

SALT LAKE CITY, UTAH

CENTRAL NINTH NEIGHBORHOOD CENTER VISION PLAN

WORKSHOP SUMMARY

26 JANUARY 2015



U R B A N D E S I G N A S S O C I A T E S



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CLIENT
Redevelopment Agency of Salt Lake City

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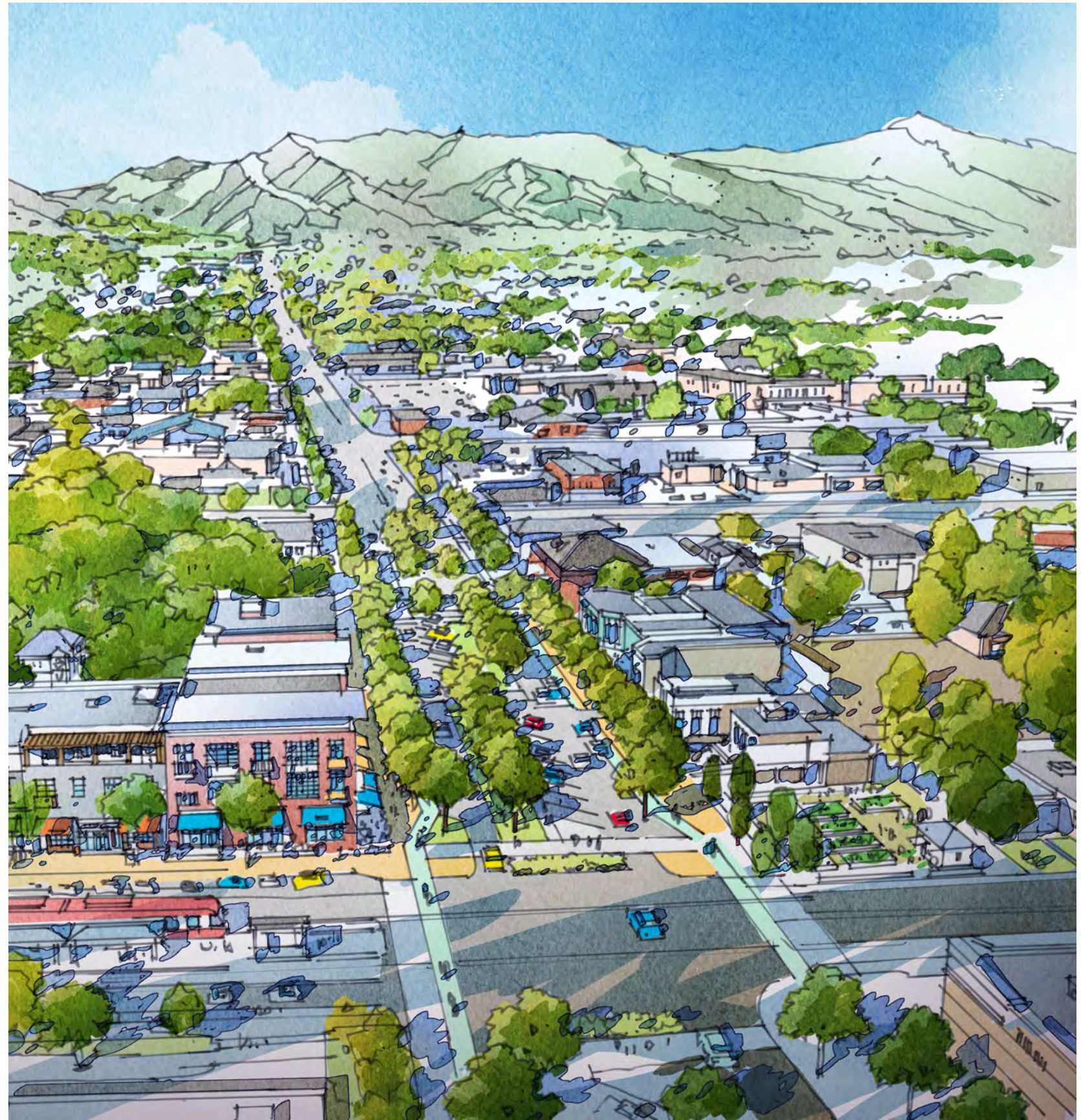
The West Temple Gateway Project Area has been a focus of revitalization efforts by the Redevelopment Agency of Salt Lake City (SLC RDA) since 1987. At the heart of the project area is the Central Ninth Neighborhood Business Node, located at the intersection of 900 South and 200 West. The community voted to formally adopt the name Central Ninth in 2012 to highlight the neighborhood's central location on 900 South, a key corridor in the City that bisects the neighborhood.

In 2012, the SLC RDA conducted a neighborhood survey of residents and businesses to identify preferences for new neighborhood amenities in the Central Ninth Neighborhood. As a result of the survey, a new, enhanced streetscape was identified as the top choice.

Modifications to 900 South are critical to future development of Salt Lake City as a whole. The success in the Avenues, Marmalade, Ninth & Ninth, Sugar House and 15th & 15th show significant interest in high-quality urban environments in Salt Lake City. The Central Ninth District, with its available land, stable businesses and transit connectivity make the district an excellent target for future revitalization.

900 South is also known as the “Nine Line” Corridor, which is the subject of a regional initiative by the City of Salt Lake to study the corridor comprehensively, to serve the needs of the neighborhoods as well as the City as a whole. The 900 South right-of-way is wider than a majority of the streets that make up the urban fabric of Salt Lake City. It is also symbolically significant, as it is the edge of the original plat of Salt Lake City by Brigham Young.

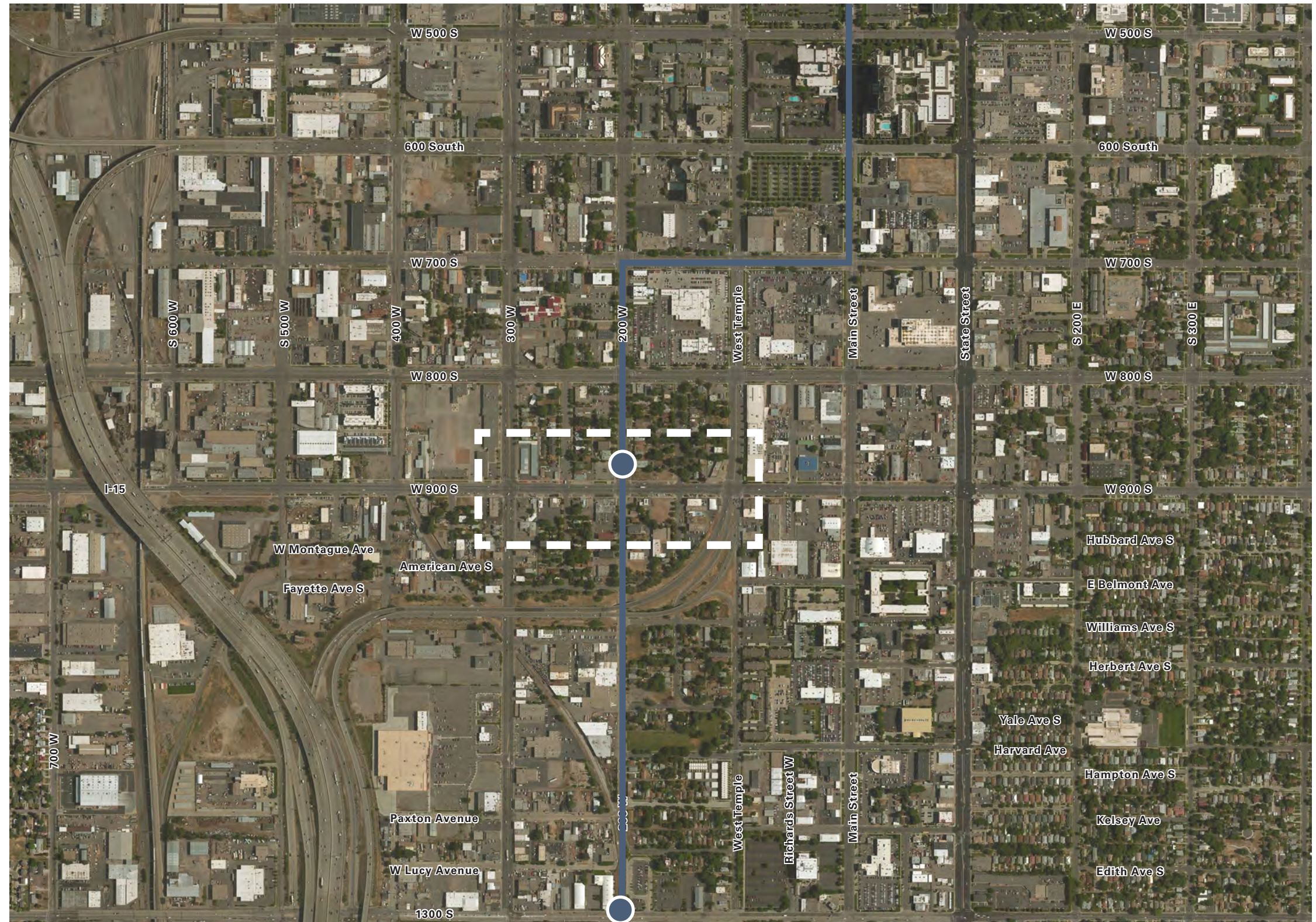
In early 2015, the SLC RDA engaged Urban Design Associates (UDA) to facilitate a neighborhood workshop. The 2012 survey results created the foundation for the workshop to identify what the residents, business owners and users would like to see for their community and provide a design based on their aspirations.



OVERVIEW

The Central Ninth Neighborhood is well situated in the City. As a former industrial district, the neighborhood has a rich mix of uses including established industrial uses, commercial businesses, institutions, regional and local retail, and multi-family and single-family residential.

The Site is located on 900 South, between the streets of 100 West and 300 West, and is easily accessed by major regional corridors, such as Interstate 15 and the TRAX light rail line. TRAX runs north-south, bisecting the project area on 200 West.



Many of the ingredients of great urban environments are already located in the current neighborhood. These include an existing light rail line, stable uses, available development sites, and a passionate group of local residents and business owners. In relation to transit, the site has superb connectivity with the City through the Red, Blue and Green Lines on 200 West, and several bus routes on Central Ninth. These transit opportunities were considered in the design.

Central Ninth is an excellent candidate for infrastructure improvements, as the streets are wider than necessary and the existing curb-cuts provide a number of options to move forward.



A photo from the north side of 900 South, looking east across the study area.



A photo looking northwest over the community gardens toward the TRAX station. This site will be redeveloped and the community gardens will be relocated to a new location in the neighborhood.



A photo looking north on 200 West from 900 South along the TRAX Red Line. This transit line travels north to Downtown Salt Lake City (as seen in the distance) and south to through the southern suburbs of the Salt Lake Valley. The Red line terminates at Daybreak, a new, transit-oriented community at the foot of the West Bench; the Blue Line terminates in Draper, and the Green Line terminates in West Valley City



New development, such as this architect's office and coffee shop, have become a new public gathering space for the neighborhood.

SITE CHARACTER

For this effort, the SLC RDA and the consultant team worked with the community to understand what the residents, business owners, and users would like to see in a new street design.

A three-day public workshop was held in the neighborhood, and focused on gathering feedback, testing alternatives based on feedback, and presenting a Vision Plan. The process included the following community meetings:

- » Tuesday Evening: Learning, Feedback
- » Wednesday Evening: Sharing Alternatives
- » Thursday Evening: Presentation of Vision Plan

WHAT WE HEARD

A. IMPROVE THE PEDESTRIAN ENVIRONMENT

- » Safe crosswalks
- » Safe place for children
- » Wider, interesting sidewalks with shade trees, native plantings
- » Neighborhood park space for children
- » Mid-block crosswalks
- » Seating for passive recreation, outdoor dining
- » Incorporate meaningful public art

B. CALM TRAFFIC

- » Narrow lanes for slower traffic and fewer trucks
- » Median parking
- » Clear crosswalks

C. SUPPORT BICYCLE INFRASTRUCTURE

- » Dedicated, protected bike lanes
- » Incorporate a new city bike share station
- » Recruit Bicycle Collective to the neighborhood

D. INTEGRATE NEW DEVELOPMENT

- » Rich mix of uses
- » Orient development to the street
- » Organic careful growth
- » Incorporate 'old with the new'

E. SUPPORT LOCAL BUSINESS

- » High-quality, community serving retail environment
- » Maximize visitor parking
- » Parking management plan



The Tuesday night workshop included a stations around the topics of Open Space, Transportation and New Development. Attendees were encouraged to provide feedback, which was documented by the design team



The workshop was held on site to facilitate easy interaction with residents and an in-depth understanding of the site.

Throughout the country, and even within Salt Lake City, many streets have been adapted to handle more than just motor vehicles. The goal of these changes is to provide balanced transportation options and choices for how people experience and travel around a city.

The images on this page illustrate some different examples of implementation that served as inspiration to the design team.



A photo looking east on 300 South in Downtown Salt Lake City. These improvements calmed traffic and increased street parking for the district. The addition of local plant species and trees in the neighborhood added green spaces, as well as reduced the amount of impervious paving.

Photo Credit: Altai Planning+Design



An example of a cycle track that is at the level of the sidewalk. This technique provides additional safety for cyclists to avoid conflicts with vehicles. The paving material is different from the sidewalk to signal the presence of the track to pedestrians.

Photo Credit: Altai Planning+Design



A photo of the Indianapolis Cultural Trail in Indianapolis, Indiana. In this case, the cycle track is at the level of the sidewalk and made from special paving materials. Bollards further separate the track from the pedestrians.

Photo Credit: Altai Planning+Design



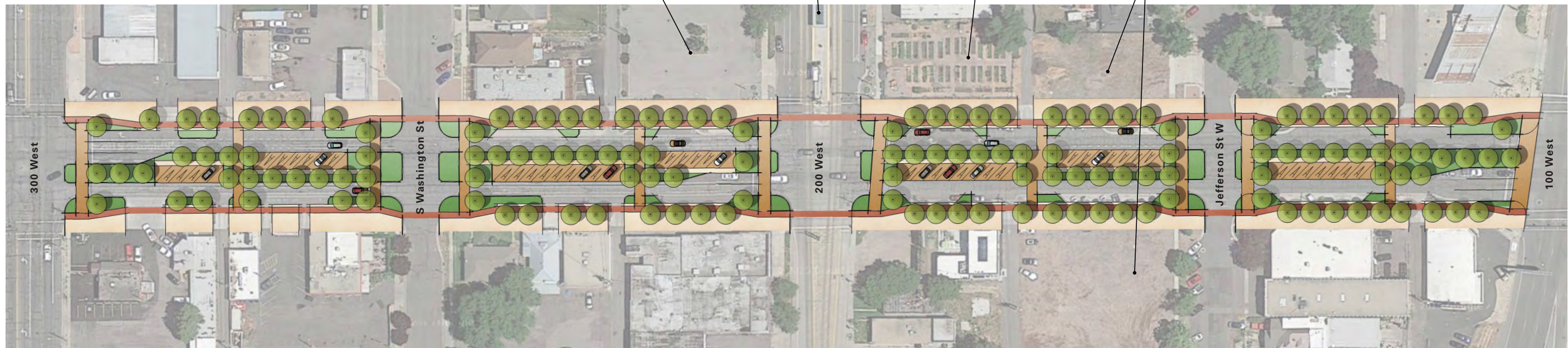
Another photo of the Indianapolis Cultural Trail in Indianapolis, Indiana. In this case, the cycle track works with local businesses to engage the pedestrian along the route. The increased traffic of the bicycle track is part of a comprehensive strategy to revitalize the Indianapolis neighborhood centers with street level activity.

Photo Credit: Altai Planning+Design

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PRECEDENTS



Future SLC RDA Development Site 200 West TRAX Station Community Garden and Future SLC RDA Development Site Future SLC RDA Development Sites

The Vision Plan extends between 300 West and 100 West. The design is in alignment with the Vision Plan principles including wider, generous sidewalks, additional green space, crosswalks, cycle track, areas for bike parking, and additional parking for businesses. (Drawing not to scale)

VISION PLAN



This plan illustrates the improvements between 200 West and Jefferson Street. (Drawing not to scale)

BLOCK PLAN



EXISTING CONDITIONS A photo looking east on 900 South. The current curb locations will support the installations of a cycle track with generous sidewalks and plantings. Between the curbs, the roadway can support several traffic calming devices that also support an increase in parking for local businesses.



SIDEWALK AND CYCLE TRACK This diagram shows new, generous sidewalks and dedicated cycle track.



ADDITIONAL PARKING AND TREE CANOPY This diagram shows the addition of parallel parking adjacent to the cycle track and angled parking in the median.



VISION This ground level perspective illustrates the vision for the neighborhood that includes a balance between various modes of transportation. The vision plan aligns with the principles from the public process, including pedestrian enhancements, traffic calming, new bicycle infrastructure, and new development that supports local business.

ELEMENTS OF THE PLAN

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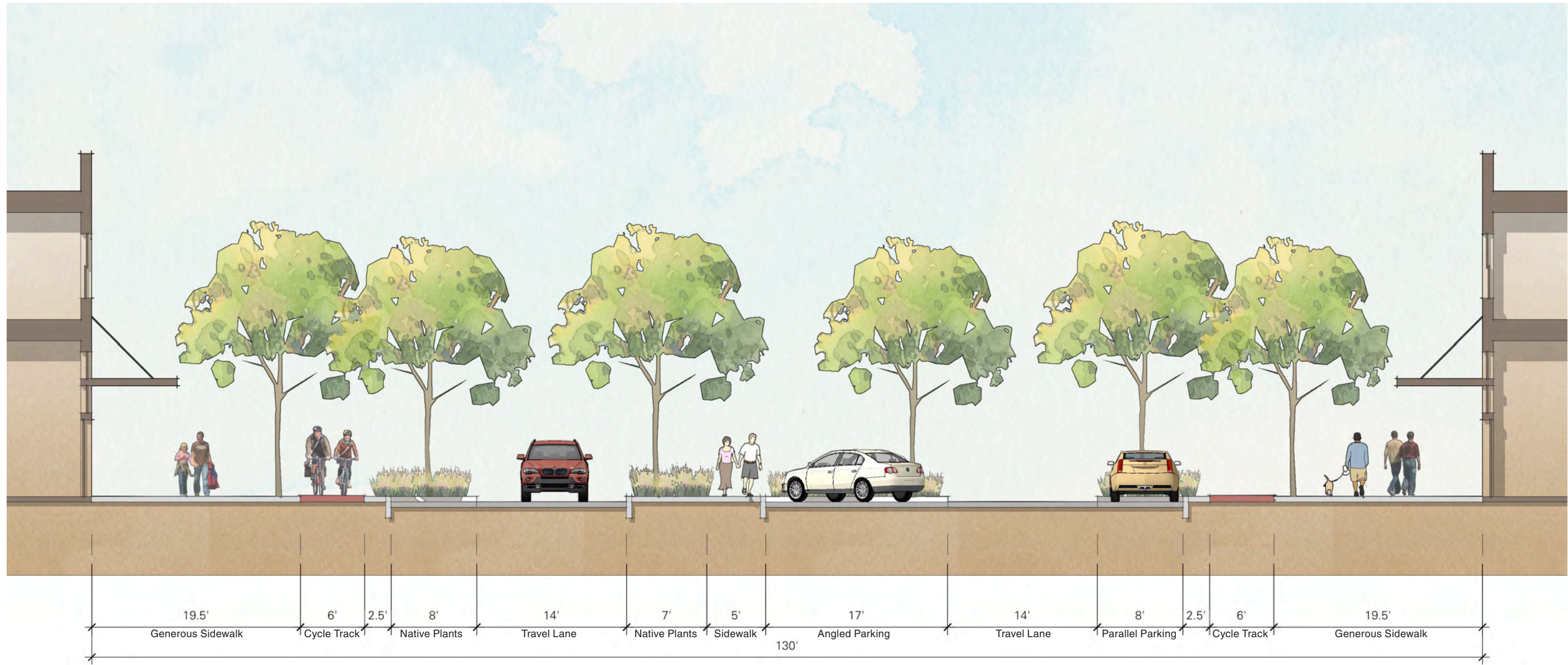


GROUND LEVEL PERSPECTIVE

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One of the goals of the design effort was to work within the bounds of the existing curbs. This will save capital and allow for spending on elements that are in alignment with the design principles. This includes native planting, trees, a dedicated cycle track and special paving opportunities. (1"=10'-0")

SECTION AT 900 SOUTH

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AERIAL PERSPECTIVE

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