the campus edges - the University transitions softly to the neighborhoods from a character standpoint - Potentially use Sunnyside and Red Butte Creek (natural feature) as the interface zone | No change | This is more appropriate for the Central Community Master Plan… |
| 185 | Diversify land use/transportation in Research Park away from purely 9 - 5, office park, car-centric model that now dominates. | No change | Plan addresses the need for additional transit and moving away from the suburban business park model. |
| 186 | Research Park needs to be improved. It is a sprawling, suburban type office park complex with many useless parking strips, surface parking lots, and nondescript office buildings. For the long term future, it could include student residences, parks, trail connections to the mountains, higher standards of architecture, transit connectivity, and virtually anything to do that would make it valuable past 9-5. Housing density nearby the university will also need to increase substantially to mitigate commuting problems. | No change | Plan addresses the need for additional transit and moving away from the suburban business park model. |
| 187 | More lanes - reversible - let UDOT do their thing | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 188 | Regional Activity Center chapter - Initiative 1.3 - should also mention that the City supports increasing transit options within the Regional Activity Center itself - oftentimes people drive to the regional activity center because they there are not adequate transit option to move around within | Change | Added language to Initiative 1.3. |
| 189 | Focus on better use of bus routes. (Agree!) | No change | Plan addresses the need for additional transit. |
| 190 | No TRAX. Bus always the way to downtown like it use to be. | No change | Value statement. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 191 | Foothill Bus #28 needs to run 7 days a week. Large buses only needed during peak hours. Small buses would serve just fine on Sundays and non-peak hours. | No change | Plan addresses the need for additional transit. |
| 192 | TRAX from U of U to Foothill down 2100 South to Central Point. | No change | Plan addresses the need for additional transit. |
| 193 | Better mass transit on s/e to n/e side of valley. Get the s/e n/e commuters out of their case. (Yes!) | No change | Plan addresses the need for additional transit. |
| 194 | We need better public transportation options. | No change | Plan addresses the need for additional transit. |
| 195 | No TRAX. No streetcar. In this area. Waste of $$ better bus routes. | No change | Value statement. |
| 196 | No BRT - enhanced bus and better bus service needed - late night - weekends | No change | Value statement. |
| 197 | There is no mention of the future University development project located in the parking area near Rice Eccles Stadium | No change | It is correct that the plan does not mention the project specifically; however, the plan does provide intiatives that relate to future projects in the Regional Activity Center. |
| 198 | The University is an emotional driver. The plan should explain more about the University. More about the demographics. | No change | More specific information is included in the Existing Conditions Report. |
| 199 | Need to elaborate more on the collaboration between the University and the City | No change | The plan addresses the issue of collaboration. |
| 200 | Need to acknowledge the significant impacts the Regional Activity Center has on the neighborhoods | Change | Added statement to the Introduction section of the chapter. |
| 201 | Regional activity centers should also include open green spaces for actual activity. | No change | |
| 202 | Extend Red Butte Trail n/e from Sunnyside. | No change | Addressed in the Open Space Plan and in the Parks, Rec, Open Space chapter. |
| 203 | Path from Wasatch to Sunnyside on south side of zoo. | No change | Will forward recommendation to Transportation Division for future trail considerations. |
| 204 | When they were redoing I-80 for the Olympics, they said the next project would be to redo So/215/Parleys/Foothill overpasses - fix them they're the gateway to here | No change | UDOT will be developing a plan. |
| 205 | Any thought to slowing traffic sooner from I-215 onto Foothill Drive? | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 206 | Need safer access to Shoreline Trail system from streets below Foothill Drive. | No change | Addressed. Pedestrian and Bicycle Master Plan provides future bike and pedestrian routes to the Shoreline Trail. EB Plan discusses need for safe crossings along Foothill. |
| 207 | If there's so much interest in making things great for cyclists, how about enforcing the laws and ordinances they so often break - running lights, stop signs, etc., etc? | No change | General statement. |
| 208 | The University is obliged to work with the City to… | No change | Comment was incomplete. |
| 209 | I also find it hard to believe that anyone will seriously improve public transportation to Research Park. The single bus stop on the east side of Foothill has been in existence for over 30 years. It still does not have pedestrian access. If we are to preserve the character of our neighborhoods we must restrict traffic to the University and Research Park. A simple solution would be for the City to require any entity that increases the number of commuters (by expanding BioFire, for example) to pay for mass transit--car pool, new buses, whatever--that keeps the level of traffic at or below current unacceptable levels. | No change | The City cannot require a State entity to do this. Plan addresses the issue of collaboration and the need for additional transit options. |
| 210 | Name Change for Olympic Cauldron Park | Change | Changed name on map and chapter text fom Olympic Cauldron Park to The Tower at Rice-Eccles Stadium |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 211 | **CONNECTIVITY** | | |
| 212 | Stoplight at Sunnyside and Foothill southbound. Can we have a yellow/green blinking left turn signal. Takes forever for a left turn signal. | No change | Too specific for a Master Plan. |
| 213 | Stop getting rid of car lanes to make bicycle lanes. Too many 1 lane roads. | No change | General statement. |
| 214 | Page 93 Pedestrian and bike master plan. Perhaps this would be a good place to mention areas where sidewalks are missing such as the southern end of Valley View Drive near Sherwood where pedestrians have to walk in the street due to lack of sidewalk. Sections are also missing on the south side of Sherwood. There are likely other areas in the master plan district with similar problems. | Change | Added language to Initiative 1.8. |
| 215 | Speaking as someone who commutes through the East Bench regularly and patronizes it's businesses, I believe green spaces and safe streets for pedestrians and cyclists should receive greater priority in the plan. | No change | These have been addressed in the plan. |
| 216 | 1.1) Establish bike routes to connect areas above Foothill to the U, particularly a) through the golf course which was mentioned and b) through This is the place to enable riders using Wasatch to connect with research park. | No change | Will forward Research Park recommendation to Transportation Division for future trail considerations. |
| 217 | Need to elevate the importance of the bike and pedestrian path through Bonneville Golf course | No change | The path is addressed in the plan. |
| 218 | Obviously, a bike route from Crestview Drive to the Bonneville trail is needed as well—as stated in the EBMP. | No change | General statement. |
| 219 | Audible beep on lights at intersections. | No change | Too specific for a Master Plan. |
| 220 | Even out sidewalks maintain them. | No change | This is a general maintenance issue. Not applicable to a master plan document. |
| 221 | Do not narrow Foothill. Protected bike lanes would be great. | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 222 | Place a bridge between Chevron gas station and the Ridge assisted living. Too many people cross the busy Foothill Drive there. (Jaywalking.) | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 223 | No more bicycle lanes, please. They ruin a good lane of traffic. I rode a bike daily in my 20s. No need of bike lanes at all. | No change | Value statement. |
| 224 | Wider sidewalks for any development to allow bikes and pedestrians | No change | |
| 225 | Overall the plan is good. One concern not addressed is the additional bike traffic on Wasatch generated by the connecting bridge over the I-80/Foothill bridge. In good weather it can be difficult to access Wasatch from cross streets due to the increased bike traffic. In combination with recreational walkers, joggers and increase cars looking to avoid Foothill congestion, many hazards are increased between Thunderbird and Emigration Canyon. Can you abate this by creating space for walkers and bikes while minimizing traffic from Foothill? | No change | This issue will be addressed as part of the Foothill Drive Implementation Plan. |
| 226 | Also, I would like to see the priority of transit, pedestrians, and bikes emphasized everywhere in this plan. | No change | The plan addresses the need for transit and bike and pedestrian infrastructure. |
| 227 | Glad to see bikes included - I like what Becker did with Sixth East crossings and 3rd South to Farmers Market and back. There - I said it. If Hummer drivers are annoyed it breaks my heart. | No change | General statement. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 228 | The University neighborhood shuttle that was running was an asset for the neighborhood but wasn't utilized - University and City should work together to bring it back | No change | Addressed in the plan. |
| 229 | I am a year round bicycle commuter to the University, who lives on the East Bench. I am curious if any serious consideration is now being given to more comprehensive bus service and eventually a TRAX line on the East side. Last night, for example, I waited for 40 minutes after work for a bus to take me towards my house, still had to walk a mile, and got home well after 8pm. I know people think that no one on the East Side would use mass transit if it was extended; I think that services would be utilized if planned out well. | No change | The plan addresses the need for additional transit. |
| 230 | Need east-west transit. Sugar House has new great shops/restaurants and limited options except driving, especially in evenings. | No change | The plan addresses the need for additional transit. |
| 231 | Public transit access needed east of Foothill. | No change | Plan states that additional transit is needed in the East Bench that provides access to activity nodes. The plan does not recommend specific routes. This should addressed in the Citywide transit master plan. |
| 232 | Would be good to have bus on Wasatch again and better connections to U. | No change | Plan states that additional transit is needed in the East Bench that provides access to activity nodes. The plan does not recommend specific routes. This should addressed in the Citywide transit master plan. |
| 233 | Better public transit on Foothill. How it is now makes it too slow to get around. | No change | The plan addresses the need for additional transit. |
| 234 | 1.3 Want people to take advantage of the amenities? Make them easy to access without having to get into a car. | No change | The plan addresses the need for additional transportation options. |
| 235 | 1300 East is residential. Sacrifice it and the neighborhood is sacrificed. | No change | General statement. |
| 236 | Keep 13th South, 17th South and Foothill Blvd at current size. I know it's overloaded twice a day, but that's okay. | No change | General statement. |
| 237 | **PARKS, RECREATION and OPEN SPACE** | | |
| 238 | Get rid of golf course open to public park and Foothill. | No change | Value statement. |
| 239 | Golf courses generate revenue - keep them. Parks have no revenue generation. | No change | Plan addresses maintaining Bonneville as a Golf Course and recreation amenity. |
| 240 | Restore dead grass (Bonneville Golf Course) | No change | Too specific for a master plan. Plan addresses maintaining Bonneville as a Golf Course and recreation amenity. |
| 241 | Keep the trees and grass alive to keep the course profitable and beautiful | No change | Too specific for a master plan. Plan addresses maintaining Bonneville as a Golf Course and recreation amenity. |
| 242 | I agree developed land needs to be annexed to the city, and land which cannot be developed should be designated as open space. I also think lands east of the city need to be capped in terms of development and not just sprawl up the mountain. Although the EBMP seemed to imply that as a goal, it was not totally clear. | No change | Initiative 3.1 addresses this issue. |
| 243 | the suggestion that land which cannot be developed should be designated as open space is a good one, but I did not clearly see a stipulation that this land should be purchased to be placed in a land trust. ---- I would not like to think people could perceive the city would institute a land grab policy. | No change | |
| 244 | You should work with landowners of East Bench to develop. | No change | General statement. |
| 245 | No Romney Development. No more new housing development East Bench. Leave as open space east of Bonneville Shoreline. | Change | Development will occur in this area due to a Settlement Agreement as stipulated through court action. Area was added to the Vision map. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 246 | Plan mentions need for more dog parks - what are the parameters for determining where they should be located - should be located within walking distance of where people live - put them in walkable areas | Change | Added language to Initiative 1.5. |
| 247 | Enough with dog parks. | No change | Value statement. |
| 248 | If the goal is to get citizens moving more, add more dog spaces. | No change | Plan addresses this issue. |
| 249 | More dog parks. Hours, not fences. | No change | Plan addresses this issue. |
| 250 | Yes open space. No dog parks. | No change | Value statement. |
| 251 | We have plenty of off-leash dog areas already | No change | Value statement. |
| 252 | The dog park at Rotary Glenn above Hogle zoo has been abandoned by any maintenance - weeds so tall the dogs cannot run. You might address that space as you consider the entrance to the zoo. Thanks! | No change | Specific issue. Will forward to Parks. |
| 253 | 1.3) The word "natural" is misused. There are no natural areas left on the Bench, although there are a few areas of open space. The vegetation and fauna that existed in 1847 were truly natural, but they are long gone. Try another word. | No change | The word "natural" refers to the space as not being developed. |
| 254 | So much of the upper stream corridors of City, Red Butte, and Emigration creeks is privately owned so people can't access it. The privately owned land along the creek corridors should be purchased and restored by grading the stream, removing invasive species ROUTINELY and planting native ones for the betterment of the ecosystem. | No change | Open Space plan addresses this issue. |
| 255 | Should bring awareness to biodiversity - there is a variety of wildlife in the area | Change | Added new initiative supporting wildlife. |
| 256 | Care for street trees. Cut the support bands. | No change | Too specific for a master plan. |
| 257 | Keep Emigration Creek wild and natural | No change | Value statement. |
| 258 | You may consider daylighting of streams to take full advantage of these assets to our community and restore their ecological and aesthetic continuity. | No change | Majority of streams in East Bench are on the surface. |
| 259 | 1.2) Establish green space/parks in Arcadia and southern St. Mary's neighborhoods, this reflects extremely poor planning when these areas were developed. | No change | Plan addresses need for additional parks and highlights areas that are deficient. |
| 260 | We need more fields to play club sports and all after school sports. Fields provided by schools are not enough | No change | Plan addresses need for additional parks and highlights areas that are deficient. |
| 261 | Page 108 Trails and trailheads. Mohawk Way now ends in a stub at its south end. Apparently the original plan was to continue the street into what is now a land preserve. A trail head could be built there with a turn around for vehicles. On the south side of the preserve a similar situation exists at the north end of Scenic Drive. | Change | Added access point to map in Initiative 2.2. |
| 262 | 1.5 Trails. The Bonneville Shoreline Trail is one of the Salt Lake Valley's finest amenities. The trail, however, sits very near a heavily residential area and is therefore severely over-used and under-maintained. | No change | General statement. |
| 263 | 1.6 Given the open space and terrain in the foothills, the city should expand the trail network by both connecting the BST's segments and by providing additional trails in the foothills for hiking, running, and mountain biking. The city has the opportunity to build an enviable trail system in and around Emigration Canyon, Dry Creek, City Creek, Parleys, and points in between, but we're currently left with a narrow ribbon of degraded, eroded, and horribly crowded trail. | No change | Plan addresses need for additional trail connection from the Bonneville Shoreline Trail. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
|---|---|---|---|
| 264 | 1.7 The opportunities are exciting , and hopefully the funding, vision, and political wherewithal to accomplish what could be a world-class (or at least regionally relevant) trail system will be developed in coming years, starting with the trailhead at the Zoo. If Draper can do it, Salt Lake City can do it better. | No change | General statement. |
| 265 | 1.3) Open access to Spring Canyon. The Huntsman's property is at the mouth of this canyon and it seems like the public used to have access prior to Huntsman's governorship. This area should be reopened as a hiking/recreation corridor. | Change | Added language to Initiative 2.2 stating that the City and County should work with private property owners to establish trail accessing the Forest Service land to the east. |
| 266 | I really like and appreciate this Master Plan and surely hope it will be put into place. I like many of the concepts and ideas put into place into the draft mainly regarding open space. Currently, there's not many open space and trails NEAR the comfort zone of the city. There's only wasatch hollow and Miller Park which are quite nice. I still believe that too much of the stream corridors are out of reach for people and are not clearly mapped & publicized to people. Currently, there's avaliable space in the country club and Bonneville golf course to install and open space trail system. | No change | Plan addresses additional trails and access to corridors. |
| 267 | The small trailhead at the north end of Lakeline that accesses the "H" Rock Trail need to be expanded with rest rooms, etc. | No change | Plan addresses this issue. |
| 268 | Current bike trails very steep - need more reasonable pitches. Also no bike lanes like 3rd South - way to hard to see bikes as a car driver. | No change | General statement. |
| 269 | Massive, comprehensive mtn bike trail system - like Cornas Canyon and Park City. Current trails marginal. | No change | Plan addresses need to work with Forest Service to develop comprehensive trail plan. |
| 270 | More natural surface trails in/around Shoreline. | No change | Plan addresses issue. |
| 271 | Maintain and extend access to H-Rock open space. Suggest parking lot addition at south entrance to Bonneville Trail. | No change | Plan addresses issue. |
| 272 | Collaborate with law enforcement to keep these access points to hiking trails safe. Currently "H-Rock" area is meeting place for substance use and dealing, vandalism, graffiti, truancy, etc. | Change | This is an ongoing action. Added language to Initiative 2.2 stating that trailheads should be designed for the safety of all users. |
| 273 | Need Bonneville Shoreline Trail parking and restrooms | No change | Plan addresses issue. |
| 274 | My comment references page 109 of the East Bench Master Plan: I believe the trails outlined in the 1998 Arcadia Heights Plan for the “H Rock” area should be given a high priority as low cost but high return recreation opportunities. As funds becomes available it would be good to expand the trailhead at the north end of Lakeline Drive and establish trailhead parking at the north end of Scenic Drive. Salt Lake City should be more like Draper when it comes to taking advantage of the amazing walking and hiking opportunities in our foothills. | Change | Added Scenic Drive trailhead to Initiative 2.2. |
| 275 | Open space, yes, please - as much as possible with dogs. For strolling, sitting, running, biking, x-country skiing, etc. Oh yeah, for breathing. | No change | General statement. |
| 276 | Collaborate with Utah Clean Cities to stop idling at overlooks and view areas. Place "Turn the Key" signs. | No change | This is a citywide enforcement issue |
| 277 | This is not public open space (pointing to area near Miller Park - western side) | No change | It is not public property, but it is zoned open space with public access. |

## Draft East Bench Master Plan - Public Comments

| | COMMENT | ACTION | DISCUSSION |
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| 278 | I find the goals towards preserving open space to be disingenuous at best. The aerial views, e.g. p74, are barely recognizable because of the surface destruction within the last 6 months in Research Park and in This Is The Place. The suggestion that height restrictions would be lower for buildings closest to the foothills is laudable but obviously laughable--the most recent Research Park construction is closest to the hills and dwarfs all other buildings. | No change | General statement. |
| 279 | Foothill and east main streets - Thunderbird, 1700 S, Wasatch need signage and caution for wildlife. Numerous dead deer in past weeks. | Change | Added new initiative supporting wildlife. |

**Draft Parley's Way Corridor Plan - Public Comments**

| | COMMENT | ACTION | DISCUSSION |
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| 1 | Some very good ideas.my main concern is the intersection of 2300 and 2100. It is very dangerous for pedestrians and automobiles. It needs left turn lights going south bound to go up parleys way. | No change | The draft plan addresses the 2300 East 2100 South intersection. |
| 2 | Thanks for the effort to plan for development on Parleys Way and providing a forum for citizens to comment on the plans. Some good thought has gone into this proposal. | No change | General comment. |
| 3 | For me, Parley's Way east of 2300 East is primarily a way to get to the freeway or from the freeway. I cross it a lot, mostly by car but also on my bike, but I almost never ride my bike on it when I am making my way to the Bonneville Shoreline Trail. It is too dangerous and it does not take me where I want to go anyway. I ride up 2100 South above 2300 East so that I can use the stoplight at 2100 S and Foothill to cross Foothill. I do not think bicycle lanes on Parley's Way seem sensible under the current circumstances. I would recommend we route bicycles somewhere away from traffic on a safer path, certainly above 2300 East, unless things were dramatically reconfigured. | No change | Plan addresses the need to make Parley's Way safer for bicycles. |
| 4 | I heartily agree we should make crossing Parley's Way safer, mostly for pedestrians, but also for bicycles and particularly for kids. It appears to me that option B at the 2300 East intersection is the best option shown. We should slow down traffic when needed to make crossing safer; I know I often drive that stretch too fast and it is really easy to keep barreling right down the hill past 2300 South when coming off the freeway. Hmm, maybe that is an argument for the traffic peanut, but that would cost a lot more money. | No change | Plan addresses this comment. |

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| 5 | Although I like the existing Parley Pratt monument at the corner, I do not agree that Parley's Way is a common entrance for visitors to Sugar House from the east. If you are not a local, you would likely exit onto Foothill Drive if you are heading to the U, but if you want to get to downtown Sugar House, the Parley's Way exit at I-215/I-80 is too easy to miss. A visitor is much more likely to go down to the 1300 East exit off I-80. I even recommend that to my visitors even though Parleys Way would be a faster route to my house. So spending a lot of money on historic monuments and neighborhood branding is probably not the best use of our money as most of us locals will zoom right by them and there is little to draw outside visitors. I like the special street signs; they are not that expensive. I just do not think that building more monuments would be sensible and it creates extra maintenance and may attract vandals. | No change | Value statement. |
| 6 | What if this short stretch from 2300 East uphill to Wilshire was totally reconfigured? What if there were more commercial establishments that drew patrons and the busy street was tamed? Could we ever overcome the reality that this route is used mostly to access the freeway? Possibly, but it would be a very expensive proposition. I would rather see the city use available money to mitigate the dry cleaner pollution plume at 21 and 21 and get that corner properly re-developed. I think that corner has more potential for a good commercial pocket and a large parcel is already available for development. | No change | Value statement. |
| 7 | The authors of the report are certainly correct when they note the great views from this corridor (when the air quality is good, that is). I often pull my car into the parking lot near Bangkok Thai to watch the sunset after a late day mountain bike ride in Millcreek Canyon or above Mountain Dell Reservoir. The only retail establishment I can think of that takes full advantage of that view are the few outside tables at the McDonalds on 2300 East. | No change | General comment. |

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| 8 | For many, Parley's Way is the point of entry into Salt Lake City. It should reflect the beauty, functionality, and values of our great city which means more than facilitating highway traffic.<br><br>I went to school at Cosgriff for nine years and have lived in the area my entire life. We need streets that are functional for all modes of transportation, transit, bike, pedestrian, and cars, too. Thank you for the excellent planning work on this project. I hope dramatic improvements to the corridor can be implemented as soon as possible. | No change | General comment. |
| 9 | This project appears to be a holdover from the Becker administration, with its focus on beautification and bicycles rather than general function. Parley's Way is an arterial, established and maintained to carry large volumes of motorized traffic at efficient speed. Has anyone measured the current volume of bike traffic? Does the level of need justify the potential cost for this project? As for beautification: what value will this add? Drivers will quickly realize it was a sham when they experience the broken pavement, potholes, cracks and bumps that characterize every street in town. Please, let's spend our tax dollars on much-needed repairs to aging infrastructure before putting any more lipstick on the pig. | No change | Value statement. |
| 10 | Hi, I reviewed the entire plan carefully along with the attachments. I was surprised only at the negativity of quite a number of people on the need for bike lanes on Parleys way. It may be that quite of few folks view this as a freeway so why encourage bikes, or that there are no bike lanes below Parleys way on 2100 south. My wife and I live on Wilmington Cir just off 2300 East and bicycling is a way of life for us. I biked to work and recreation to the tune of 4600 miles last year. I cross Parleys at least twice daily on my bike, and we used to bike up Parleys way to get on the Shoreline trail except this year we take side streets as the road is trashed, broken glass, goat-head weeds, and traffic going way to fast. I really like the approach the city has taken in this. | No change | General comment. |

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| 11 | You forgot to add that many folks use Parleys way to zip north onto 23oo East to avoid Foothill Blvd in their morning commute. My step-kids went to Cosgriff School North on 2300 East and crossing this light in the mornings was and remains really scary! That is my main reason for trying to slow down the speed of traffic on Parleys. | No change | Plan addresses this comment. |
| 12 | The ideas presented in the Parley's Way Corridor Plan will help to diminish the fracture through the neighborhood, but without an increase in density businesses either won't thrive along this new corridor or won't come at all. We will then have paid for a very expensive trinket. | No change | Value statement. |
| 13 | Parley's way from 1300 E to the Interstate offers an unparalleled opportunity for the city to create a sustainable community on the East Bench. As it exists the speed limit is too high to support local businesses or to create desirable neighborhoods or to maximize traffic flow. The wide lanes create a North-South fracture through the community. | No change | General comment. |
| 14 | At 2300 E we should support the reunification of this neighborhood by building an amalgam of the roundabout and the modified crossing... a Dutch Junction. It doesn't take up the same space as a roundabout, but allows safer passage for cyclists and pedestrians than a traditional crossing with an island. | No change | This could be a potential idea for future improvements. |
| 15 | I think that the plans for Wyoming Street and Stringham Avenue are substantially correct as described. | No change | General comment. |
| 16 | At Wilshire Drive we need a substantial rethink. The Walmart at that intersection is struggling, just as K-Mart did before it. We should look at rezoning the entire area marked as "Wal-Mart" to 3-5 story buildings with step-backs to limit shadowing. These should be interspersed with pedestrian-only (7:00 a.m. to 12:00 a.m.) walkways that allow entrance to shops, restaurants, offices, a pocket park, and residences. This highly underdeveloped area could act as a tertiary urban (Downtown and Sugarhouse being primary and secondary) core for SLC. | No change | The East Bench plan identifies this area as a Regional Node with three to four story building height. The plan suggests many of the same things mentioned in this comment. |

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| 17 | My comment references pages 34 & 35 where the 2300 East intersection is discussed:<br><br>I was pleased to see Moderate Transformation (Option B) is the preferred plan. It appears to address the safety issues at a reasonable cost.<br><br>In my opinion, the round-about option would be expensive and create new hazards for bikers and pedestrians since there would be no stop lights. This could be very dangerious for the groups of school kids that cross 2100 South. Also, the stop lights along 2100 South provide a break in the traffic which allow residents access from side streets. | No change | General comment. |
| 18 | In general-- I'm supportive of efforts to beautify the corridor and make it safer for pedestrians. I also believe the quiet residential quality of the neighborhood and efficient automobile movement should be maintained. I oppose large (out of scale) and disruptive commercial or apartment developments but would welcome improved neighborhood shopping opportunities in the 21st and 21st area in combination with landscaped open space. | No change | Plan addresses this comment. |
| 19 | Please make it better for people on foot & on bicycles. Thank you. | No change | Plan addresses this comment. |
| 20 | I have lived " down the hill" in the 15th and 15th area for 30 years and only drive thru the Parley's way corridor, because there is no real reason to stop until you get to 23rd east. I am all for walkable and local businesses ( and no more big box chains please) . Personally I find round-abouts generally annoying since folks around here are pretty clueless about them. It's hard to view your proposed drawings online because they don't blow up clearly, but ...Yes, make your changes so bikes can travel safely and Yes, make the road amenable for future public transportation! Maybe before I die we can run a train up to Park City? one to the U? (and NOT destroy 11th east with tracks down the middle of a narrow residential street). Parleys as an actual walkable business area which residents can navigate would be fantastic. | No change | Plan addresses this comment. |

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| 21 | As a person who has walked Parley's Nature Park with my dogs for over 10 years, I hope we can revisit some of the changes made to the park that have taken away from its natural beauty. I also hope that this space is kept for our type of recreation as we are losing more open space in general and there is less open mindedness toward dog parks. Thank you. | No change | Parley's Nature Park is not located within the project area. |
| 22 | I have specific vested interest in the safety of 2300 East/Parleys Way intersection, as I live just two blocks south. My children are in elementary school at Beacon Heights, and they take the bus to school in the morning. I am dreading the day when they start attending Hillside Middle School and have to cross that intersection on foot every day (there is no bus). The thought scares me to death. I have many neighbors who carpool their kids to Hillside, mainly because they don't want them crossing Parleys Way on foot. In fact, I would walk to Fresh Market every single time I go grocery shopping, except that I don't feel like dying. So I drive. It's a shame. This intersection is literally the worst thing in our neighborhood.<br><br>I like Option B for the intersection. | No change | Plan recommends changes for pedestrian safety. |
| 23 | I live in this neighborhood. I drive, walk, bike and walk really far to take public transit. This is a great neighborhood but unless I'm using my car to get around it is unsafe and inconvenient. Yes, we need more safe pedestrian crossings. Yes, we need safe bike lanes. Yes, we need public transit that runs frequently, at night, and on the weekends. Yes, our neighborhood welcomes a vitality that comes from more local shops, restaurants, coffee shops, brew pubs, etc. that residents can actually get to by walking or biking and not having to always drive. I strongly support plans that promote walking, biking and public transit. | No change | Plan addresses this comment. |
| 24 | The pedestrian and bicycle components are very important. A safe riding lane will be popular and do a lot to connect our communities. | No change | Plan addresses this comment. |

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| 25 | You will do whatever yo want regardless of any input but I'll toss in my 2 cents anyway. I believe this is massive overkill and a complete waste of taxpayer dollars but since it's an unlimited free fund to you, it will be the most expensive and flamboyant option you will decide on. There you have it. Have a nice day. | No change | Value statement. |
| 26 | Until this moment I've thought the Parley's Way Corridor was simply a hopeless muddle of ugly urban congeston. This plan offers exciting alternatives. Kudos! | No change | General comment. |
| 27 | Commenting after only a first-pass cursory review but on the plus side I do like the concept of a rotary at 2300E. | No change | General comment. |
| 28 | The balance of the plan appears to suggest that a primarily single-family dwelling neighborhood with a few businesses interspersed needs to be completely, & I think excessively, re-engineered to accommodate higher-density building and a higher percentage of people choosing to abstain from auto transportation. Basing that comment on the photo and graphic examples included in the plan | No change | Plan does not recommend changing land uses to high density. Plan recognizes need to accommodate different methods of transportation, not just the automobile. |
| 29 | Also as a side-note is it really necessary to couch suggestions in superfluous language like street-crossing "treatments" and "human-scale" buildings. Plain English would be a far more effective approach. | | |
| 30 | I believe the corridor will be an added benefit to the people of SLC. | No change | General comment. |
| 31 | Please don't do anything that will shut the door on dieting Parley's Way to one lane in each direction with a ceter turn lane should the preferred alternative is found insufficient in lowering motorist speeds. Traffic volume is not the problem. Speed kills! | No change | Reducing the number of auto lanes was presented to the community as an option, but had little support. |
| 32 | Remember the pedestrians and bikers. We need a way to navigate this area safely. | No change | Plan addresses this comment. |
| 33 | This level of planning seems entirely top-down. What is the need for it? Who (and many times) would ride a bike on Parley's? Why not establish a route on quieter streets? | No change | Value statement. |

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| 34 | The "protected bike lane" shown is not protected in any physical way (just paint!). Can we please have a dedicated (no peds) bike lane that is protected by the curb? Thank you! See Netherlands, Denmark, etc. for example. | No change | Plan shows painted bike lanes as a starting point. It would not prohibit additional improvements, such as separated bike lanes in the future if needed. |
| 35 | Better lighting! Bike paths - separate from traffic? Is this possible? | No change | Plan shows painted bike lanes as a starting point. It would not prohibit additional improvements, such as separated bike lanes in the future if needed. |
| 36 | Future connection from Parley's Way onto Foothill as you're going east is needed. Right now, have to cut through neighborhoods. | No change | Plan addresses this comment. |
| 37 | We don't ride biks up Parley's Way. You have to go behind the buildings to cross Foothill to get on the trail. Not much to change. 2300 East & Parley's - Safety! | No change | Value statement. |
| 38 | Noise level from trucks and drag racing uphill is bad. Improve conditions for cycling. | No change | Plan addresses improved conditions for cycling. |
| 39 | Like the medians for pedestrian crossings in the node areas. Really need to slow traffic coming down Parley's. Thank you. | No change | General comment. |
| 40 | Increase public transportation for income workforce. | No change | Plan addresses need to accommodate future transit. |
| 41 | Timing of signal needs to be longer for kids crossing the street to school at 2300 East, particularly from corner of dry cleaner across north-south to the restaurant - easternmost corner. Trim tree branches at speed limit signs. Speeding is a big issue. | No change | Plan addresses pedestrian safety improvements at 2300 East. |
| 42 | More trees - prettier would be better. Slowing down traffic is a bad idea. More crossing guards for middle school and high school would be better. | No change | Plan addresses beautification. |
| 43 | Overall I like the plan as outlined. One suggestion I would have is that instead of having the bike lane in the street next to the curb to incorporate it into the sidewalk. Widen the sidewalk with a thin strip of vegetation between the pedestrian sidewalk and the bicycle lane. This has been done in areas of Provo where the Provo River bike lane goes through the city. In winter when there are fewer bicycles it would give a wider space for pedestrians when snow clearance might be irregular. | No change | Plan shows painted bike lanes as a starting point. It would not prohibit additional improvements, such as separated bike lanes in the future if needed. |

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| 44 | I am very impressed by Parleys Way Plan document just released, and very supportive of any action the City may take that works towards the goals of the plan.<br><br>I have specific vested interest in the safety of 2300 East/Parleys Way intersection, as I live just two blocks south. My children are in elementary school at Beacon Heights, and they take the bus to school in the morning. I am dreading the day when they start attending Hillside Middle School and have to cross that intersection on foot every day (there is no bus). The thought scares me to death. I have many neighbors who carpool their kids to Hillside, mainly because they don't want them crossing Parleys Way on foot. In fact, I would walk to Fresh Market every single time I go grocery shopping, except that I don't feel like dying. So I drive. It's a shame. This intersection is literally the worst thing in our neighborhood. | No change | Plan addresses pedestrian safety improvements at 2300 East. |
| 45 | I have lived in the East Bench area for sixty three years. i have seen a variety of businesses come and go on Parley's Way and miss quite a few--Pizza Oven, Finn's Restaurant, and the view of the pool at the Country Club Motel---it always looked like guests were really enjoying their dip. However, the area held little interest for me until K-Mart was built--I shopped there faithfully, but when it started going downhill I was disappointed, and later elated when Walmart bought the property. I haven't forgotten or forgiven the animosity of many of the nearby residents, but have been delighted with Walmart. And, while much of the plans for the area appear positive, I don't trust the motives of most residents and feel all goals have the underlying motive of undermining Walmart's operation. I hope that is incorrect, but . . . | No change | General comment. |
| 46 | Stop marking bike lanes like this (referring to rendering of bike lane shown on open house board). Make wider bike lanes. | No change | Plan shows painted bike lanes as a starting point. It would not prohibit additional improvements, such as separated bike lanes in the future if needed. |
| 47 | No skinny sidewalks. Need 15' sidewalks | No change | The plan recommends wider sidewalks, particularly at activity nodes. |
| 48 | If we want to prevent obesity, no benches. | No change | General comment. |

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| 49 | Should not allow sidewalk eateries. Sugar House good example. | No change | Value statement. |
| 50 | The bike lanes shown are an excellent way to safely move cyclists. We need more configurations like this. | No change | General comment. |
| 51 | No planted medians. They take away from bike lane width. | No change | Value statement. |
| 52 | Enhance the sidewalks all the way up Parley's from 23rd to Wilshire. | No change | Plan addresses this comment. |
| 53 | This is not a "protected bike lane" (referring to rendering of bike lane shown on open house board). Can the bike lane be on the other sie of the curb. | No change | Plan shows painted bike lanes as a starting point. It would not prohibit additional improvements, such as separated bike lanes in the future if needed. |
| 54 | Bring back bus route on Parley's Way and 23rd East. | No change | Plan addresses need to accommodate future transit. |
| 55 | More bike lanes. Bike lanes are great. | No change | Plan addresses this comment. |
| 56 | No more protected bike lanes. | No change | Value statement. |
| 57 | Too many bike lanes. 50% want bike lanes. B.S. (referring to open house board stating that over 50% of participants at last open house favored bike lanes) | No change | Value statement. |
| 58 | No more than 2 stories (referring to open house board stating that most respondents to the Parley's Way survey feel that the appropriate building heights should be 3 stories or less) | No change | Value statement. |
| 59 | No TRAX on 2100 South. | No change | Value statement. |

# ATTACHMENT 6: Potential Motions

AS WRITTEN:

**I move that the Planning Commission forward a recommendation to the City Council to adopt the East Bench Master Plan and Parley's Way Corridor Plan based on the information presented in the staff report, the public involvement process associated with creating the plan, and the testimony and discussion provided during the Planning Commission briefings and public hearings.**

WITH CHANGES:

**I move that the Planning Commission forward a recommendation to the City Council to adopt the East Bench Master Plan and Parley's Way Corridor Plan based on the information presented in the staff report, the public involvement process associated with creating the plan, and the testimony and discussion provided during the Planning Commission briefings and public hearings, subject to the following changes:**

[Planning Commission must state recommended changes]