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EXECUTIVE SUMMARY

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Project Background and Summary

This document captures the process and outcomes of the master planning effort by Design Workshop undertaken from July through September of 2012. The objective of this phase was to develop a master plan for the Grand Boulevards as guided by principles of sustainability and urban design connectivity to create a first-class entrance and exit to Salt Lake City.

The concept of Great Streets or Complete Streets is based upon the principle that a successful built environment is dependent upon the quality of the public realm and the businesses, institutions and residences that are adjacent to it. By creating complete streets and corridors, surrounding neighborhoods and mixed-use districts can be revitalized economically, environmentally, socially and aesthetically. Complete Streets must provide for a balance between pedestrians, motorists, transit, commercial uses and parking and must serve as focal points and places for public life. They must provide stages for the public interaction of the local community, provide residents with a sense of pride of place and provide for improved aesthetics including opportunities for public art. They may also have a profound fiscal impact on a community by promoting private development and investment along them by providing a positive return on public investment. Robust corridors not only provide outstanding public spaces for residents and visitors but also enhance the viability of business owners and commerce in local communities.

The creation of Great Streets requires the guiding hand of skilled professionals as well as the input of local citizens, officials and business owners who will interact with and support these environments every day. The Grand Boulevards of 500 South and 600 South in Salt Lake City, as identified in the Downtown Rising document prepared by the Salt Lake Chamber of Commerce and the Downtown Alliance, represent an enormous opportunity to not only

create memorable and inspiring boulevards for those entering and exiting the capital city but also to protect the integrity of the existing institutions and landmarks along them while spurring redevelopment and economic growth in underdeveloped locations.

The visual, aesthetic and land-use conditions along these corridors warrant the creation of a strategy to revitalize the corridor. Changing market conditions may warrant new land-use patterns. Changing traffic patterns and future transit alignments such as a street car on 400 West that will cross both 500 and 600 South may warrant different roadway configurations, intersections and traffic timing. Clearly there is need for aesthetic improvements in order to create positive impressions of the city when exiting the freeways into downtown.

This document provides a visual and textual story of the design analysis, definition and discoveries that led to planning solutions and conclusions. It is intended for client use in presenting the Master Plan vision to municipal officials for approvals, to attract the interest of investors and to serve as the foundation for the next phases of the design process in which the plan will evolve.

Several key conclusions made during the design analysis and planning process were:

- The Multi-way alternative is the preferred alternative for each boulevard.
- Billboards should be accommodated and modifications allowed including installation of digital billboards.
- 600 South is a priority in terms of monmumentation, appearance and implementation.
- Undergrounding the transmission and distribution lines on 600 South is desired.
- A future research and technology park is a desirable land use in the Grand Boulevards district.
- The preferred location is between 500 South and 600 South and 500 West and 300 West.

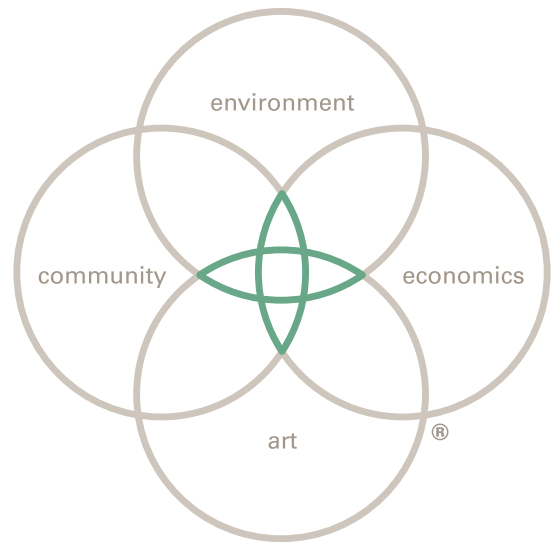


500 South at 200 West Looking West

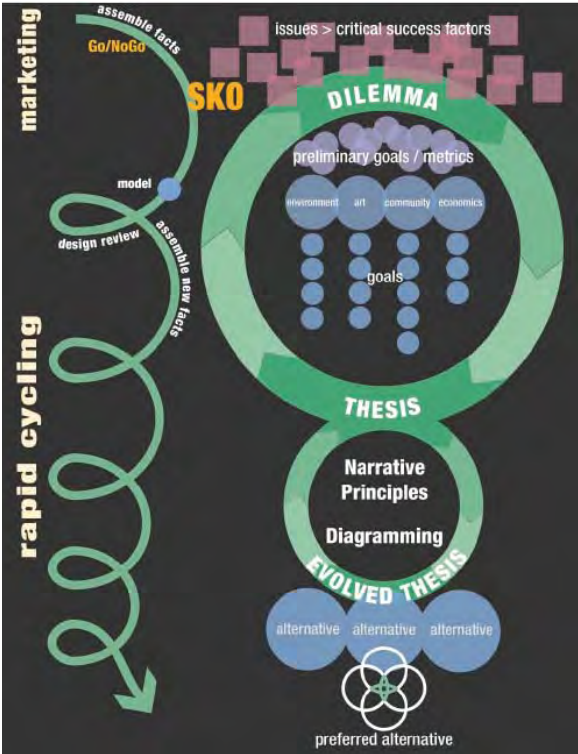


600 South at 500 West Looking East

In addition to this document being intended for use in presenting the vision for these boulevards to municipal officials and investors, it is also intended for use as a resource for the planned update to the Salt Lake City Master Plan.



DW Legacy Design® categories of sustainability.



DW Legacy Design® Diagram.

DW Legacy Design®

DW Legacy Design® process emphasizes a deliberate approach to sustainable design solutions that is comprehensive of four Legacy categories: Environment, Community, Art and Economics.

DW Legacy Design® Method

The DW Legacy Design® method builds a narrative foundation for a project and then sees the various components of that narrative (i.e. dilemma, thesis, narrative principles and goals) take shape in plans.

Design Workshop captures all aspects of the design process and the foundational thinking for a project as it completes assignments. At the outset, project teams define issues associated with a project and the Critical Success Factors, as defined by the client. In the initial stages of the Grand Boulevards Corridor Plan, the team worked with the client group to define a project Vision, a problem statement called “Dilemma” and a potential design solution, called a “Thesis.” These steps help to build a strong foundational story for a project that aligns the consultant team and the client to the same principles and goals. Design Workshop employs DW Legacy Design® metrics to ensure that a project is accountable to the principles and comprehensive DW Legacy Design® goals articulated at the beginning of the process.

Client Vision

The client group's vision includes creating a strategy for the main boulevards that conveys the welcoming, friendly and industrious nature of Salt Lakers as well as preparing a vision document that can be used as a tool to generate interest and support for the redevelopment of the main boulevards.

Project Dilemma

A dilemma is a storytelling device that describes the predicament facing a given project. It sums up the major challenges that must be overcome to achieve an outcome that meets the clients' expectations. It answers the question: “What is standing in the way of a project's potential for success?” A dilemma highlights the complexities of a project and the need to create a comprehensive solution.

Currently, the main boulevard streets (500 South and 600 South) carry the highest volumes of traffic in Salt Lake City. They serve to bring people into the downtown area (Welcome) and facilitate exiting the city (Goodbye). They are the only major streets in Salt Lake City that have a one-way traffic pattern. The right-of-way for both streets is 132'. Each carries four lanes of traffic, wide shoulders, dedicated turn lanes and intermittent parallel parking. The image of the city that these streets convey is utilitarian, unwelcoming and even foreboding.

Design Workshop's undertaking is to bring together all the different systems that make up a great street: efficient traffic patterns, street trees, signage, pedestrian circulation, adjacent land use, architectural character, lighting, etc. to create a vision for the main boulevards of Salt Lake City and the surrounding district, a vision that instills interest and support for the idea of making improvements and investing in change.

Project Thesis

A thesis is an assertion about how to achieve the desired outcomes of a planning project. The project thesis is a proposed solution to the central problem or issue articulated in the project dilemma. Collectively communicating the big ideas of a project in the dilemma and thesis helps to align the consultant team to a common goal. The consultant team tested and resolved the project thesis during the course of the project through its design and planning investigations.

Design Workshop's thesis for Salt Lake City's Grand Boulevards is to synthesize the systems that contribute to great streets in order to create an improvement plan for the main boulevards that invites and welcomes people to Salt Lake City, entices them to return again and again and encourages redevelopment efforts in the surrounding district.

CRITICAL SUCCESS FACTORS
THE STUDY

- ESTABLISH GOALS
- VISION FOR POLICY MAKERS
- BROAD CONTEXT / PERSPECTIVES ALL VOICES
CONSENSUS DRIVEN
- IDENTIFY BARRIERS/OBSTACLES → SOLUTIONS
- VISION BECOMES PART OF PUBLIC
CONSCIOUSNESS
- WHAT WILL IT TAKE TO ACCOMPLISH \$
- I.D. FUNDING SOURCES GAME PLAN
IMPLEMENTATION
- STAGES / PHASING PLAN
- ENGAGE STREET OWNER LOCAL
- ATTRACT PRIVATE INVESTMENT
MARKETING TOOL
- STRONG LEADERSHIP

CRITICAL SUCCESS FACTORS
PROJECT AT COMPLETION

- ESTABLISH 1ST IMPRESSION IMPORTANT
CITY
- WELCOME MAT
- FINANCIAL, ECONOMIC VALUE (GENERATE)
- TIMELESS, LONG-LASTING
- TELL COMMUNITY STORY AND VALUES
- CATALYST FOR LAND USE CHANGE
- EMOTIONAL CONNECTION / REACTION
- NON PRIVATE INVESTMENT
- SAFE - TRAFFIC
WALKABILITY / NEIGHBORHOOD
- MONUMENT / MARKER / LANDMARK
CONNECTION TO DOWNTOWN

Client Critical
Success Factors

The Design Workshop consultant team identified and confirmed the Critical Success Factors (CSF) for the Grand Boulevard project with the Taskforce during the Kick-Off Meeting on July 17, 2012. These factors reflect the results that absolutely must occur for the communities to consider the planning project a success.

After identifying each of the Critical Success Factors, each member of the Taskforce was asked to prioritize their top two by placing an orange dot on each. For clarification purposes the results are summarized on the facing page.

THE STUDY WILL BE CONSIDERED A
SUCCESS IF IT:

- Helps make vision a part of public consciousness
- Creates a game plan for implementation
- Attracts private investment
- Creates a vision for policy makers
- Identifies barriers/obstacles and solutions
- Creates a phasing plan
- Establishes goals
- Ensures plan has broad context/perspectives and is consensus driven
- Engages street owner - UDOT
- Engages state leadership

AT PROJECT COMPLETION THE
GRAND BOULEVARDS PROJECT
WILL BE CONSIDERED A SUCCESS IF
IT:

- Establishes a great first impression
- Creates an emotional connection/reaction
- Generates financial/economic value to the city and business along corridor
- Creates a “Welcome Mat” to visitors
- Is timeless and long-lasting
- Becomes a catalyst for land-use change
- Brings about new private investment
- Communicates the communities story & values
- Is safe for motorists and pedestrians
- Connects to Downtown

ART / AESTHETICS

- BASIC GUIDELINES BUT ALLOW CREATIVITY
- ART AS FUNCTION
- CLEANLINESS GREEN SPACE
- LANDMARKS - MONUMENTS
- VIEW TO MTAS
- LIGHTING - FURNISHING AND SAFETY
- DIFFERENTIATION - DIFFERENT THAN OTHER STREETS
- UNIFORMITY WITHIN CORRIDOR
- WELCOMING TO ALL / FRIENDLY
- % FOR THE ARTS
- CONSISTENT & IMPROVEMENTS TO DATE

COMMUNITY

- SAFETY - PEDES AND CARS
- GOOD WAYFINDING (CONSISTENCY) MCTG
- MESSAGING
- HOSPITALITY DISTRICT
- TRANSIT STOPS - TRANSIT CROSSINGS
- WALKABILITY - STREET CROSSING
- UCFV TECH PARK LOCATION
- HOMELESS SERVICES
- BE SALT LAKE CITY - DON'T NEED TO BE ANYTHING ELSE
- APPROPRIATE LAND USES
- KEEP 400 S IN MIND
- RAILROAD REPRESENTATION

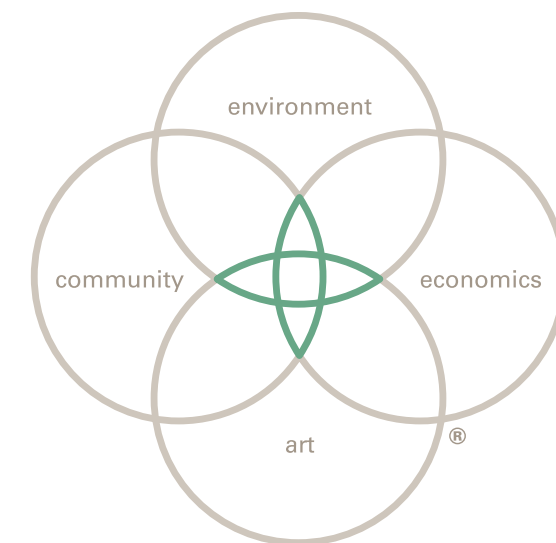
ENVIRONMENT

- GREEN
- TREES
- WALKABLE - HUMAN COMFORT
- CHECK TRAFFIC VOLUMES
- ACCESS TO OPEN SPACE
- PIONEER PARK
- RENEWABLE ENERGY
- COMPLIMENT WASATCH PANORAMA

ECONOMICS

- RAISE PROPERTY VALUE
- MAKE IT EASIER TO DEVELOP - ECONOMICALLY VIABLE
- FINANCIAL INCENTIVES
- VALUE FOR VALUE - PROPERTY RIGHTS REQUESTED
- ECONOMIC RETURN PUBLIC & PRIVATE PAYOFF FOR INVESTMENT R.O.I.
- RETURN VISITS - DESTINATION
- SUSTAINABLE / MAINTAINABLE HOW DOES FUND GROW OVER TIME?
- BENEFITS PRINCIPLE - MOST BENEFIT = MOST INVESTMENT
- WORK W/ REGIONAL ECONOMICS
- ATTRACT INVESTMENT / DEVELOPMENT

- ECONOMICALLY RIGHT SIZED
- TOUT ECONOMICS / LITTLE KNOWN FACTS / MESSAGES
- REWARD RESIDENTS / VISITORS



DW Legacy Design® categories of sustainability.

Legacy Goals/Metrics

The Design Workshop consultant team identified and confirmed the Legacy Goals/Metrics for the Grand Boulevards project with the Taskforce during the Kick-Off Meeting on July 17, 2012.

After identifying each of the Legacy Goals/Metrics, each member of the Taskforce was asked to prioritize the goals in order of importance - placing a red dot on their very top priority, a green dot on each of their next two priorities and a black dot on the Legacy Goal/Metric they felt could be eliminated. For clarification purposes the results are summarized on the facing page.

ART-AESTHETICS

COMMUNITY

ENVIRONMENT

ECONOMICS

Legacy Goals/Metrics

Welcome to All/
Friendly

View to Mountains

Differentiation –
Different than Other
Streets

Landmarks -
Monuments

Cleanliness Green Space

Uniformity within Corridor

Basic Guidelines Aligning
Creativity

Art as Function

Consistent with
Improvements to Date

Percentage for the Arts

Being Salt Lake City!

Appropriate Land
Uses

Homeless Services

Good Wayfinding
(Consistency with
City)

U of U Tech Park
Location

Messaging

Safety – Pedestrians &
Cars

Hospitality District

Transit Stops – Transit
Crossings

Walkability – Street
Crossings

Keeping 400 S in Mind

Railroad Representation

Compliment Wasatch
Panorama

Green

Trees

Walkable – Human
Comfort

Access to Open Space –
Pioneer Park

Renewable Energy

Economic Return
Public & Private –
Payoff for Investment

Higher Property
Values

Easier to Develop –
Economically Viable

Sustainable/
Maintainable

Economically Right Sized

Attractive to Investment/
Development

Promotion of Economics/
Little Facts to Remind
Residents/Visitors

Value for Value – Property
Rights Respected

Financial Incentives

Return Visits – Destination

Partnerships with Regional
Economics

The goals highlighted in red represent those goals the team has identified for more in depth measurement as the design process proceeds and through completion.

Art

Differentiation of these streets from others within downtown Salt Lake City can be accomplished through a combination of improvements to the following: traffic patterns, street trees, and signage and wayfinding.

Community

Studying the existing adjacent land uses, and proposing a vision for future land uses that support the creation of a new district within downtown Salt Lake City can accomplish the community goals.

Environment

The addition of street trees accomplishes many goals related to environment, some of which include: reduction in heat island effect, improved pavement temperatures-ambient temperatures.

Economics

With a vision for the entire district as a part of the study that includes a research park and linkages to light rail, The University of Utah, a future downtown street car and the intermodal hub, the likelihood of realizing a return on investment becomes plausible.



INFORMATION GATHERING - ANALYSIS

Existing Conditions Analysis

- Site Photography
- Site Data
- Existing Zoning
- Existing Land Use
- Land Ownership
- Traffic Volumes
- Accident Data
- Opportunities and Constraints
- Right-of-Way and Lane Widths
- Existing Signage and Billboard Locations
- Transportation Circulation

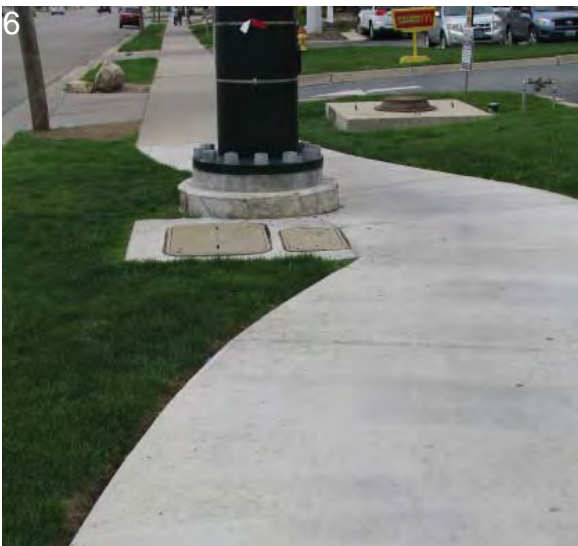


Information Gathering

The first step in the design process involves gathering and assembling the facts at hand in order to understand the issues and opportunities surrounding the project.

An existing conditions analysis includes obtaining the following information:

- Existing land use and zoning including Easements, setbacks and right-of-ways
- Land ownership patterns
- Building/lot conditions including building occupancy/vacancy conditions
- Approved and proposed projects in the study area
- Transportation facilities, circulation and access (sidewalks and street widths, parking areas, bicycle access, curb cut locations, transit routes (including possible streetcar alignments)).
- Traffic volumes on 500 and 600 South as well as all cross streets
- Performing and under-performing land uses along the corridor
- Historic cultural resources
- Important site amenities and public spaces as well as view and scenic opportunities
- Topography
- Drainage
- Vegetation
- Views
- Utilities or future utility possibilities
- Right-of-way and lane widths
- Accident types, frequencies and locations
- Existing Signage and Billboard locations
- Circulation and access
- Planning regulations
- Other important amenities and conditions along or near the corridor



Data gathered on Thursday, May 24 2012 at 4:35 PM for 500 South Street

Speed of Vehicles

High Speed Recorded: 41 mph
Low Speed Recorded: 20 mph

Noise Levels

High: 86 db
Low: 60 db

Crosswalk Timing

500 South: 45 seconds
500 West: 1 min 10 seconds

Temperature of Sidewalk

In sun: 112 degrees
In shade: 88 degrees

Temperature of Asphalt

In sun: 112 degrees

Data gathered on Friday, May 25 2012 at 8:08 AM for 600 South Street

Speed of Vehicles

High Speed Recorded: 41 mph
Low Speed Recorded: 22 mph

Noise Levels

High: 78 db
Low: 55 db

Crosswalk Timing

600 South: 40 seconds
200 West: 1 min 10 seconds

Temperature of Sidewalk

In sun: 61 degrees (Overcast Conditions)
In shade: (No Shade-Overcast Conditions)

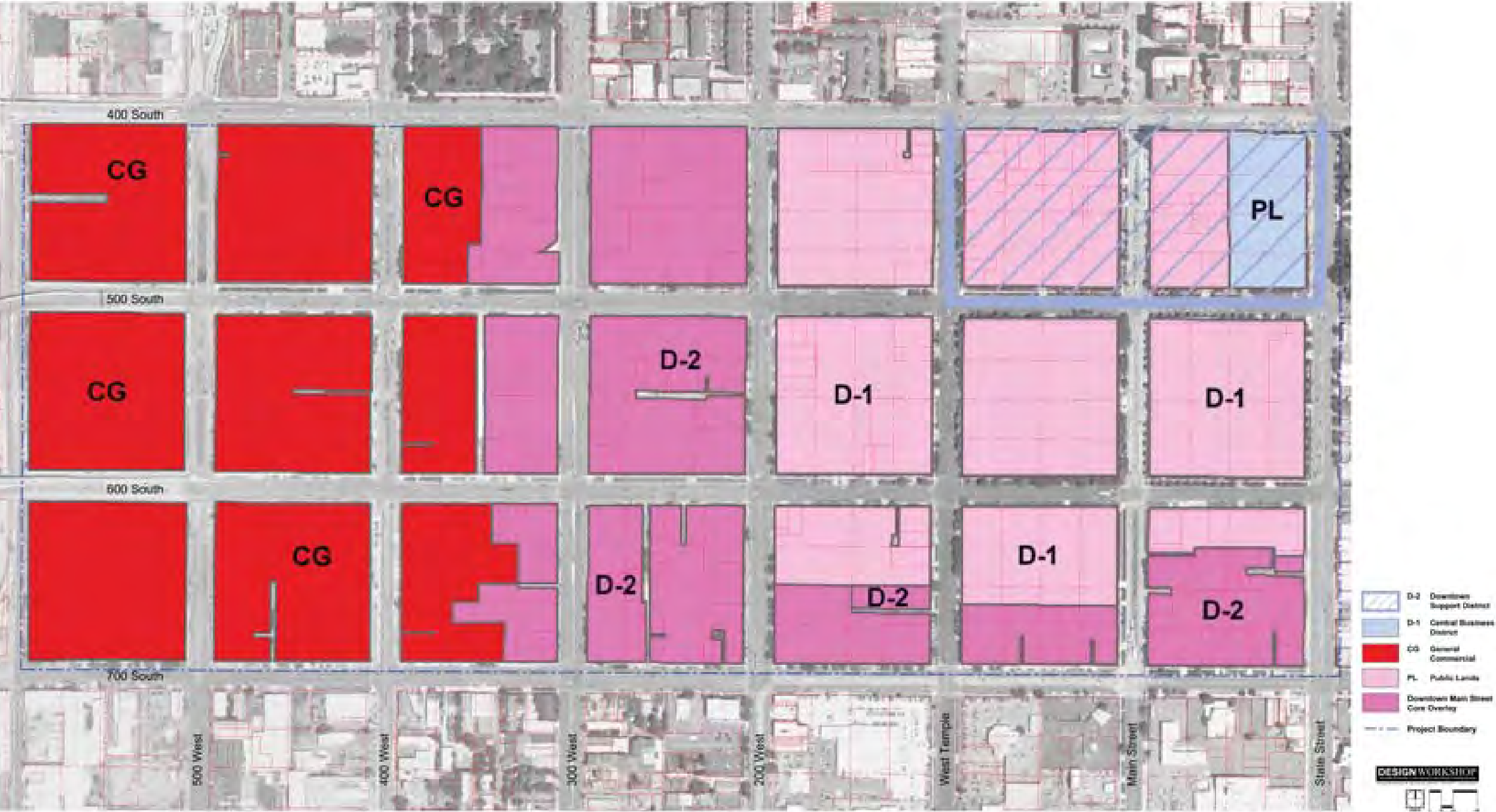
Temperature of Asphalt

In sun: 68 degrees (Overcast Conditions)



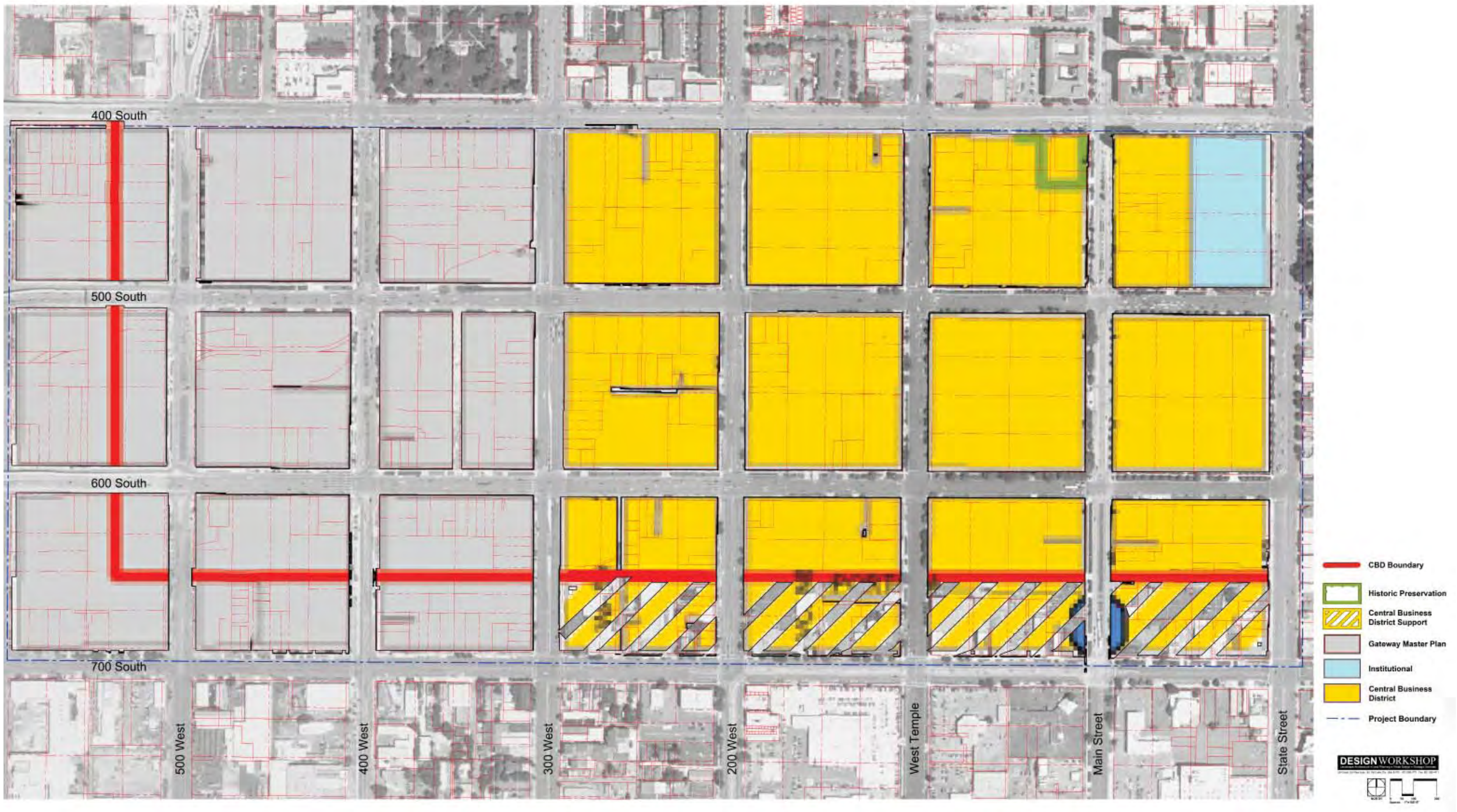
Existing Zoning Plan

The existing zoning for the study area is represented in the adjacent diagram. Existing zoning allows for building heights of up to 65 feet and the development of a sustainable urban neighborhood that accommodates commercial, office, residential and other uses that relate to and support the central business district.



Existing Land Use Plan

The existing land use map as represented by SLC planning is represented in the adjacent diagram. This illustrates acceptable land use in the study area. The design team used this to guide the Charrette CHIP game and subsequent land use studies illustrated later in the document.



Land Ownership

The land ownership diagram illustrates the various entities that own land in the study area, parcel by parcel. By knowing who owns land in the study area the team can better plan future land use and the district. This also helps the team know who needs to be a part of the discussion regarding future land use and redevelopment.

PARCEL OWNERSHIP	
1.	SALT LAKE COUNTY
2.	GCII INVESTMENTS LC
3.	SALT LAKE CITY CORPORATION
4.	UDOT
5.	CANHAM, DENNIS & CARMELLA
6.	STARKIE, JOHN & PAUL; TC
7.	THE BOGUE/FFKR BUILDING, LLC
8.	GRUTTER-JONES, PATRICIA G
9.	THORNTON INVESTMENTS, LLC
10.	KOME ENTERPRISES LLC
11.	UTAH TRANSIT AUTHORITY
12.	CRESCENT PROPERTIES, LLC
13.	UNION PACIFIC RAIL ROAD COMPANY
14.	UTAH TRANSIT AUTHORITY
15.	UNION PACIFIC RAIL ROAD COMPANY
16.	WRR INDUSTRIES INC
17.	HART, RICHARD D
18.	WIFCO LC
19.	BAILEY, GREG R & JONI K; TRS
20.	WASATCH REAL ESTATE AND INVESTMENT CORPO
21.	JONES, DOUGLAS W
22.	AMERICAN FEDERATED FINANCIAL INC
23.	MARTIN YARD LLC
24.	WESTERN PACIFIC RAILROAD CO; ET AL
25.	DENVER & RIO GRANDE WESTERN RR CO
26.	PACKAGING CORPORATION OF AMERICA
27.	MCDLA, LLC
28.	WASATCH HOMELESS HEALTH CARE, INC
29.	PACKAGING CORPORATION OF AMERICA
30.	CLARK, GEORGE
31.	WAGNER PROSTHETIC MANUFACTURING CO, INC
32.	AXIOM PROPERTIES, LLC
33.	DGT COMMERCIAL PROPERTIES LLC
34.	WESCO LEASING, LLC
35.	400 MAZIK LLC
36.	VINA ENTERPRISES, LLC
37.	A & Z PRODUCE II, LC
38.	RESCUE MISSION OF SALT LAKE
39.	A & Z PRODUCE II, LC
40.	CLARK, JAY DEE & STEVEN D & SCOTT D (TC)
41.	A & Z PRODUCE II, LC
42.	THE INN GROUP, LC
43.	400 MAZIK LLC
44.	3319 SOUTH STATE LC
45.	AFFILIATED INVESTMENTS, LLC
46.	FORUM HOLDINGS, LLC
47.	WILLIAMS, LUCILLE T; TR
48.	TARRANCE, JANE C & DIAL, VICKI C; JT
49.	ERICKSON, DAVID L
50.	UZELAC, BARBARA P & BOWDEN, ELIZABETH A;
51.	SIDETRACK PROPERTY, LLC
52.	CORNER PROPERTY LC
53.	260 JOINT VENTURE
54.	X/SLC LLC
55.	MCDONALD'S CORP
56.	HOTEL CORNER LLC
57.	DHM SALT LAKE CITY HOTEL LP
58.	400 SOUTH LLC
59.	BAY PROPERTIES LC
60.	CITY PLACE BUILDING, LLC
61.	PROPERTY RESERVE, INC
62.	SALT LAKE CITY CORP
63.	WASATCH PLAZA HOLDINGS II, LLC ``
64.	PROPERTY RESERVE INC
65.	STATE OF UTAH DIVISION OF FAC CONSTR & M
66.	STATE ROAD COMMISSION OF UTAH ET AL
67.	CUMMINS, GORDON W, JR; TR
68.	QUALITY PRODUCE LLC
69.	ASSOCIATED INVESTMENTS, LLC
70.	JACKLAND INVESTMENT CORP
71.	GIANELO, MARILYNN W.
72.	SUNRISE METRO, LLC
73.	471W LLC
74.	SALT LAKE CITY CORPORATION
75.	CEREAL FOOD PROCESSORS INC
76.	D & M, LLC
77.	MCKAY HARRIS LLC
78.	142 E ASSOCIATES, LC
79.	EVANS, ROBERT N
80.	EURO TREASURES PROPERTIES II LLC
81.	SKOLA INVESTMENT COMPANY

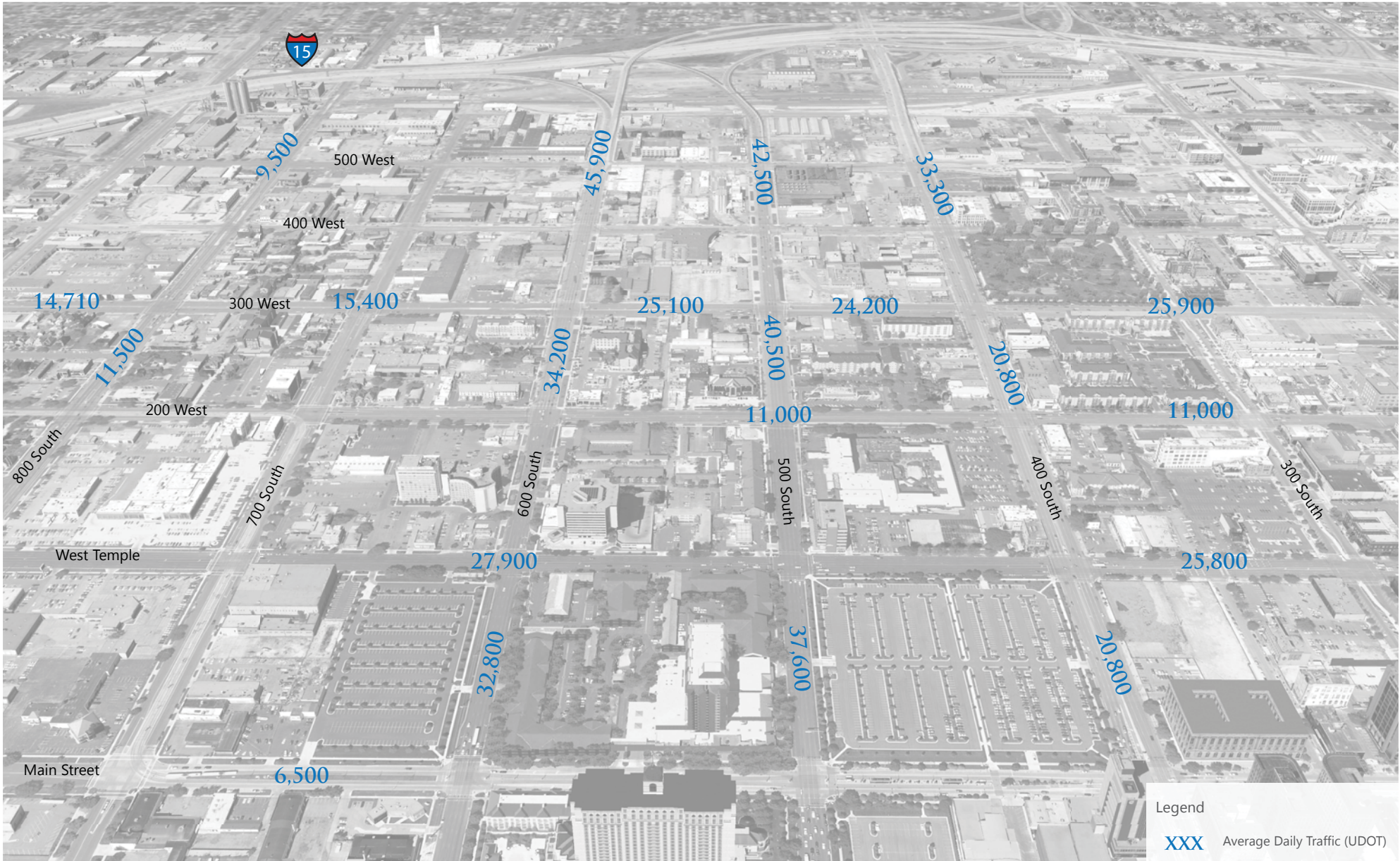
82.	GALE STREET PROPERTIES LLC
83.	GALE STREET PROPERTIES LLC
84.	PAXTON PROPERTIES, LLC
85.	LITTLE AMERICA HOTEL CORP – 85a - COVEY OPERATING CO
86.	FRS LEASING, LLC
87.	SIXTH SOUTH PROPERTIES, LLC
88.	THIRD WEST PROPERTIES, LLC
89.	THIRD WEST PROPERTIES, LLC
90.	WILKINS, LARRY L; ET AL
91.	PARR-TAYLOR LC; ET AL
92.	K & D LARSEN 1ST, LLC
93.	ALOHA PROPERTIES LLC
94.	MSM INVESTMENTS, LC
95.	OVERMOE GROUP
96.	PEARSON, CATHIE B
97.	PEARSON, CATHIE B
98.	OVERMOE GROUP
99.	MEYER, LOUIS S; ADMN
100.	ROME MALA PROPERTIES, LLC
101.	HOTEL-SLC LLC
102.	URMANN, DANIEL
103.	TRP PROPERTIES, LLC
104.	KOFOED, KEITH D
105.	FLK INVESTMENTS LLC
106.	ZEYER 3 WEST PROPERTIES, LLC
107.	LERNER REALTY LP; ET AL
108.	SALT CITY PLAZA LLC
109.	RONALD REID PROPERTIES, LLC
110.	CANYON SPORTS ENTERPRISES LLC
111.	ROYAL WESTERN LLC
112.	MOTEL 6 OPERATING L.P.
113.	UTAH SKI RENTALS INC
114.	ZIONS SUITES LP
115.	LITTLE AMERICA HOTEL COMPANY
116.	GRAND AMERICA HOTEL COMPANY
117.	DT - #9 LLC
118.	JRA PROPERTIES, LLC
119.	CORP OF PB OF CH JC OF LDS
120.	UTAH PAPER BOX COMPANY
121.	UNION PACIFIC RAILROAD COMPANY
122.	POLLOCK ENTERPRISES LLC
123.	UTAH DEPARTMENT OF TRANSPORTATION
124.	UNION PACIFIC RAILROAD COMPANY
125.	UTAH TRANSIT AUTHORITY ATTN: DEPUTY CHIE
126.	HOOPIIAINA, CUMA S
127.	1051 SOUTH 300 WEST L.C.
128.	SIXTH SOUTH & SIXTH WEST, LC
129.	BAILEY, GREG R; TR ETAL
130.	SAFE HAVEN II LLC
131.	CPC REAL HOLDINGS LLC
132.	INDUSTRIAL STEEL CO., INC.
133.	UTAH POWER & LIGHT CO
134.	FLORES, LEMUEL M.
135.	MIDDLETON, CRAIG E & PEGGY K; TRS
136.	INDUSTRIAL STEEL CO INC
137.	ARCHIPELLI PROPERTIES LC
138.	SIXTH SOUTH COMMERCIAL PARK LLC
139.	INDUSTRIAL STEEL CO., INC.
140.	INDUSTRIAL STEEL CO INC.
141.	ABRAHAM & ARLINE B MARKOSIAN FAMILY LTD
142.	MARK STEEL CORP
143.	ABRAHAM MARKOSIAN & ARLINE B MARKOSIAN F
144.	INTERNATIONAL WAY LLC
145.	INDUSTRIAL STEEL CO.
146.	203 REDWOOD ROAD, LLC
147.	AMERITEL INN, ELKO, LLC; ET AL
148.	MILESTONE WEST UT-RETAIL, LLC
149.	AMERITEL INN, ELKO, LLC; ET AL
150.	KEN'S AUTOMOTIVE SERVICE INC
151.	KAS LLC
152.	WILLIAMS, J RICHARD; ET AL
153.	FAE HOLDINGS 104095R, LLC
154.	MATTHEWS, DAVID P
155.	WILLIAMS, J RICHARD; ET AL
156.	BH PROPERTIES, LLC
157.	FAE HOLDINGS 104095R, LLC
158.	STANDLEY, DOROTHY; TR
159.	WALL, ROSE H & SHAYNE M; JT
160.	NGUYEN, TRI DUNG MINH; TR
161.	KARRAS, CONSTANCE K; TR
162.	SALT LAKE HOSPITALITY GROUP, LLC
163.	REAGAN, WILLIAM K

164.	SHARED EQUITIES A, LTD
165.	SPERRY, JOSEPH W; TR (JWS RV TRST)
166.	HOUGHTON, RICHARD
167.	BAILEY, JONI K; ET AL / BAILEY, GREG R & JONI K; TRS
168.	KNIGHTON, FLOYD K & LUANN; TRS
169.	REAGAN, WILLIAM K
170.	D A F P LLC
171.	CRRC PROPERTIES, LLC
172.	THREE G INC
173.	FREWIN, ARTHUR L
174.	NGUYEN, JASON D
175.	WALKER, SHAWN W
176.	FREWIN, ARTHUR L
177.	PERSCHON, RICHARD Z & KATHLEEN T (JT)
178.	LEADVILLE LLC
179.	SOTERAS, HELEN P; TR
180.	O N O INC
181.	S & J 5, LLC
182.	SPERRY, JOSEPH W; TR (JWS RV TRST)
183.	GALLEGOS, THOMAS & EDNA; JT
184.	HERRERA, ELOY J. & EUFELIA
185.	S & J 5, LLC
186.	AUSTIN, JOHN
187.	RAMOS, DAVID G & CONNIE C; JT
188.	DALY, JOHN F
189.	WATTS, KODY
190.	GCII INVESTMENTS, LC
191.	HERRERA, ELOY J. & EUFELIA
192.	GALLEGOS, THOMAS & EDNA; JT
193.	BELNAP, H AUSTIN (TR)
194.	MAVERIK COUNTRY STORES, INC
195.	WHC816, LLC – 458a - POSILOVICH, DANIEL R
196.	SINCLAIR OIL CORP
197.	CAVANAUGHS, HOSPITALITY LIMITED PARTNERS
198.	WANG ORGANIZAITON LLC
199.	POSIOLOVICH, DANIEL R
200.	WHC816, LLC
201.	KDZ PROPERTIES III LLC
202.	WAYNE LEASING
203.	SINCLAIR OIL CORPORATION
204.	CAR MIL LLC
205.	S & S ROBERTS INVESTMENTS, LTD
206.	ADY-CHASE, LP
207.	QUALITY OIL CO
208.	PETTY INVESTMENT COMPANY
209.	SALT LAKE COUNTY
210.	LITTLE AMERICA HOTEL CORP
211.	SINCLAIR OIL CORPORATION
212.	SIX THREE EIGHT LLC
213.	BREWSTER, D STEVEN; ET AL
214.	LITTLE AMERICA HOTEL CORPORATION
215.	BLANCHARD, SHERRILL; TR
216.	CUP OF SUGAR, INC
217.	WINTER, RICHARD H; ET AL
218.	CITY GREEK LLC
219.	BIG DELUXE-STATE LLC
220.	PEZELY, PROPERTIES LLC
221.	ZIONS FIRST NATIONAL BANK (TR)



Traffic Volume Data

The adjacent diagram illustrates traffic volume on the two boulevards and each of the cross streets. It is readily apparent that the two grand boulevards carry the bulk of the traffic moving into and out of the downtown area. Additionally, 400 South carries a great deal of volume for those coming into and exiting from the north. It is also interesting to note that the volumes decrease along 600 South as you move east along the boulevard, suggesting that most of the traffic is dispersing by the time you reach State Street.



Not to Scale

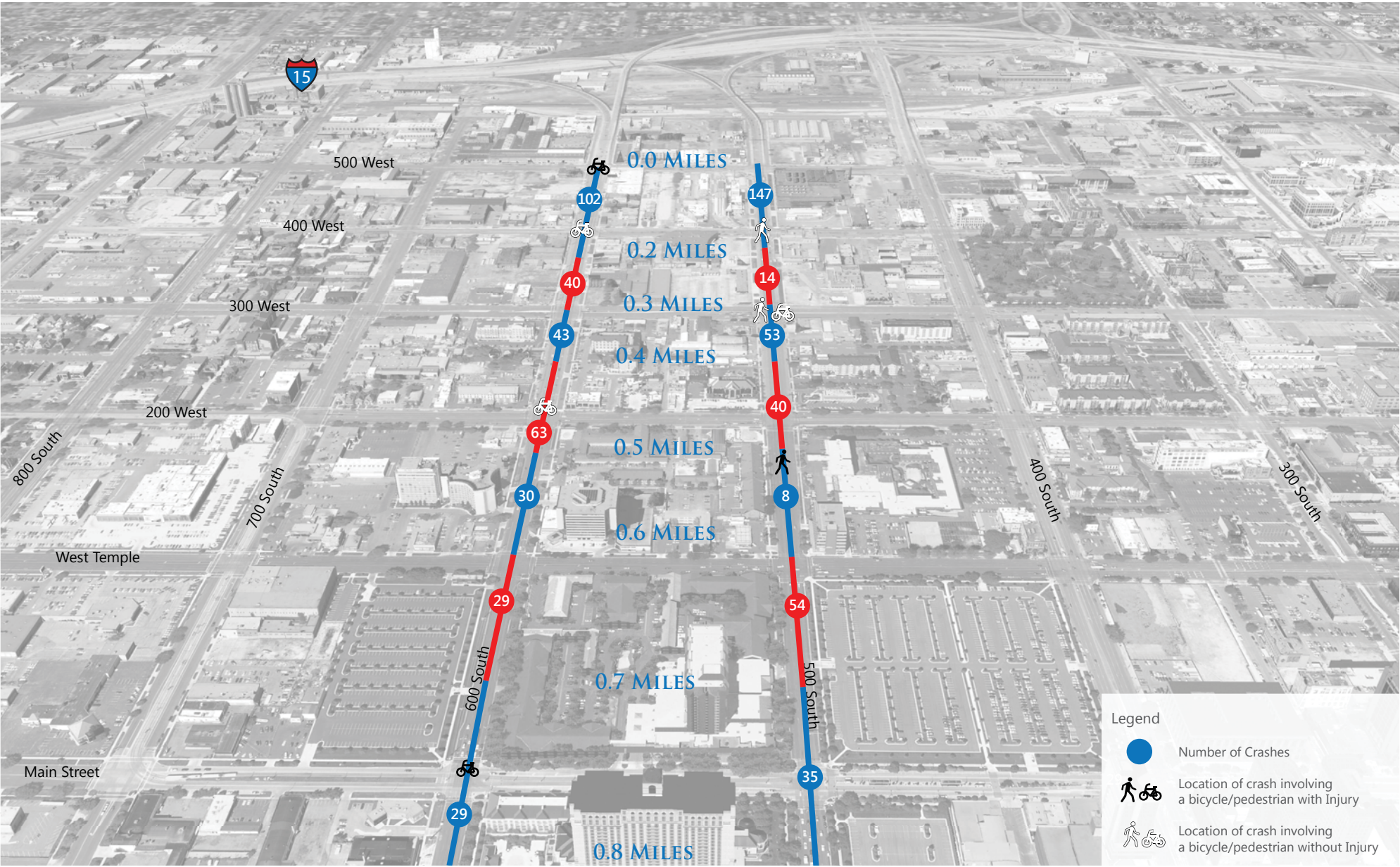
FEHR PEERS

AVERAGE DAILY TRAFFIC

FIGURE 1

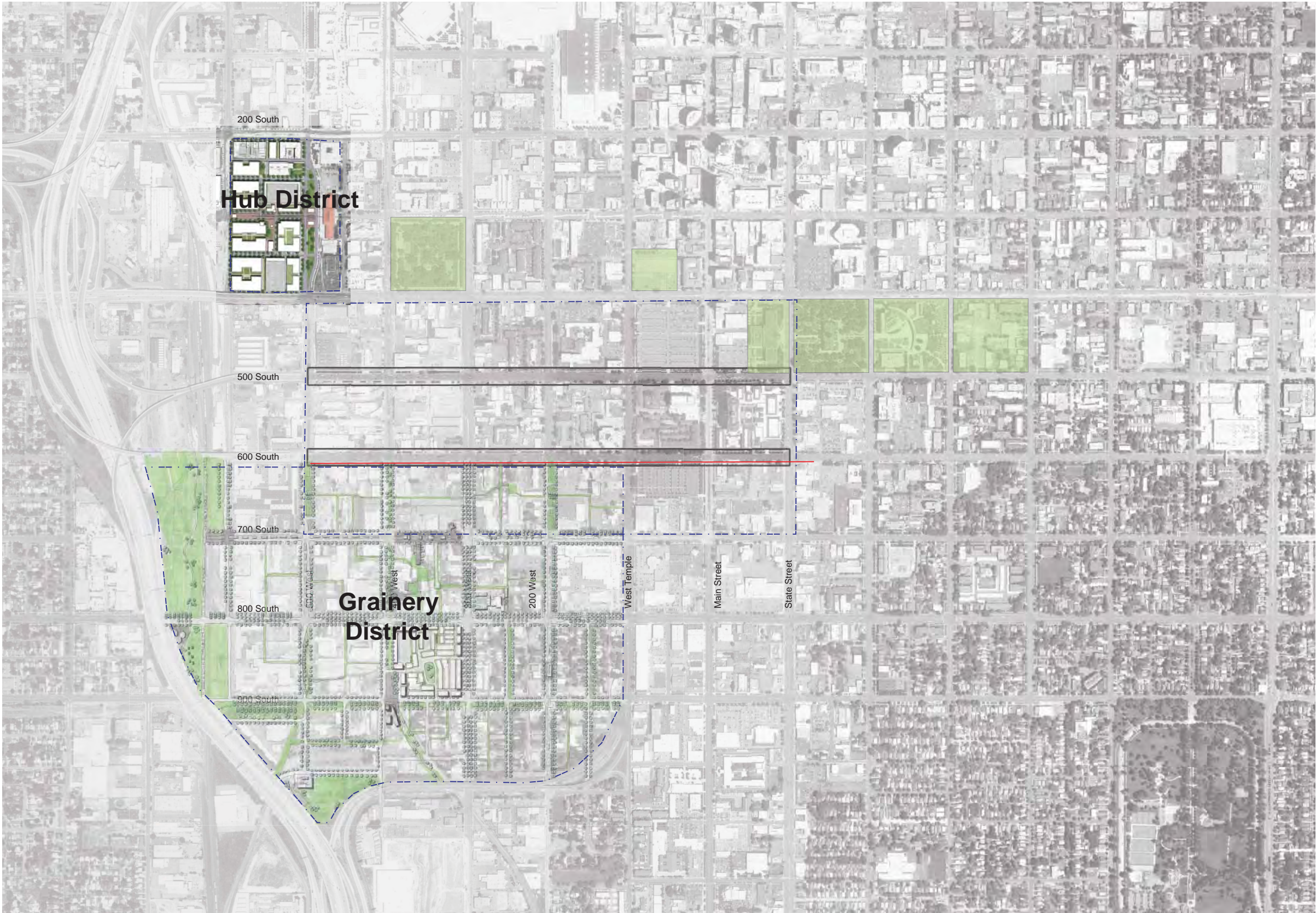
Crash Data

The adjacent diagram illustrates the crashes that have occurred along the boulevards and directly corresponds to the traffic volume illustrated on the opposite page. Where traffic volumes are highest, the highest number of crashes has occurred; all are concentrated at the west end of the boulevards nearest the freeway entrance and exits.



Opportunities and Constraints

This diagram represents the study area and the various opportunities and constraints. The study area is designated by the blue line and the Grand Boulevards are highlighted within. Adjacent projects include the HUB District to the north and the Grainery District to the south. Key Open Space/Public Lands are highlighted in green. On 600 South, the power transmission lines are noted in red.

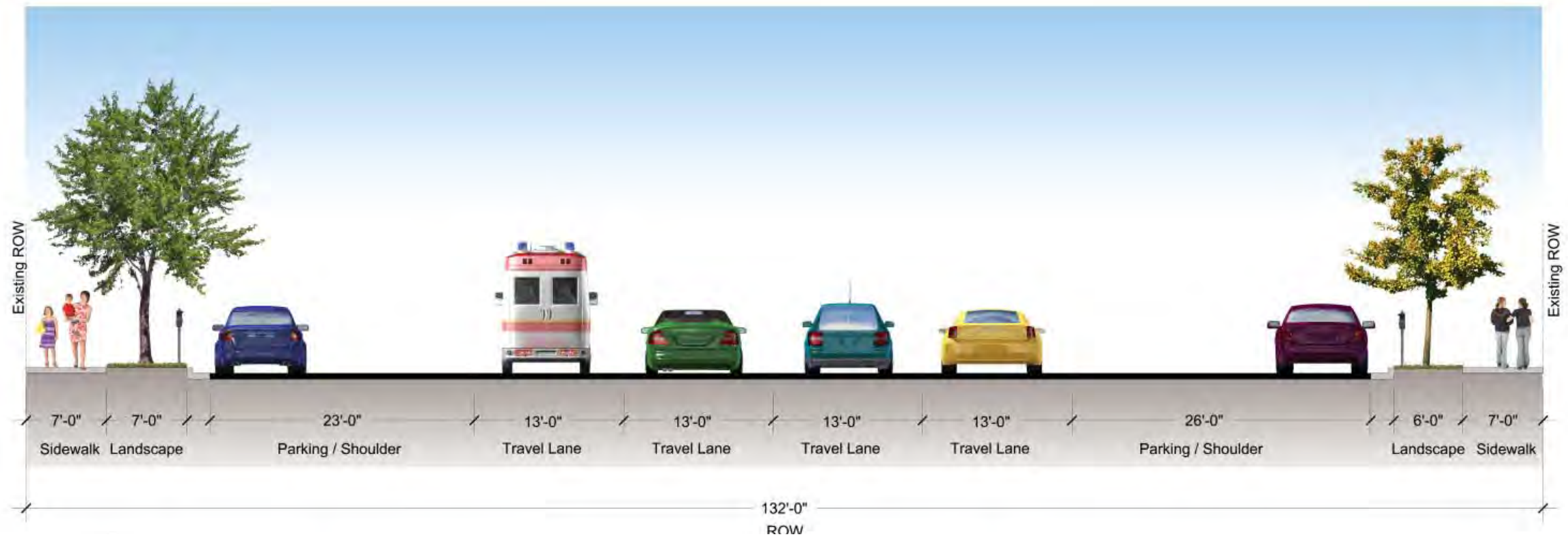




500 South - Plan

Existing Street Right-of-Way

The existing right-of-way along the 500 South Boulevard is 130 feet wide. The number of travel lanes varies from five lanes with dedicated turns, to four lanes with dedicated turns. There are wide shoulders at each side with intermittent parallel parking.



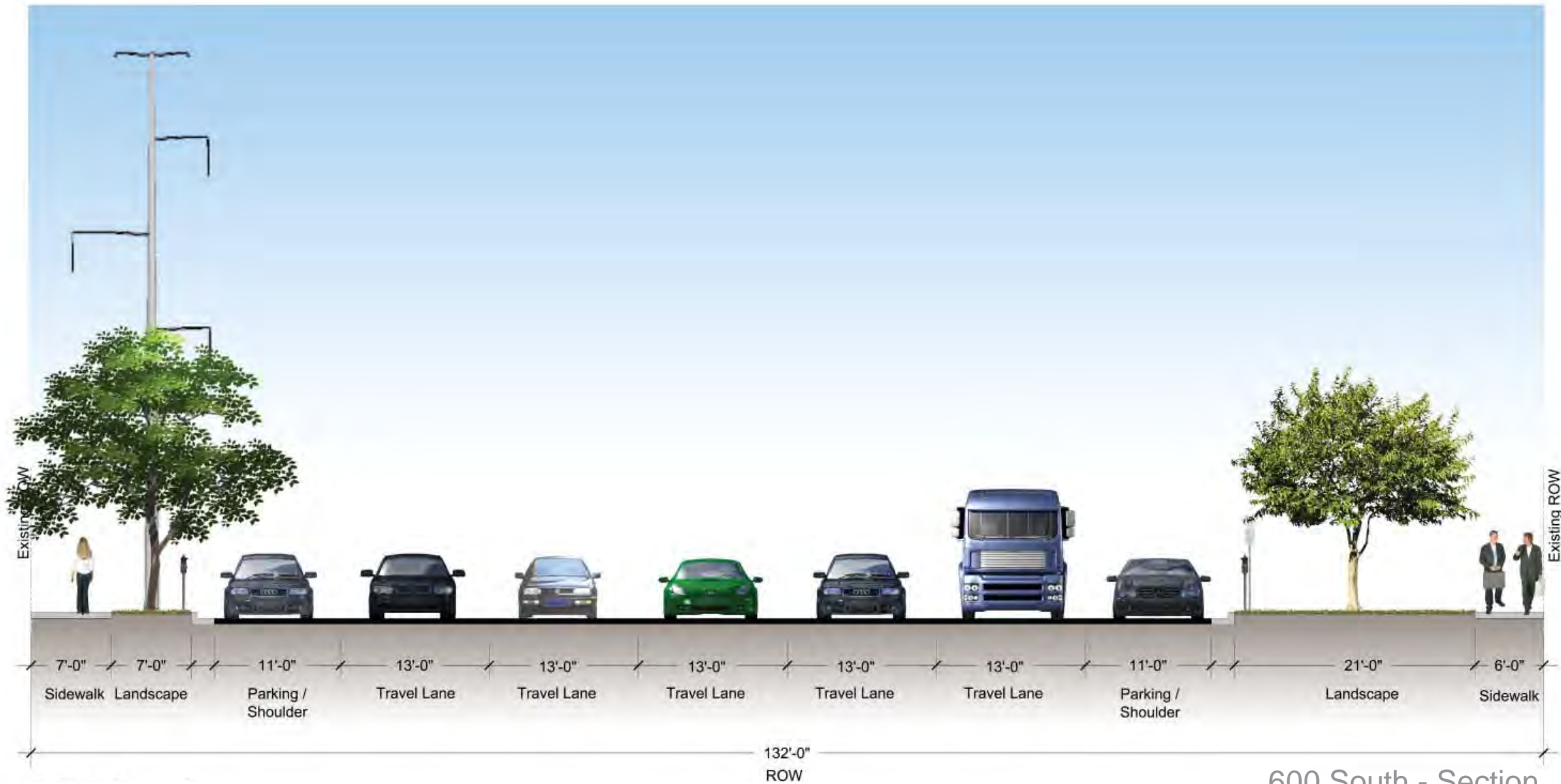
500 South - Section

Existing Street Right-of-Way

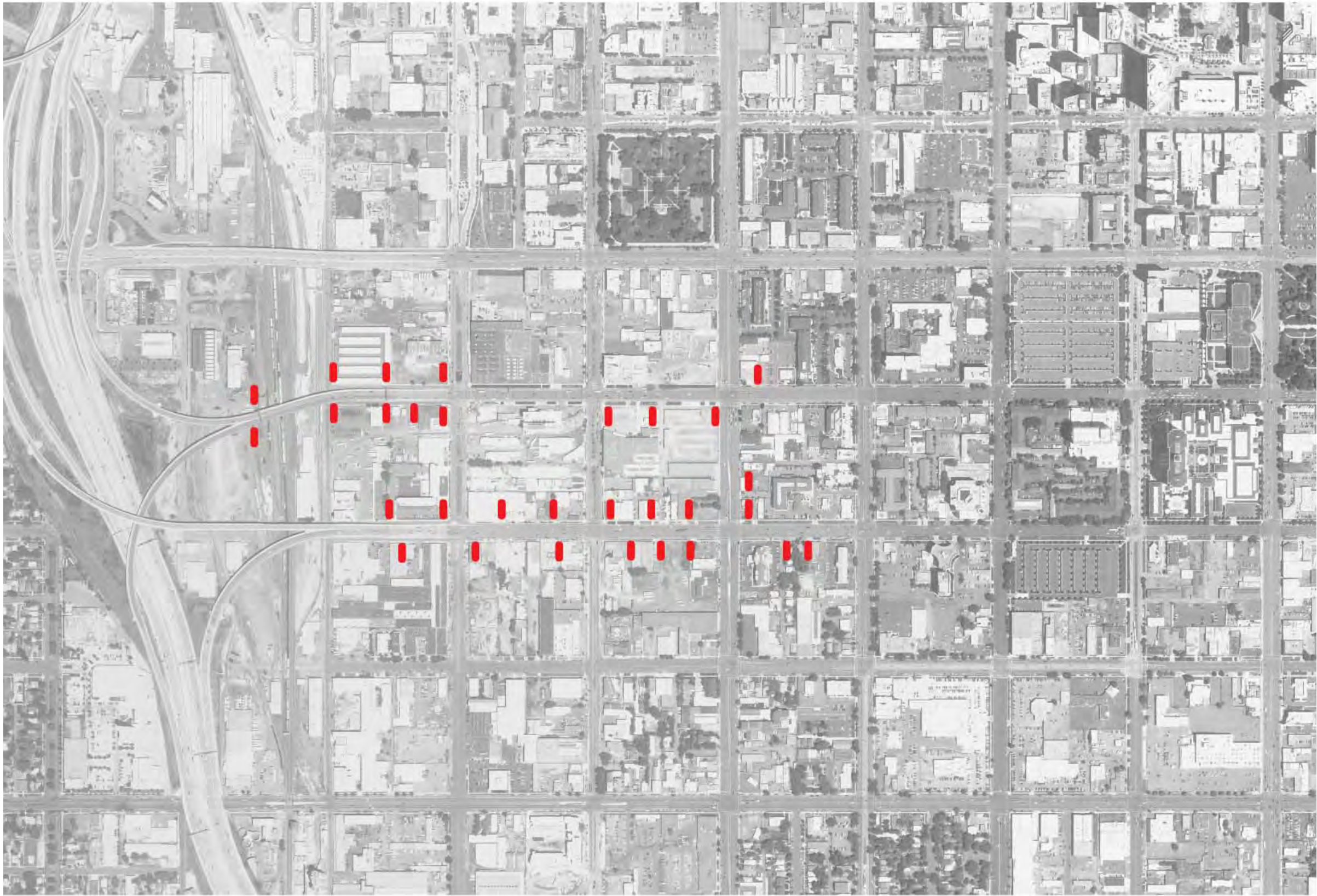
The existing right-of-way along the 600 South Boulevard is 130 feet wide. The number of travel lanes varies from five lanes with dedicated turns, to four lanes with dedicated turns. There is also intermittent parallel parking.



600 South - Plan



600 South - Section



Existing Billboard Locations

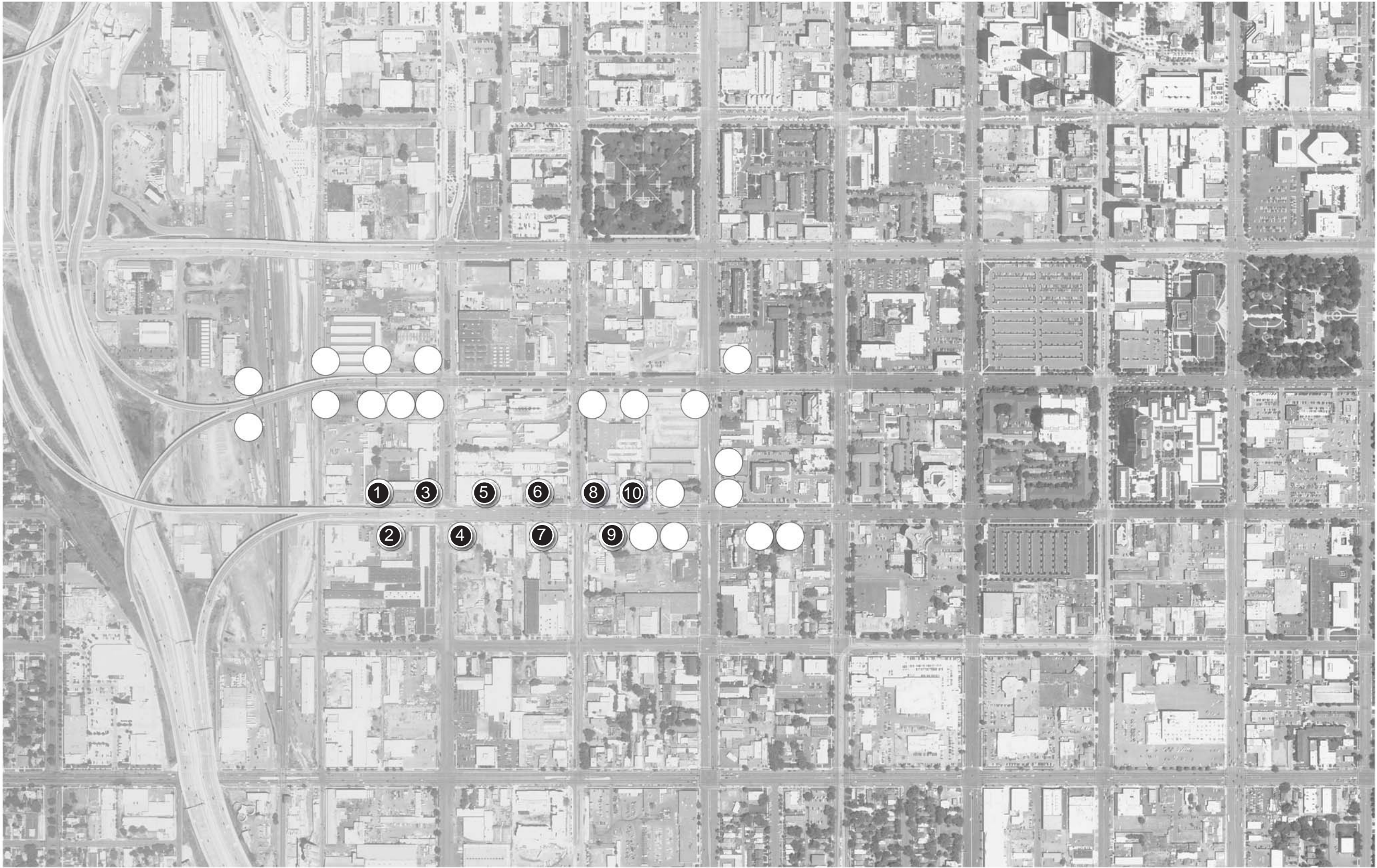
In the design of the Grand Boulevards, the team is faced with several challenges when addressing the billboards and how to incorporate them into the fabric of the streets. This diagram represents existing billboard locations. Design Workshop met with and discussed opportunities and constraints with the two billboard companies who own the majority of the billboards along the Grand Boulevards.

This diagram locates each of the existing billboards for each of the Grand Boulevard streets. The following pages represent a photographic inventory of each of these billboards, billboard-by-billboard.

Existing Billboard Diagram

The adjacent diagram and accompanying photos represent the first 10 billboards along the 600 South Boulevard.

Photos taken on August 8, 2012.





1



2



3



4



5



6



7



8



9



10

Existing Billboard Diagram

The adjacent diagram and accompanying photos represent the remainder of the billboards found along the 600 South Boulevard, the billboards found along 300 West between each of the boulevards and the first three billboards along the 500 South Boulevard.

Photos taken on August 8, 2012.





11



12



13



14



15



16



17



18



19

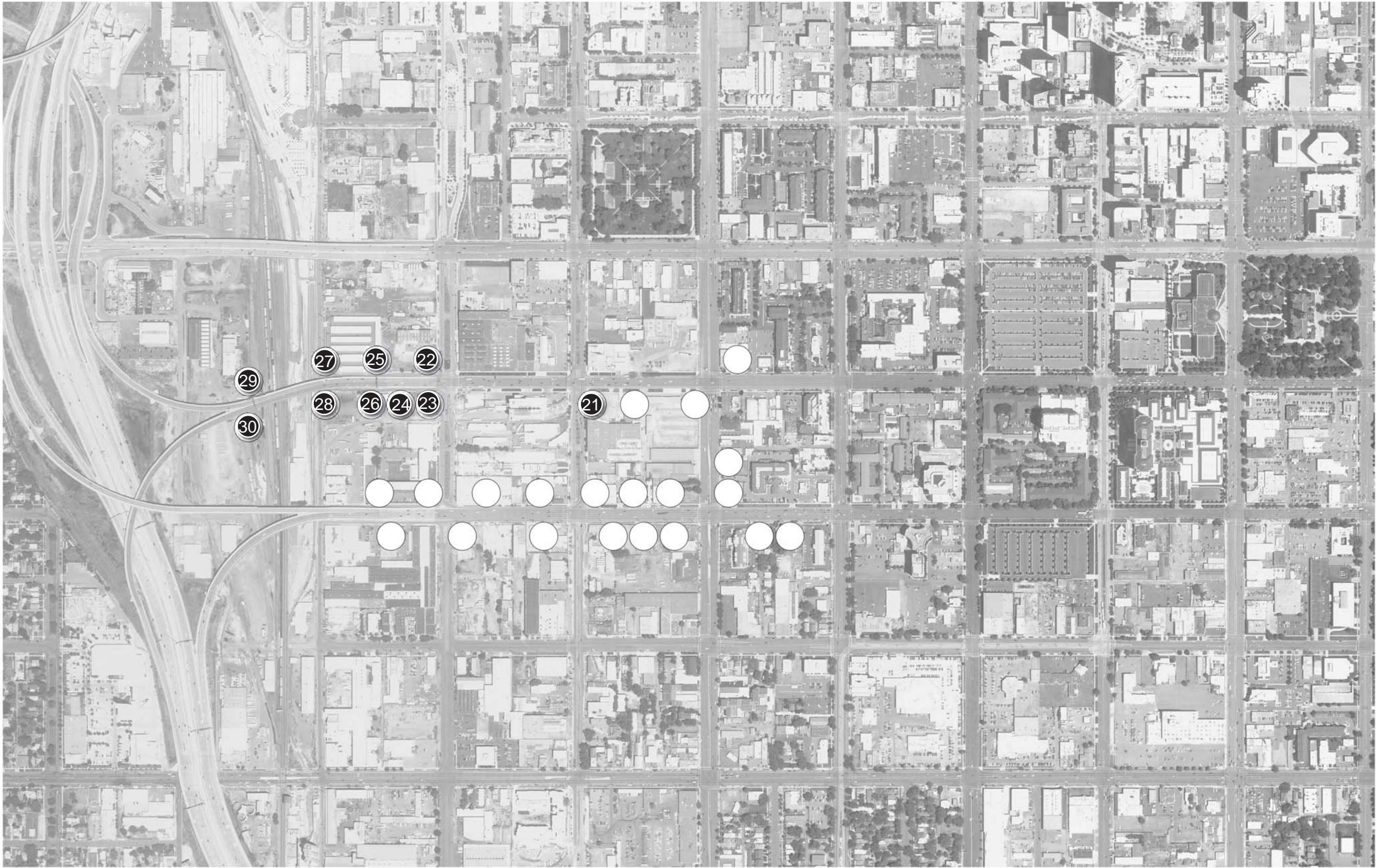


20

Existing Billboard Diagram

The adjacent diagram and accompanying photos represent the remaining ten billboards along the 500 South Boulevard.

Photos taken on August 8, 2012.





21



22



23



24



25



26



27



28



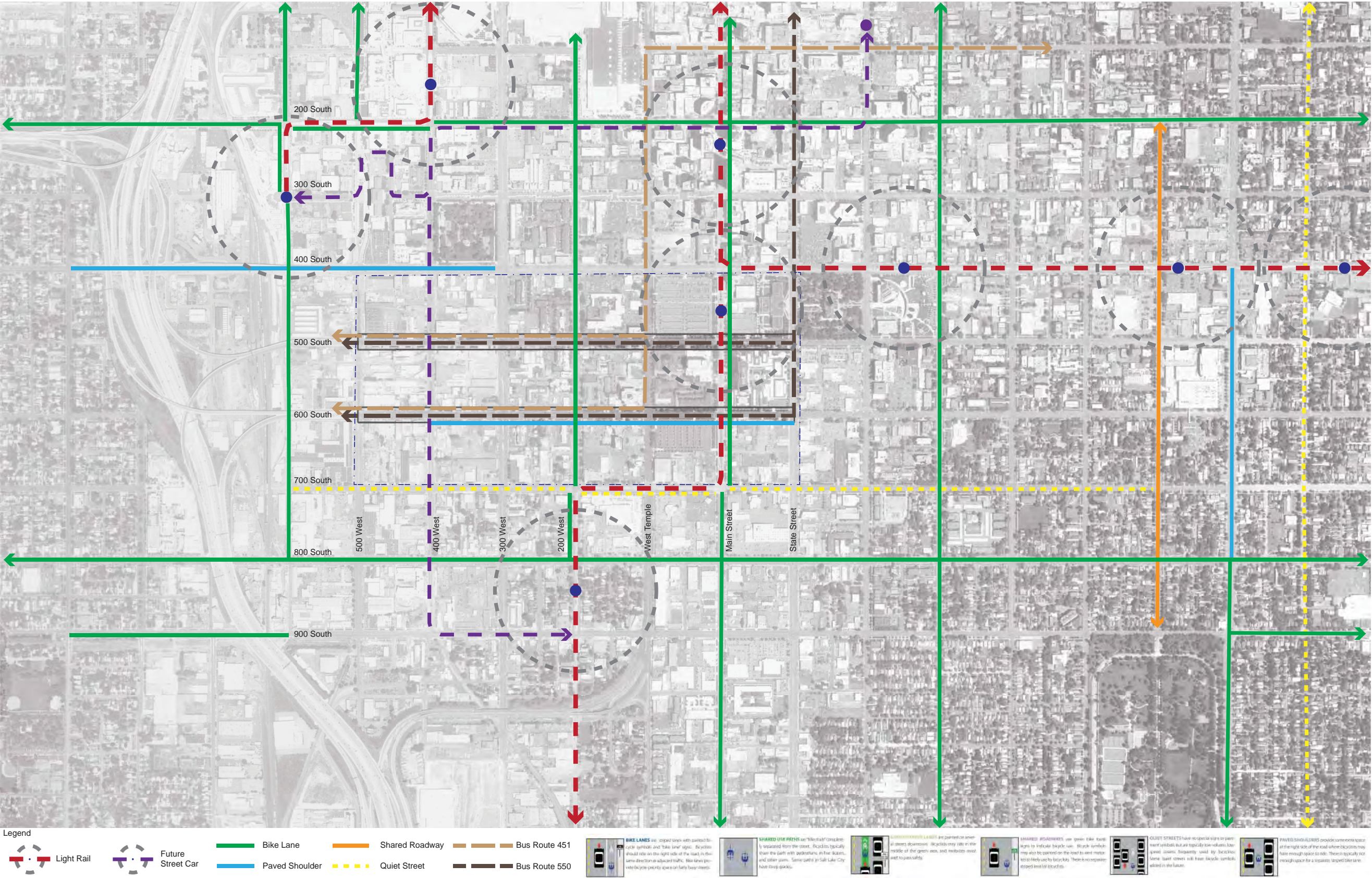
29



30

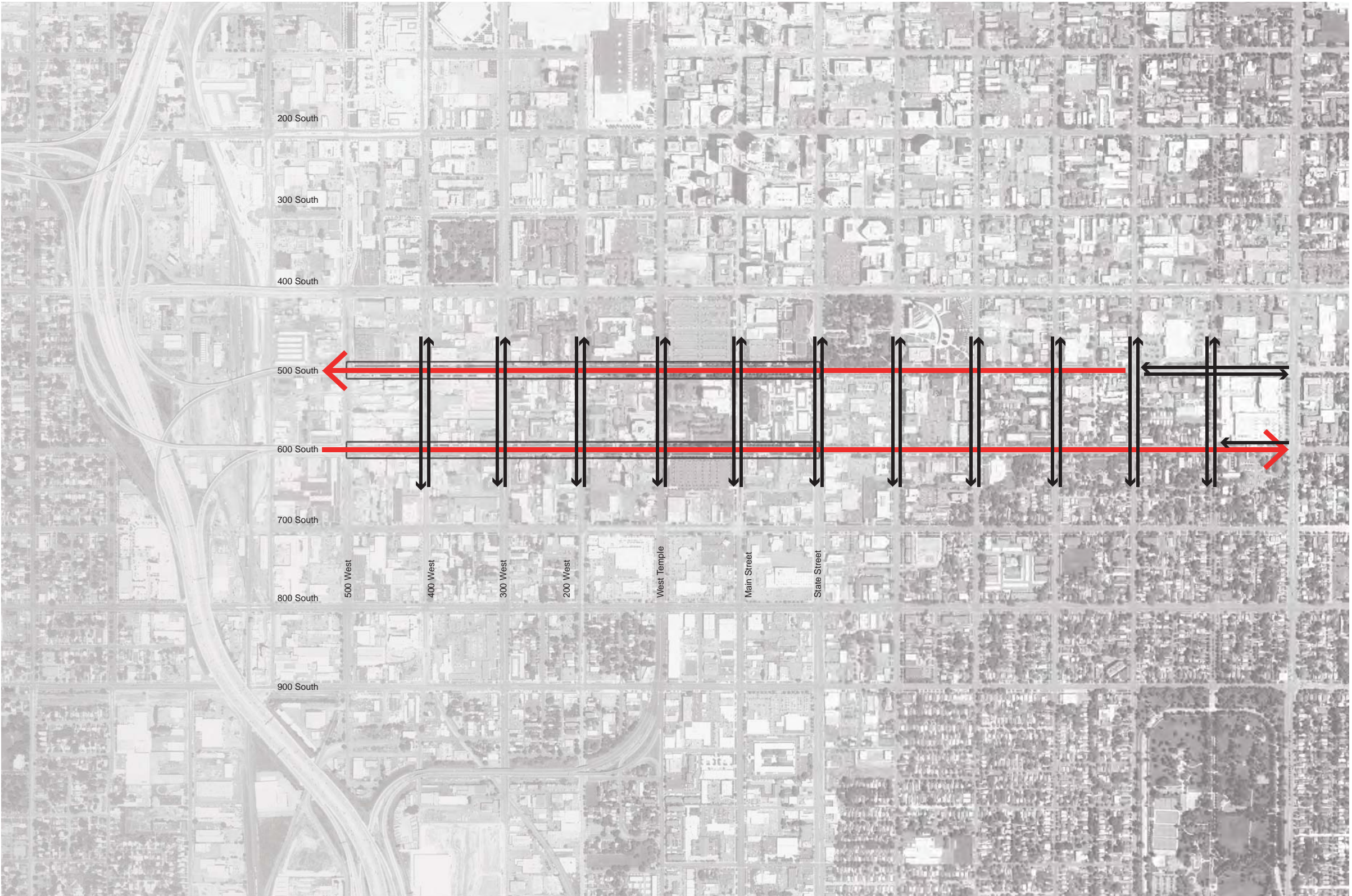
Transportation Diagram

The transportation diagram represents all of the current and planned alternate modes of transportation for the study area. The design team is using this information to make informed decisions about the two boulevards and the surrounding land uses.



Current Traffic Patterns

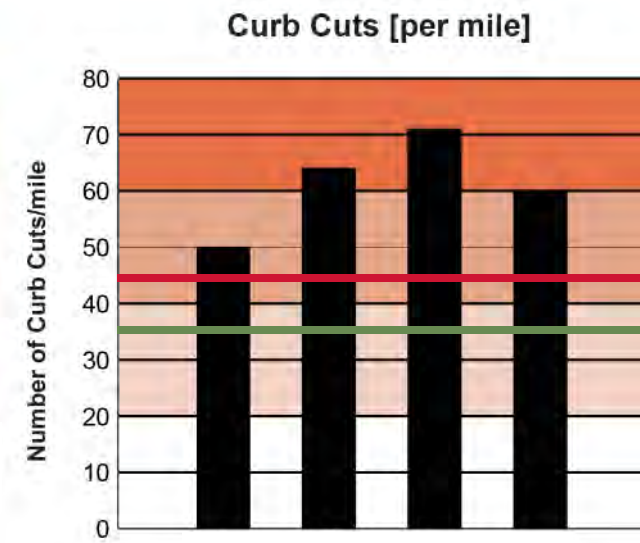
This diagram represents traffic patterns on 500 and 600 South. The red arrows represent one-way traffic. The black arrows represent streets that have two-way traffic.



Existing Curb Cuts

The number of curb cuts along a street directly affects the safety of the street. As the number of curbs cuts increase per mile, so do the number of accidents.





600 South - 44

500 South - 36

DESIGN CHARRETTE

Precedent Streets

Day One

- Grand Boulevard Alternatives
- Key Pad Poll
- CHIP Game

Day Two and Three

- Land Use Plan
- Billboard Alternatives
- Grand Boulevard Alternatives
- Cross Streets
- Grand Boulevard Tree Species
- Key Pad Poll

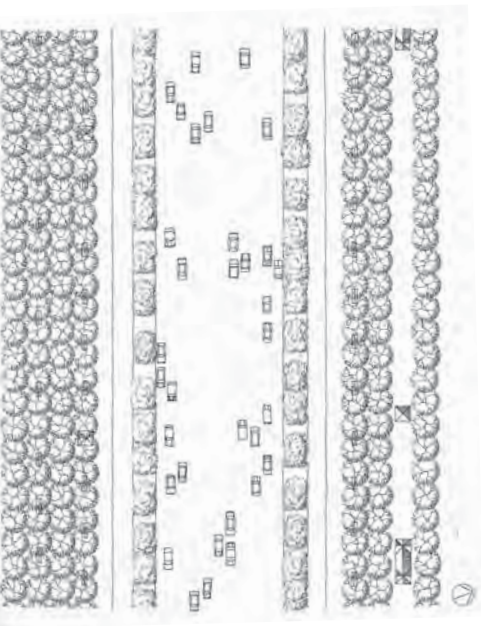


Precedent Streets

These images represent some great boulevards from around the world. As a starting point to defining what we think are great streets, these examples were shared and discussed in relation to the 500 South and 600 South streets.

Champs Elysees, Paris, France

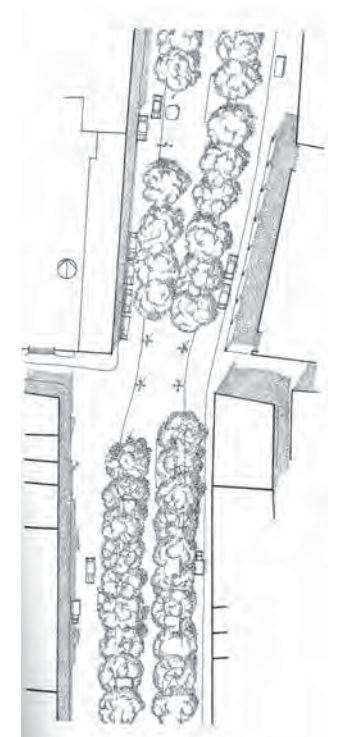
The Champs Elysees in Paris is a great example of a Multi-Way street. This street accommodates large volumes of traffic, in both directions, and has street trees that complement the pedestrian walkways and adjacent building facades. The adjacent buildings also address the street, creating a continuous wall of architecture that creates a sense of enclosure and focuses users on the Arch de Triumph as the main focal point at the end of the street.





Las Ramblas, Barcelona, Spain

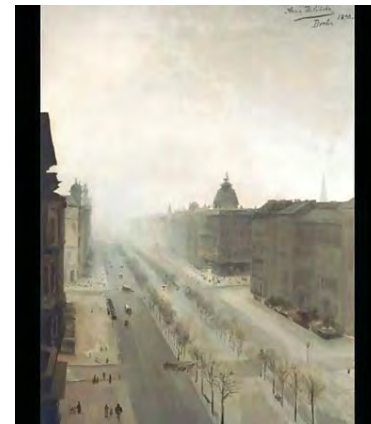
The Las Ramblas in Barcelona is a great street for its unique street trees and the oasis they provide along the length of this street.



St. Charles, New Orleans,
Louisiana

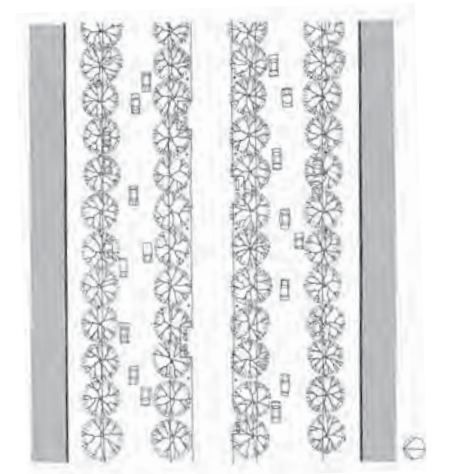
St Charles Street in New Orleans is a great street because of the way it accommodates multiple modes of transportation; the street car, vehicles, and pedestrians.





Unter Der Linden, Berlin, Germany

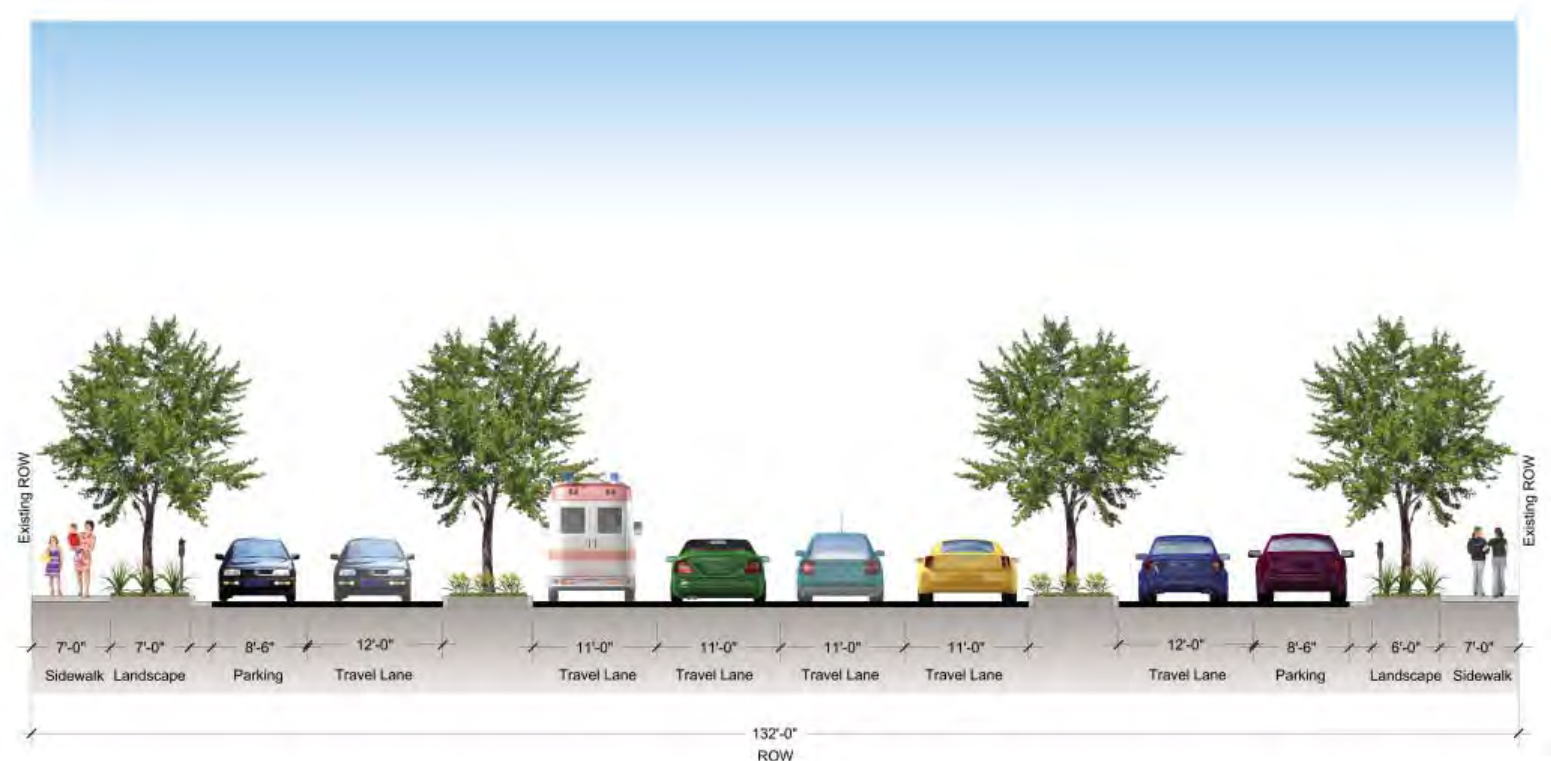
Unter Der Linden in Berlin is another great example of a Multi-Way street. This Multi-Way is separated by a pedestrian corridor that is lined with Linden trees. This creates a very unique street where vehicles occupy the outer edges, and pedestrians take center stage.



Grand Boulevard Alternatives

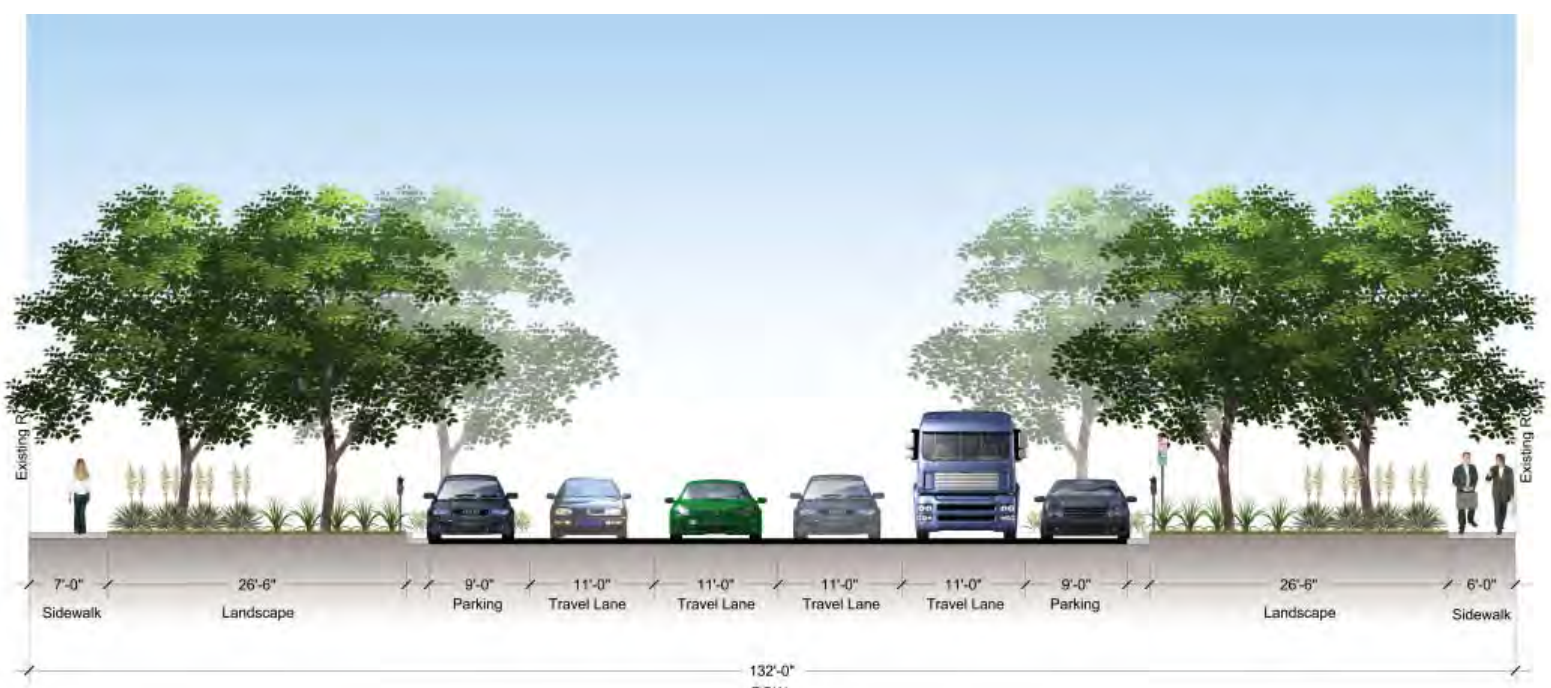
These sections represent preliminary ideas developed by the team that were intended to explore possibilities. These were presented to the Taskforce, with an accompanying series of questions related to each, to guage interest and gain feedback prior to proceeding with the design on day two of the Charrette.

This section represents the boulevards reconfigured as Multi-Way streets.



Grand Boulevard Multi-Way

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access to parcels.

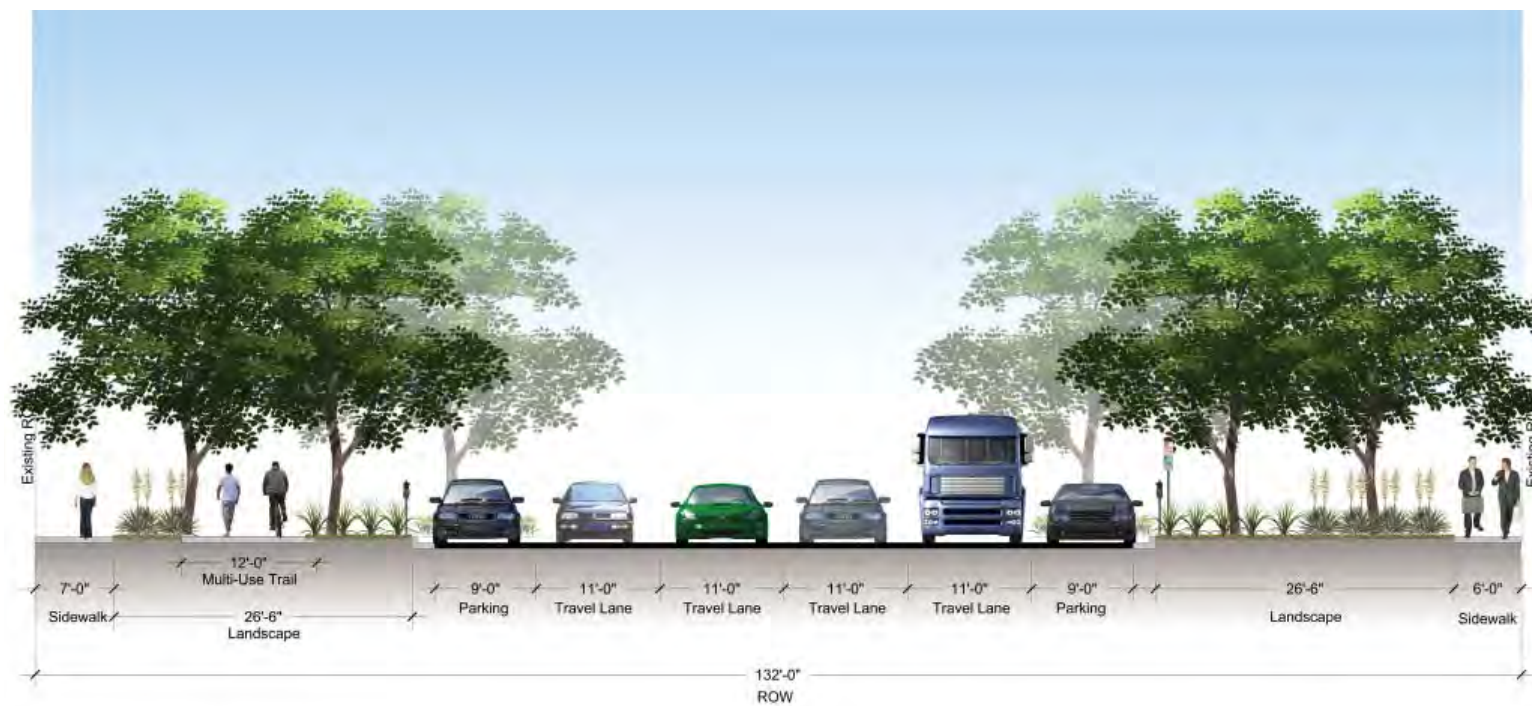


Grand Boulevard with Road Diet, Parallel Parking, Bulb-Out and Double Row of Trees



Grand Boulevard with Road Diet, Parallel Parking, Bulb-Out, a Double Row of Trees and Outdoor Dining

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access to parcels. This section also suggests outdoor dining along the boulevards within the right-of-way.



Grand Boulevard with Road Diet, Parallel Parking, Bulb-Out, a Double Row of Trees and a Multi-Use Trail

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access to parcels. This section also suggests a multi-use trail along the boulevards within the right-of-way.

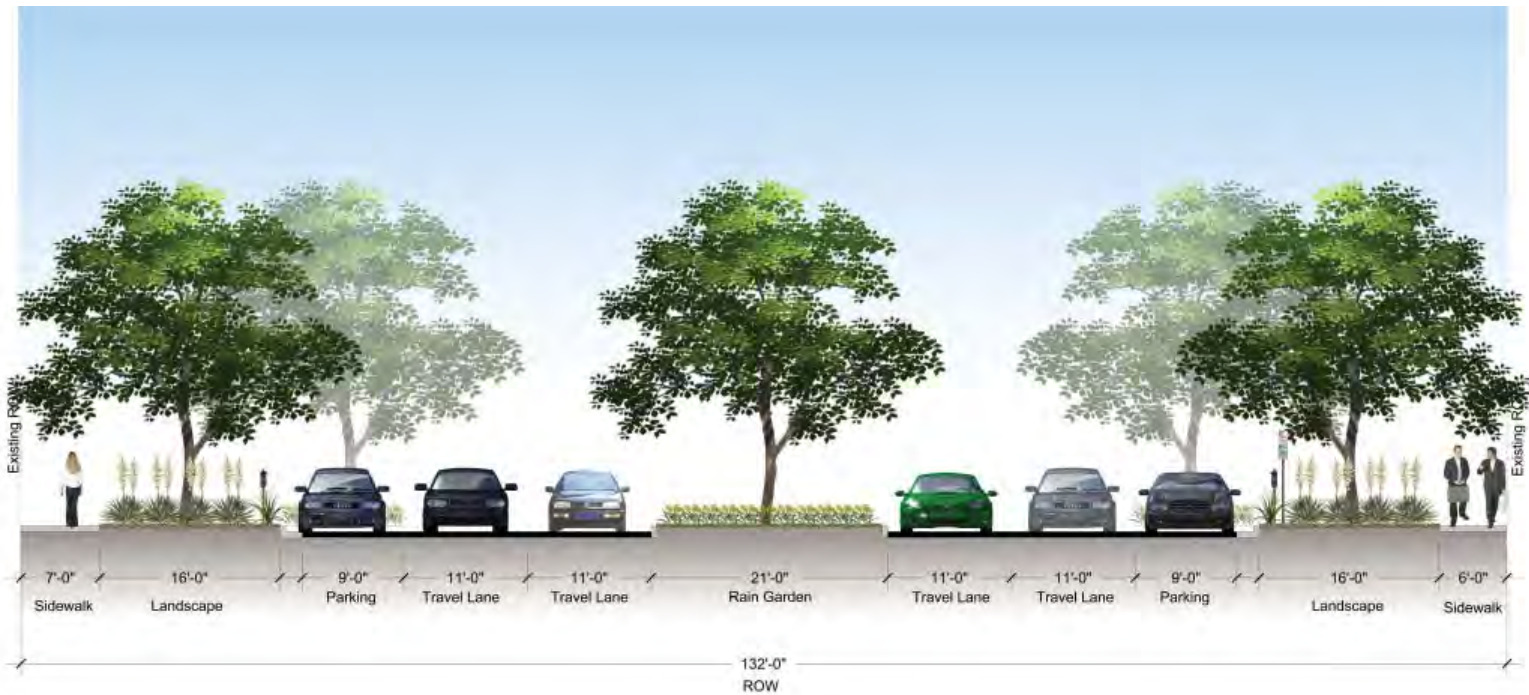
Grand Boulevard Alternatives

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access to parcels and medians.

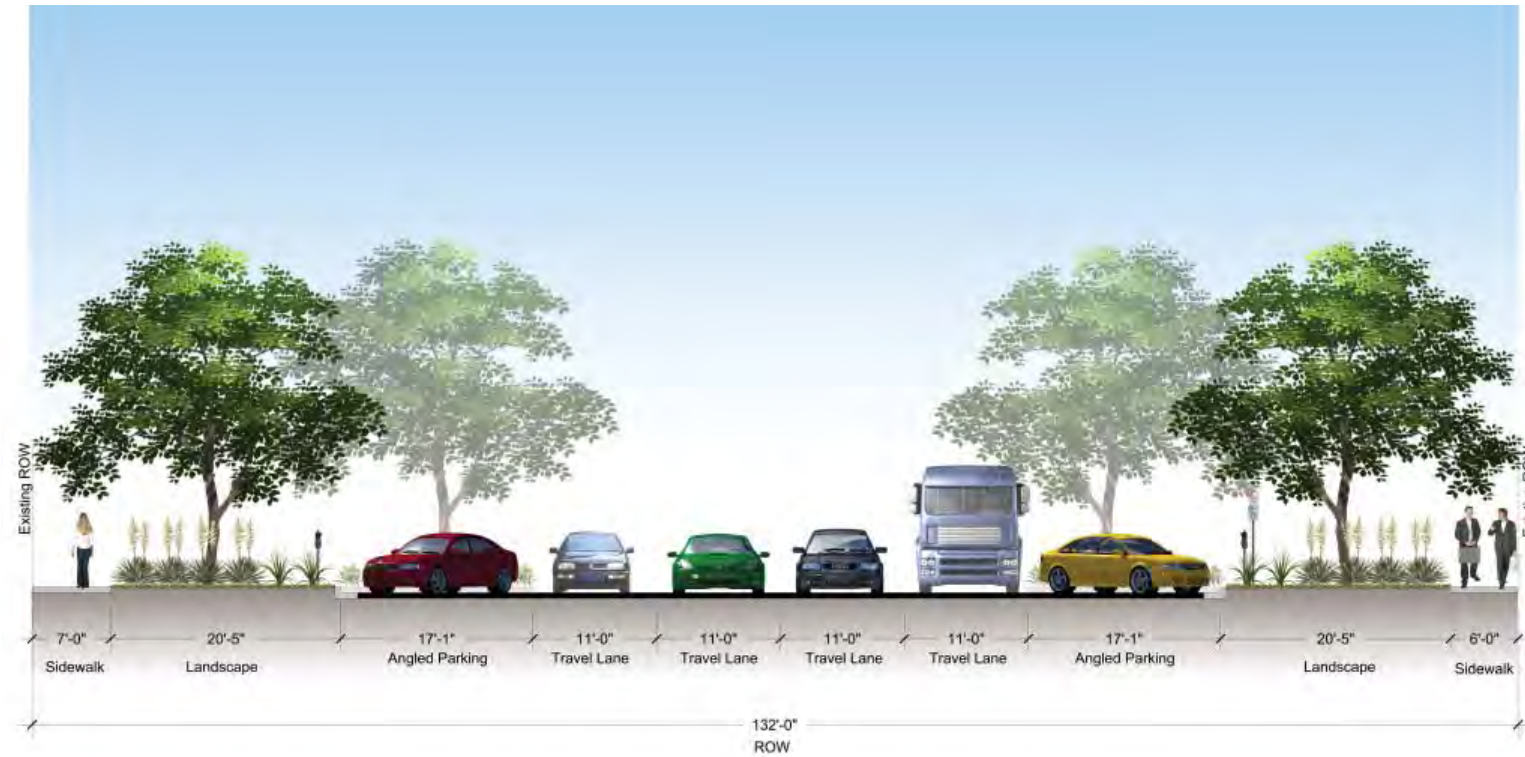


Grand Boulevard with Parallel Parking, Bulb-Out, a Double Row of Trees and Median/Rain Garden

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access to parcels and a broad median.

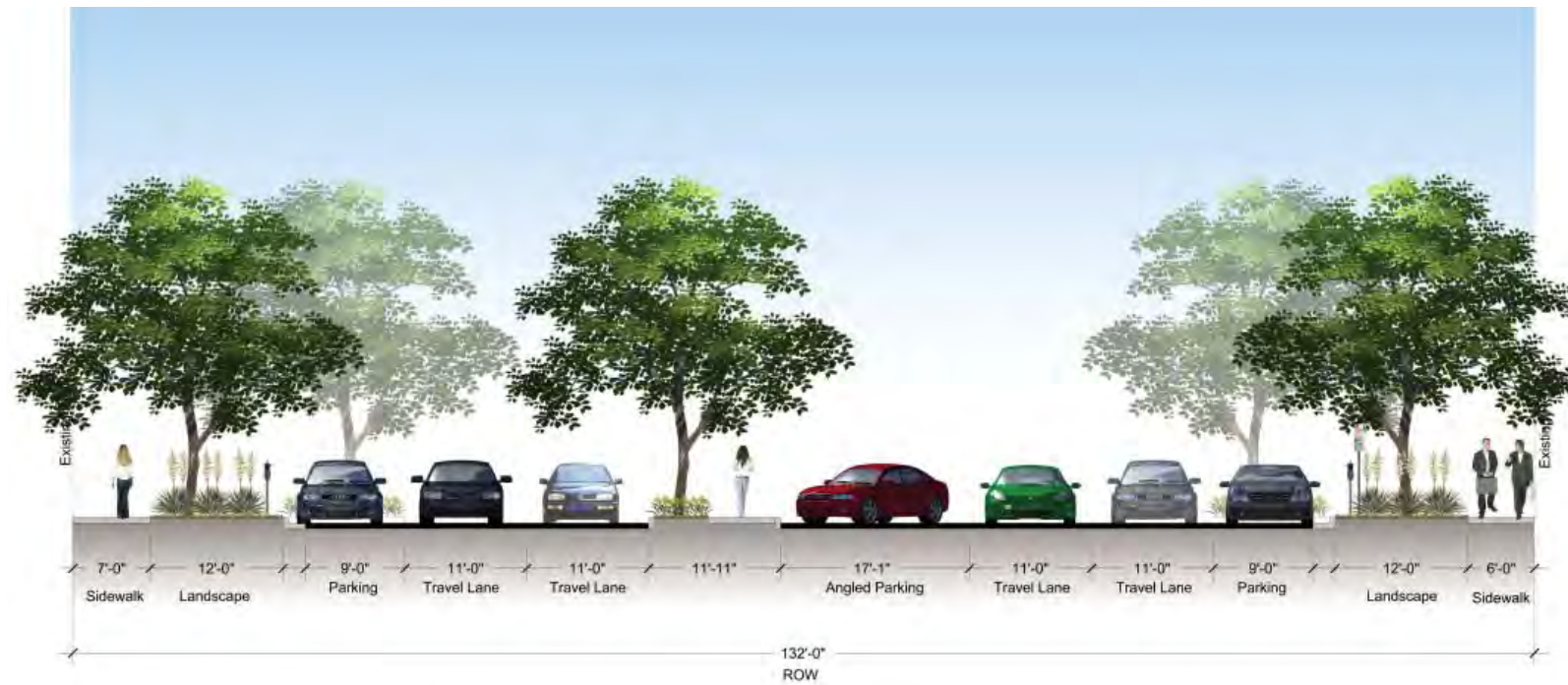


Grand Boulevard with Parallel Parking, Bulb-Out, a Single Row of Trees and a Broad Median/Rain Garden



Grand Boulevard with Angled Parking, Bulb-Out and a Single Row of Trees

This section represents the boulevards reconfigured with four lanes of travel, angled parking defined by bulb-outs at intersections and curb cuts/access to parcels.



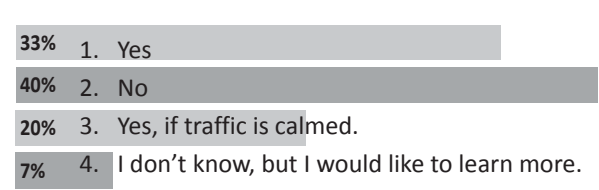
Grand Boulevard with Parallel Parking, Bulb Out, a Single Row of Trees and Angled Parking at Median

This section represents the boulevards reconfigured with four lanes of travel, parallel parking defined by bulb-outs at intersections and curb cuts/access and angled parking at a median.

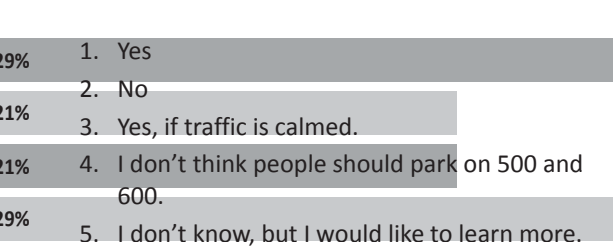
Key Pad Poll - Charrette,
Day 1

After discussing great streets and reviewing the various boulevard alternatives, the design team then asked the Taskforce to participate in a key pad poll where a series of questions were asked in association with the alternatives to gain insight and direction on the desired design for the boulevards.

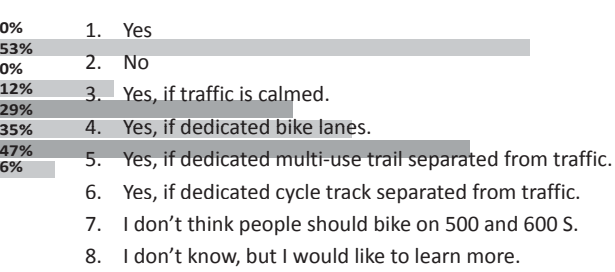
1. Do you believe that people can currently walk safely on 500 and 600 S?



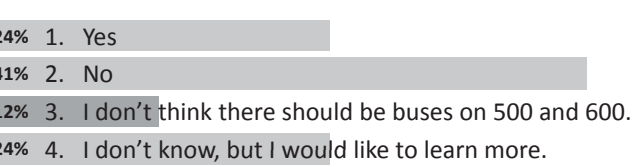
2. Do you believe that people can currently park safely on 500 and 600 S?



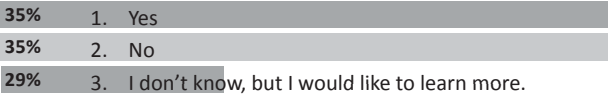
3. Do you believe that people can safely bike on 500 and 600 S? Please choose your top two choices.



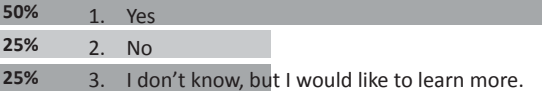
4. Do you believe that dedicated bus lanes are appropriate on 500 and 600 S?



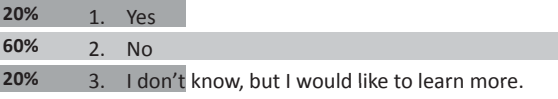
5. Would you like to see a road diet alternative with parallel parking, bulb outs and a double row of trees on 500 and 600 S?



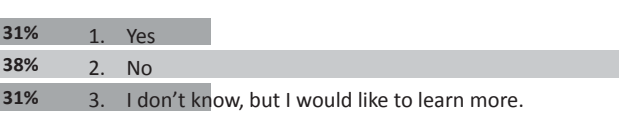
6. Would you like to see a multi-way alternative to 500 and 600 S?



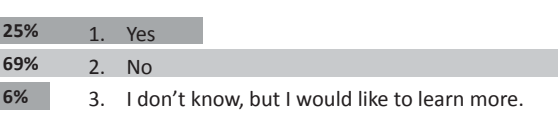
7. Would you like to see a road diet alternative with parallel parking, bulb outs and a double row of trees with outdoor dining on 500 and 600 S?



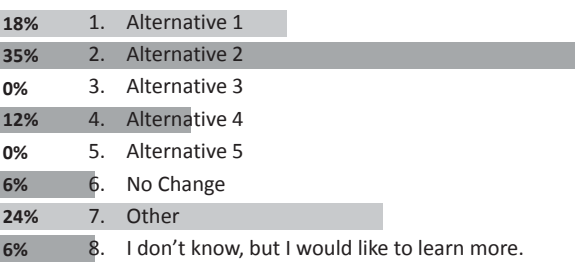
8. 10. Would you like to see a road diet alternative with parallel parking on one side, bulb outs on one side, a double row of trees, and on the opposite side, parallel parking, single trees and a multi-use trail on 500 and 600 S?



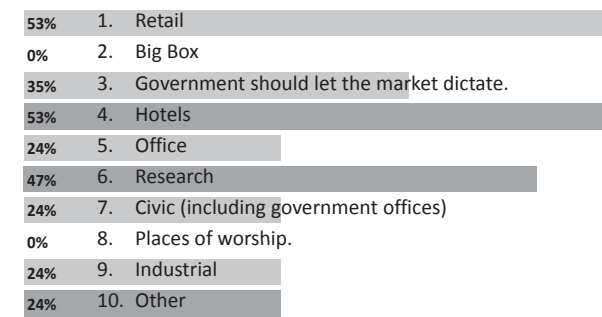
9. Would you like to see a road diet alternative with parallel parking on one side, bulb outs on one side, a double row of trees, and on the opposite side, parallel parking, single trees and a cycle track on 500 and 600 S?



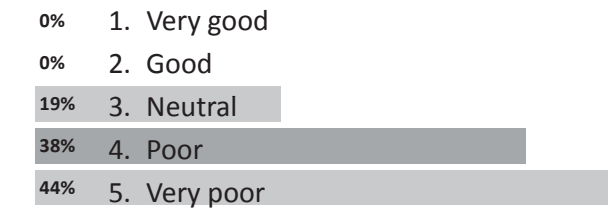
10. The alternative road section I most prefer for 500 and 600 S is?



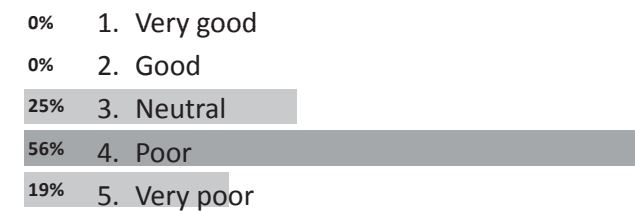
11. What land uses do you feel are appropriate?
Please choose your top three choices.



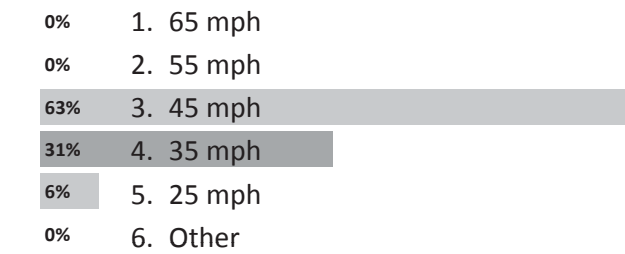
12. How would you currently rate the appearance of 600 S?



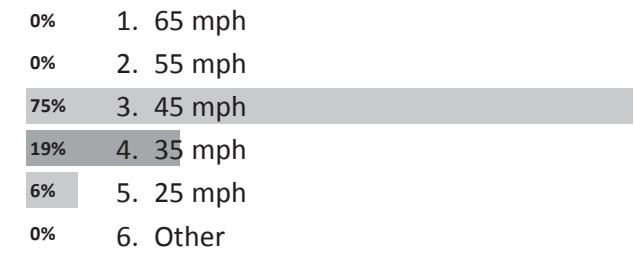
13. How would you currently rate the appearance of 500 S?



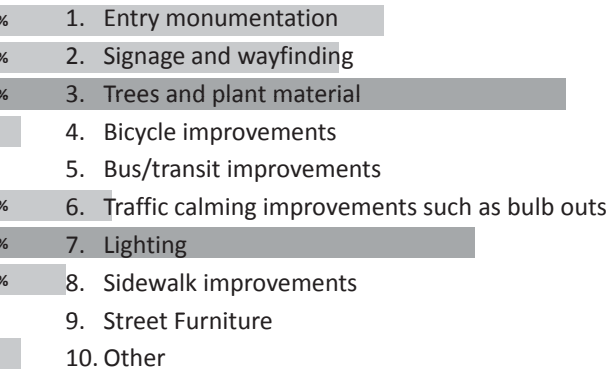
14. What do you feel should be the posted speed limit of 600 S?



15. What do you feel should be the posted speed limit of 500 S?



16. Given a limited budget what elements do you feel are most important? Please choose your top three choices.



Based on the responses to the key-pad poll, the design team came up with the following conclusions:

Conclusions

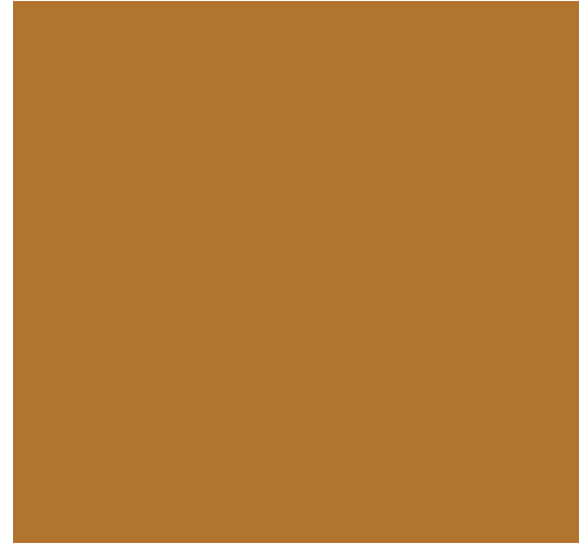
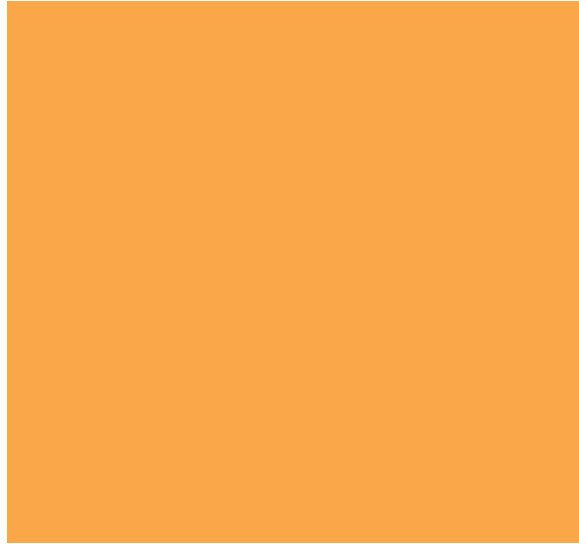
Dedicated bike lanes or cycle tracks on 500 and 600 South are not appropriate. Multi-use trails are biking within slower multi-way lanes are acceptable.

Dedicated bus lanes on 500 and 600 South are not needed.

The benefits of parking on 500 and 600 S are inconclusive.

Walking should be accommodated, but is not the primary focus.

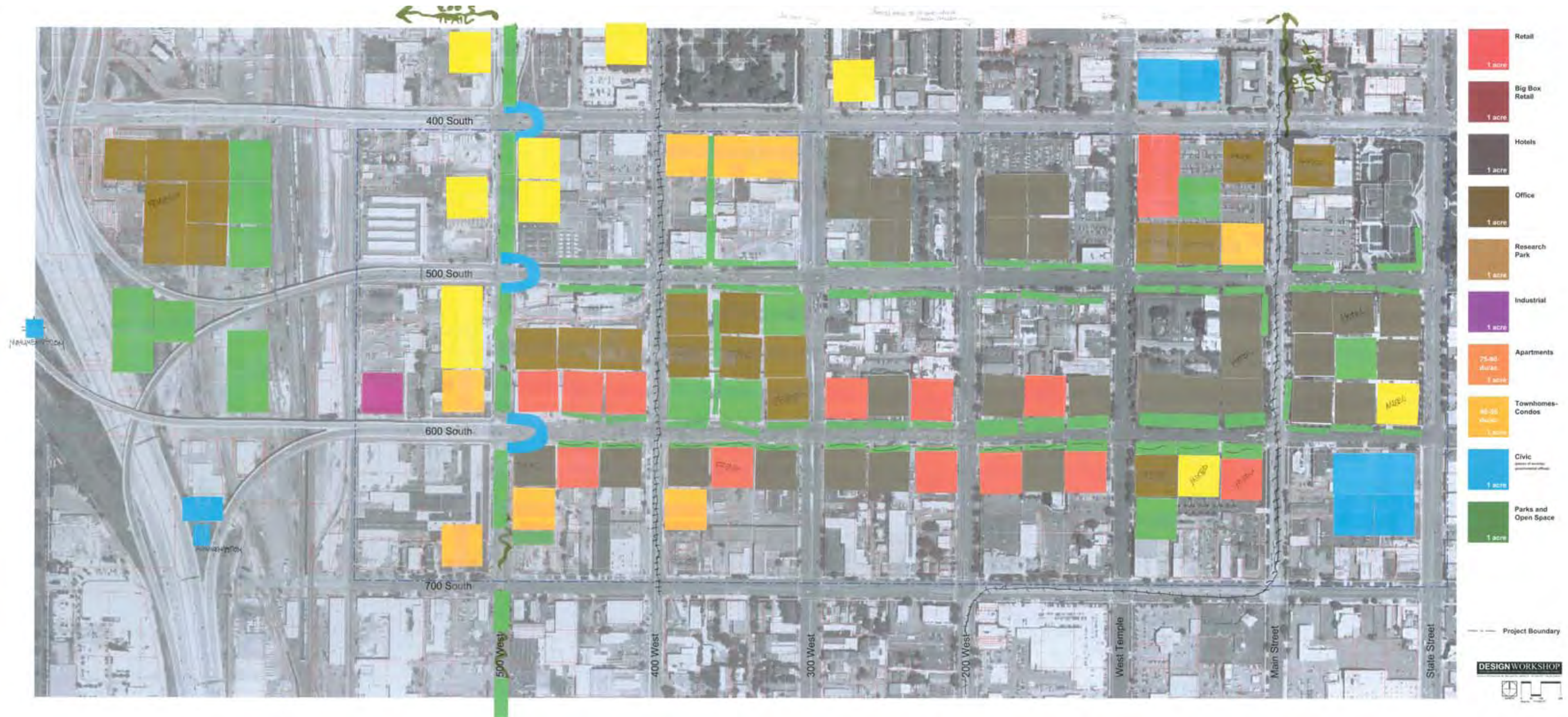
Accommodating outdoor dining on 500 and 600 South is not considered a priority.



CHIP Game

As a portion of the Day One activities, the Taskforce participated in a CHIP game exercise where they were asked to envision new land uses along the corridor by physically building their own land use map.

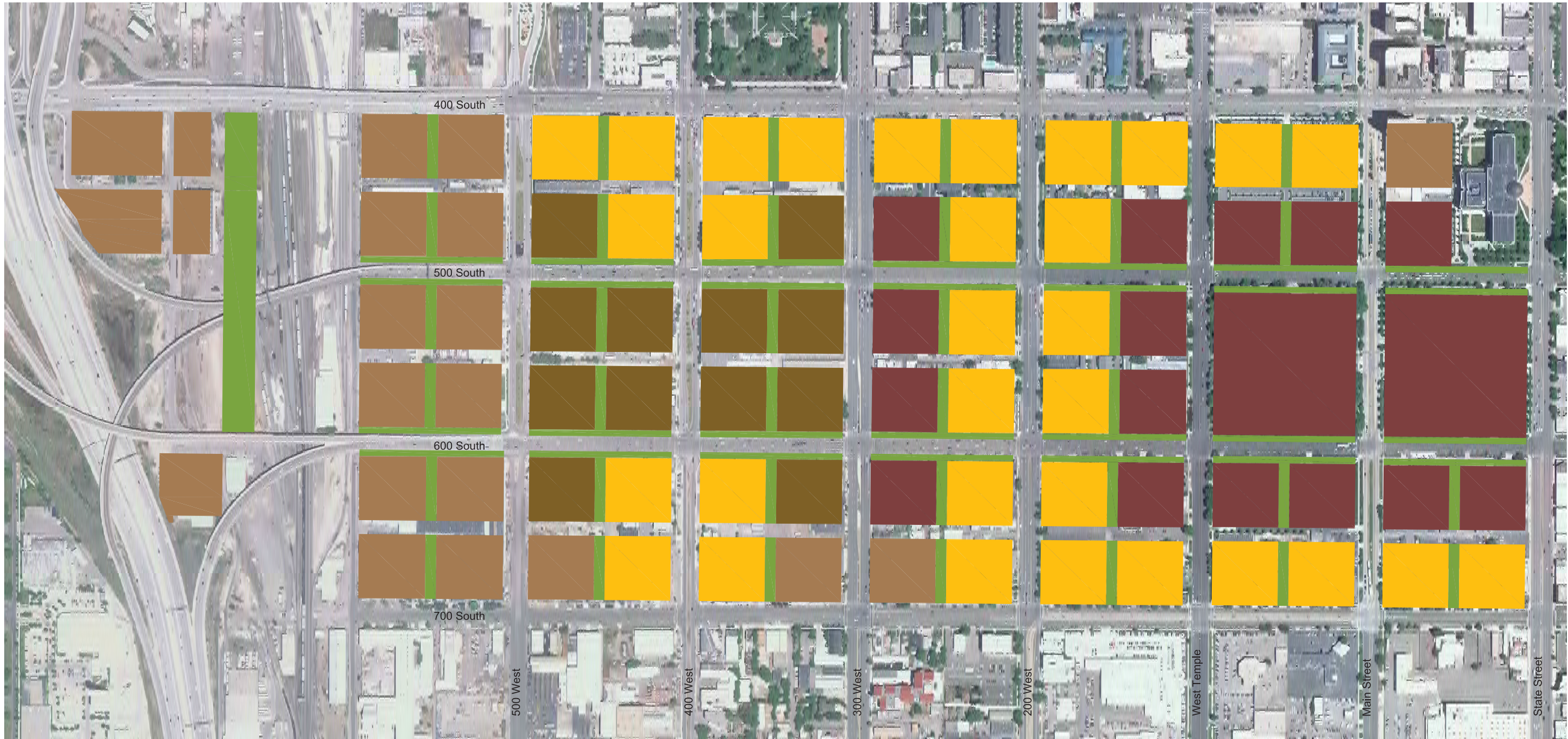




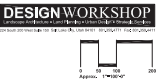


Land Use Diagram

The diagram on the opposite page represents a consolidated Land Use Plan for the study area. This was developed using the results of the CHIP Game. Mixed-use land uses line the Grand Boulevards consisting of Hotel/Retail and Office/Retail. Mixed-use land uses line the outer streets adjacent Pioneer Park and 700 South. Each block is broken down with mid-block open space corridors, and East-West ‘Pierpont’ like streets.



- Hotels
- Office
- Research Park
- Parks and Open Space
- Townhomes-Condos

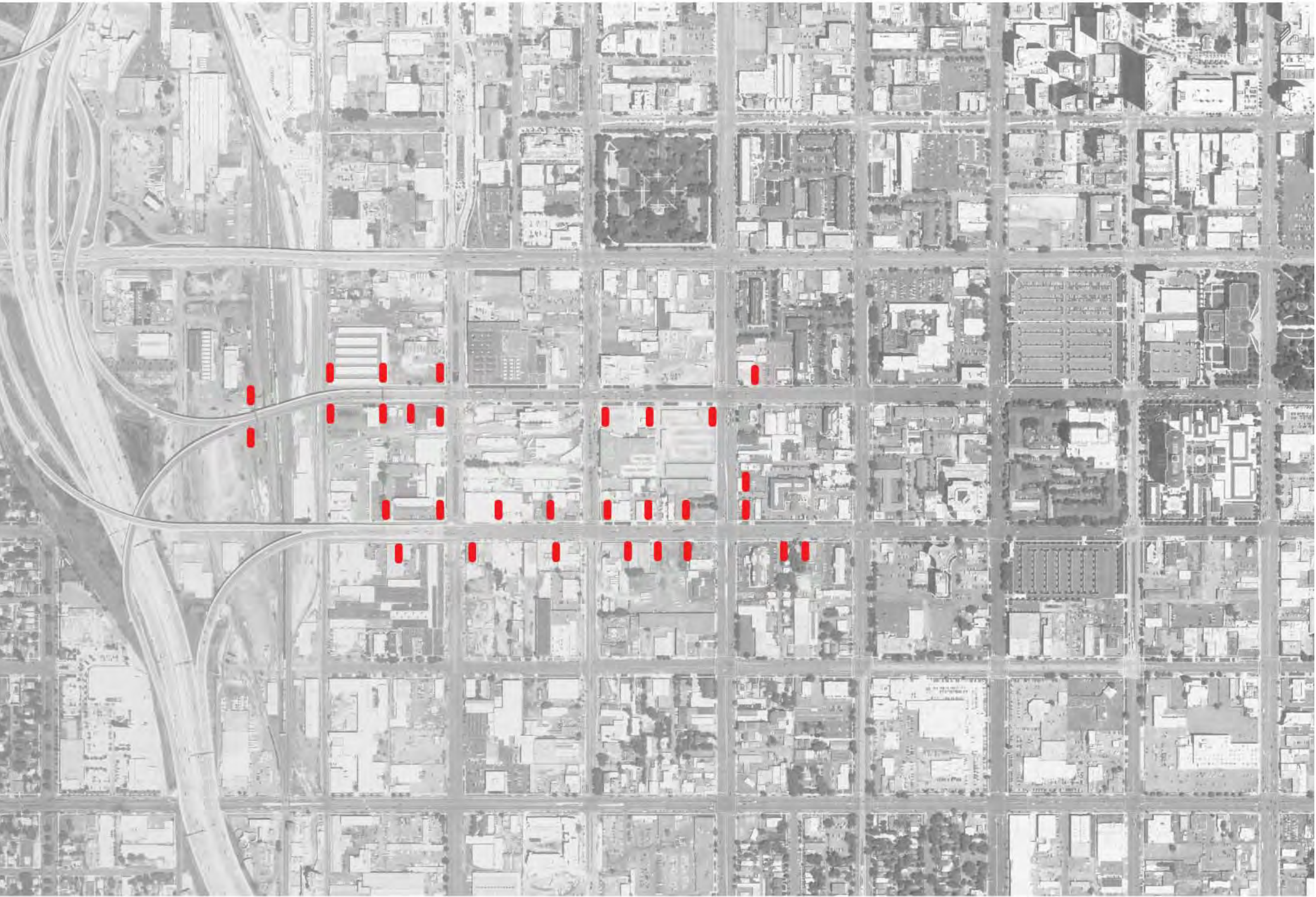


Billboard Alternatives

The following criteria was identified during the design team's visit with the billboard representatives on the first day of the charrette:

- Right Hand Reads are Preferred
- 300' Spacing is Optimal for Viewing
- 20'-25' is the optimal height above ground level (HAGL).

Design Workshop used this information to prepare a series of alternatives for review/consideration by the Taskforce.





Billboard Alternatives

This diagram represents the billboards conforming to the right-hand read and 300' spacing standards.

Design Workshop divided the total known number of billboards at that time (20), and placed half along the right-hand side of 500 South and half along the right-hand side of 600 South.

Billboard Alternatives

This diagram illustrates the billboards conforming to the 300' spacing standard, consolidated to the 500 South Grand Boulevard.





Billboard Alternatives

This diagram illustrates the billboards conforming to the 300' spacing standard, consolidated to the 600 South Grand Boulevard.

Billboard Alternatives

These images represent possibilities related to the integration of billboards on the facades of buildings within appropriate districts of a city.

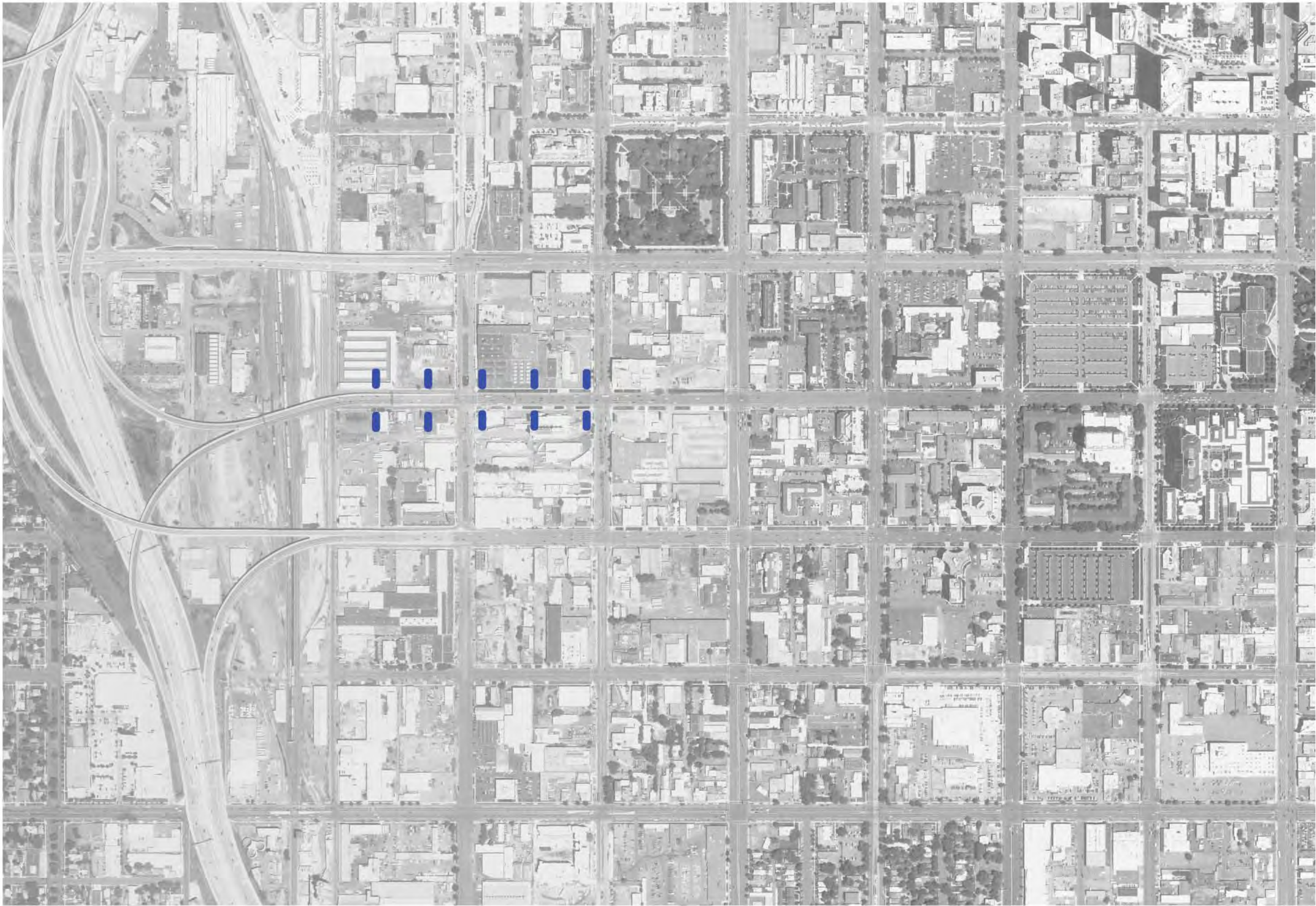




Billboard Alternatives

This diagram illustrates the billboards consolidated to the 500 South Grand Boulevard and assumes each is an electronic board and that there is a reduction in number by one half.

This also assumes the creation of a digital district in this area.





Billboard Alternatives

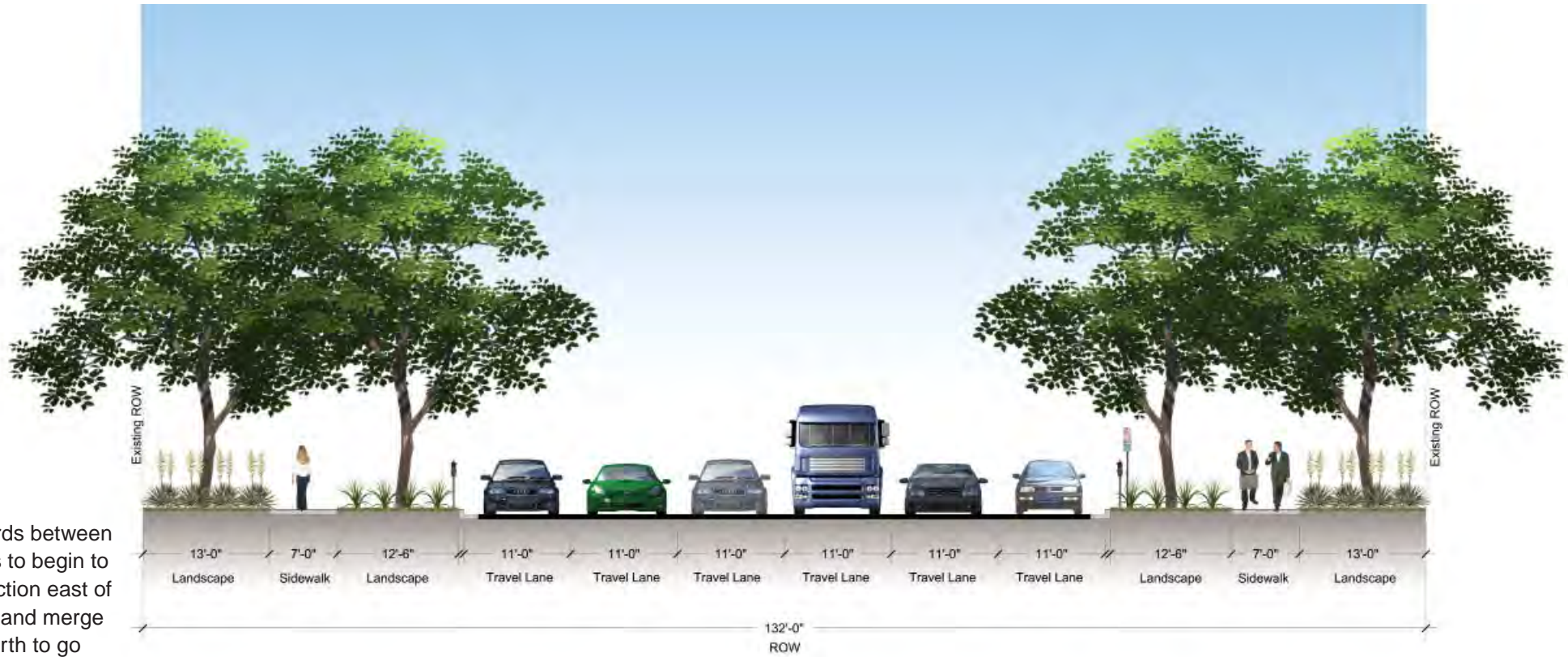
This diagram illustrates the billboards consolidated to the 600 South Grand Boulevard and assumes each is an electronic board and that there is a reduction in number by one half.

This also assumes the creation of a digital district in this area.

Grand Boulevard Alternatives

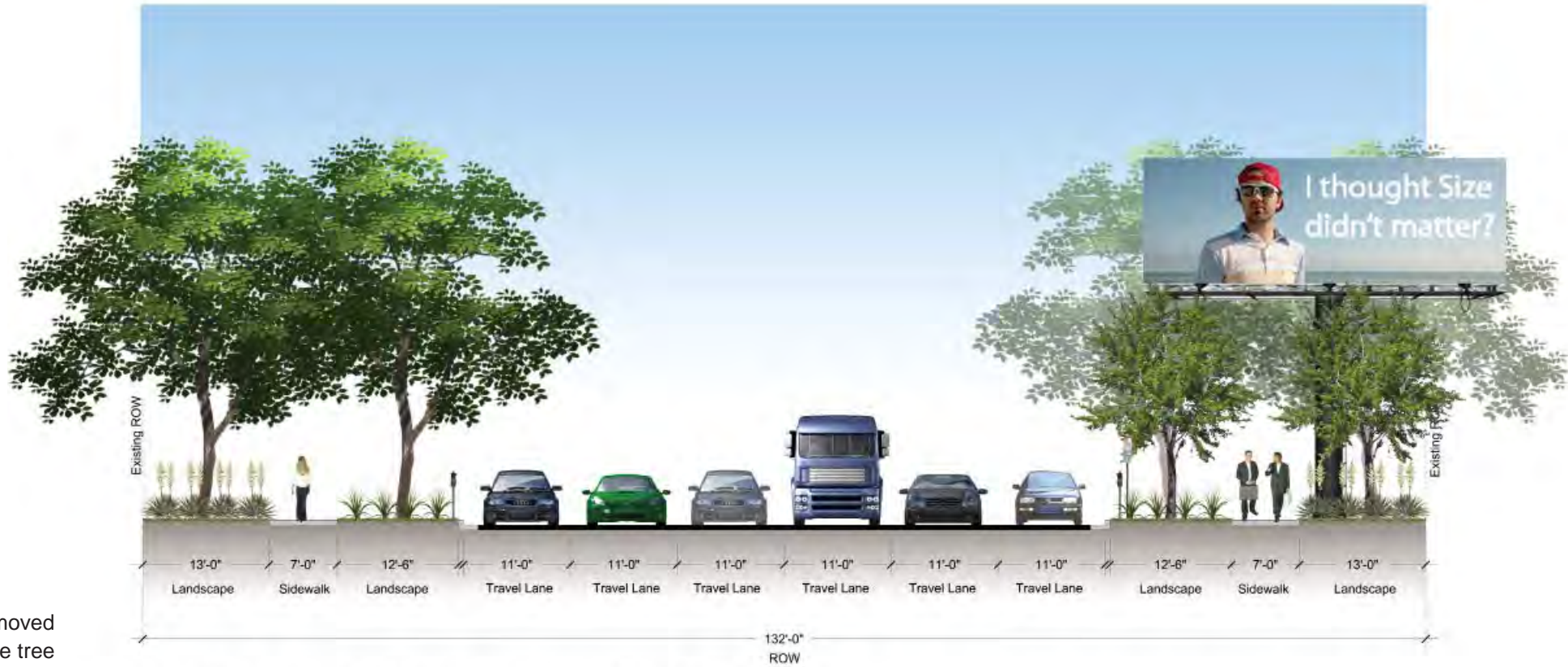
These sections represent boulevard alternatives developed during the second day of the Charrette. Based on feedback given to the design team by the Taskforce and the UDOT representative on the first day of the Charrette, these alternatives attempt to illustrate the desired boulevard improvements.

This section represents the boulevards between 500 West and 300 West. The goal is to begin to prepare drivers for the boulevard section east of 300 west to allow vehicles to weave and merge to position themselves for turning north to go downtown or continue east within six lanes of travel.

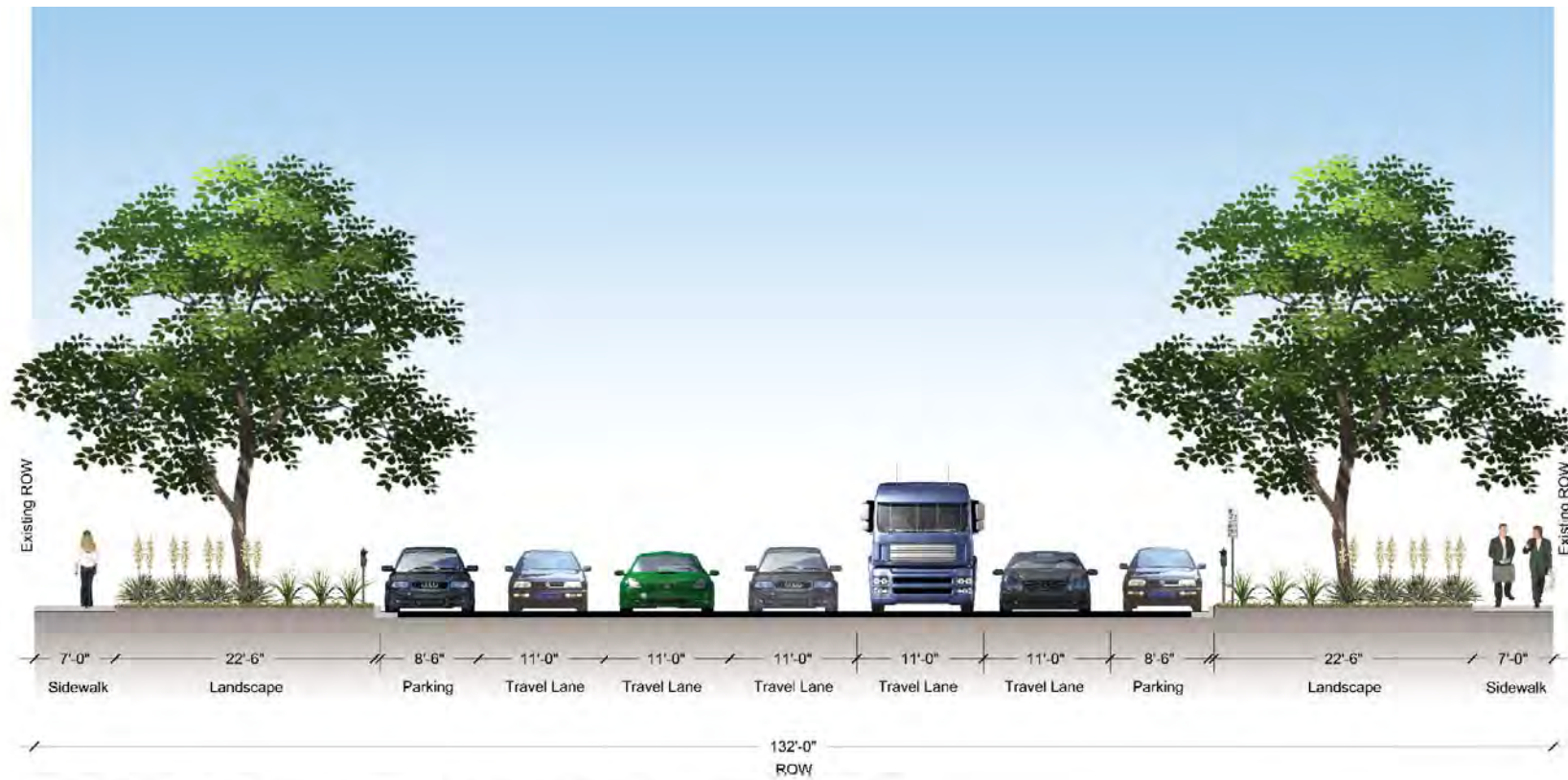


Grand Boulevard with Road Diet (6 Lanes) and Double Row of Trees

This illustrates the billboards being moved to within the right-of-way and how the tree plantings could respond to allow views to the billboards.

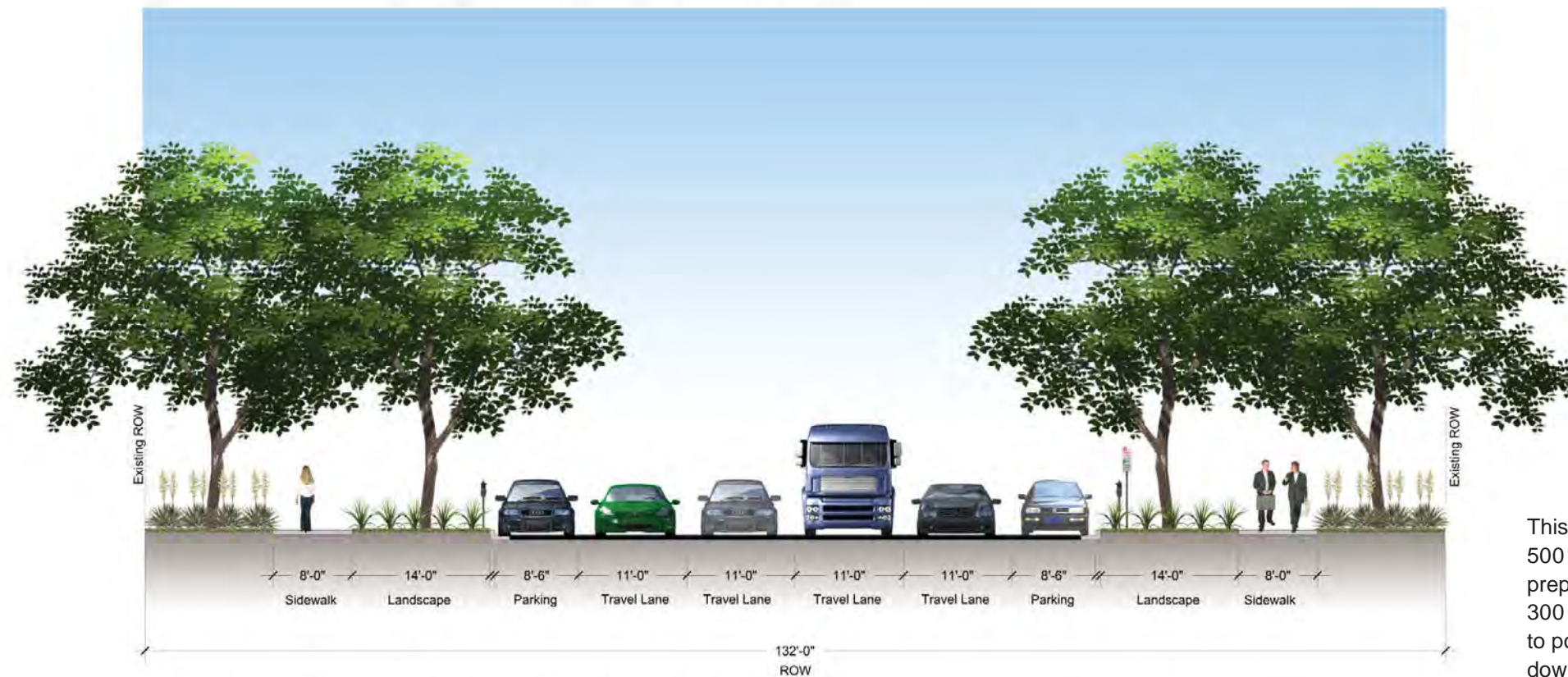


Grand Boulevard with Road Diet (6 Lanes) and Double Row of Trees



Grand Boulevard with Road Diet (5 Lanes), Parallel Parking and Single Row of Trees

This section represents the boulevards between 500 West and 300 West. The goal is to begin to prepare drivers for the boulevard section east of 300 west to allow vehicles to weave and merge to position themselves for turning north to go downtown or continue east within five lanes of travel.

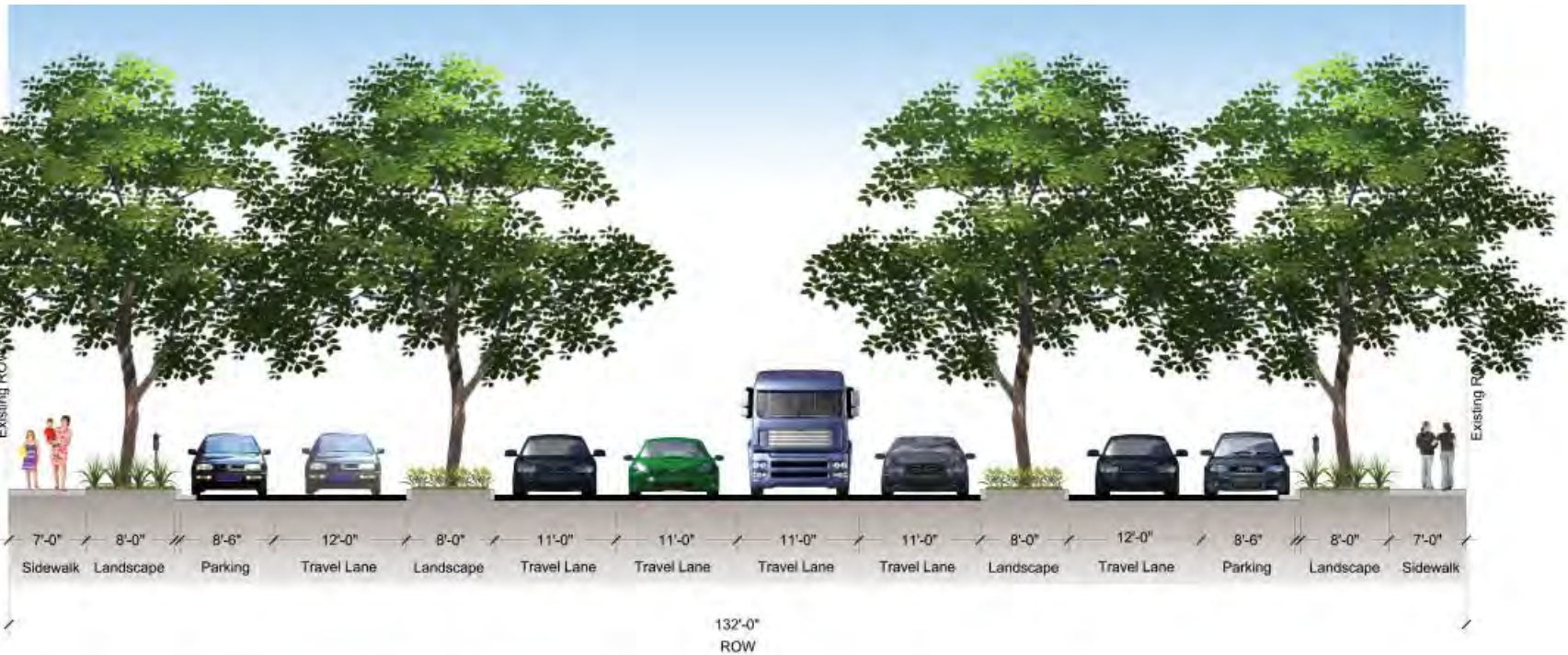


Grand Boulevard with Road Diet (4 Lanes), Parallel Parking and Double Row of Trees

This section represents the boulevards between 500 West and 300 West. The goal is to begin to prepare drivers for the boulevard section east of 300 west to allow vehicles to weave and merge to position themselves for turning north to go downtown or continue east within four lanes of travel.

Grand Boulevard Alternatives

This section represents the boulevards between 300 West and State Street. The goal is to utilize a Multi-Way configured street to get vehicles headed for local businesses on “protected” local streets to allow those vehicles continuing east to do so uninterrupted within four lanes of travel.



Grand Boulevard with Multi-Way (4 Lanes) and Parallel Parking

This illustrates the billboards being moved to within the right-of-way and how the tree plantings could respond to allow views to the billboards.



Grand Boulevard with Multi-Way (4 Lanes) and Parallel Parking



Grand Boulevard with Multi-Way (5 Lanes) and Parallel Parking

This section represents the boulevards between 300 West and State Street. The goal is to utilize a Multi-Way configured street to get vehicles headed for local businesses on “protected” local streets to allow those vehicles continuing east to do so uninterrupted within five lanes of travel.

Grand Boulevard Alternatives

The Illustrative on the facing page represents the Multi-Way Alternative for the Grand Boulevards. This was the preferred alternative as determined during the polling during the Charrette.

Design Workshop also illustrated the cross streets and discussed with the Taskforce the possibilities related to improving these streets.

Improvements would relate to adjacent land uses, future public transportaion and parking needs. These streets could also have unique landscape character to aid in distinguishing street types and wayfinding.



Grand Boulevard between 500 West and 300 West

Grand Boulevard with Road Diet (6 Lanes) and Double Row of Trees



Grand Boulevard between 300 West and State Street

Grand Boulevard with Multi-Way (4 Lanes) and Parallel Parking



Cross Streets

These sections illustrate in greater detail the proposed improvements to each cross street.

The proposed improvements for 300 West and West Temple street relate to the desire for these streets to be “fast” streets that move larger volumes of traffic.



300 West and West Temple with Parallel Parking, Bulb-Out, a Single Row of Trees and Median/Rain Garden

The proposed improvements for 400 West and Main Street relate to the desire for these streets to accomodate public transportaion in the form of a future Street Car on 400 west and the existing Light Rail on Main Street.



400 West and Main Street with Street Car and Light Rail, Parallel Parking and Single Row of Trees

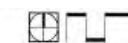


The proposed improvements for 500 West and 200 West relate to the desire for these streets to be “slow” streets and potentially provide additional parking.

500 West and 200 West with Parallel Parking, Bulb Out, a Single Row of Trees and Angled Parking at Median



This plan represents the cross streets and their proposed improvements. 500 West is shown as a slow street with parking being the emphasis. 400 West is the proposed route for the downtown street car and is also considered to be a slow street. 300 West is a fast street and maintains movement of traffic both north and south. 200 West is a slow street with parking being the emphasis. West Temple is another fast street and another gateway to the city. Main Street has Light Rail and is considered a slow street with emphasis on amenities.



Grand Boulevard Tree Species

On the third day of the Charrette, the design team developed a street tree list and met with the City forester to discuss tree species and diversity.

The trees selected meet the desired objective for making each street unique and providing a wayfinding cue to users. This also ensures that no one tree species is more than 10 percent of the urban forest, providing resilience and diversity.



Acer nigrum - Black Maple



Quercus macrocarpa - Bur Oak



Fagus sylvatica - European Beech



Cersis canadensis - Eastern Redbud



Celtis occidentalis - Common Hackberry



Zelkova serrata - Japanese Zelkova



Acer pseudoplatanus - Sycamore Maple



Platanus x Acerifolia - London Plane Tree



Fraxinus pennsylvanica 'Marshall Seedless' - Marshall Seedless Ash



Pyrus calleryana - Flowering Pear



Acer platanoides - Norway Maple



Ulmus parvifolia - Chinese Elm



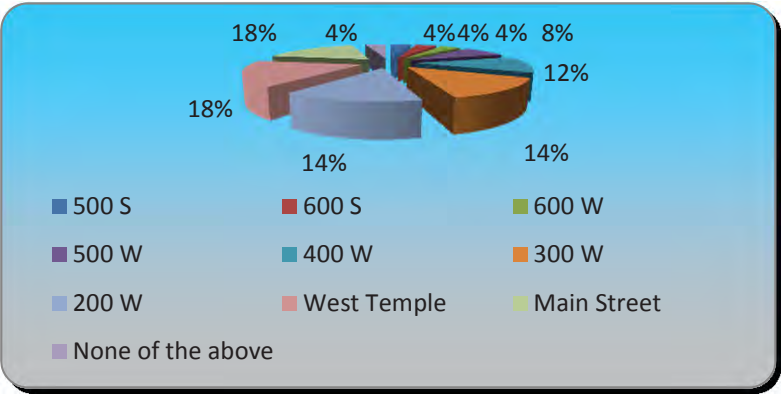
Malus - Flowering Crabapple

Key Pad Poll - Charrette,
Day 2

1.) I think outdoor dining should be encouraged on: (multiple choice)

500 S
600 S
600 W
500 W
400 W
300 W
200 W
West Temple
Main Street
None of the above

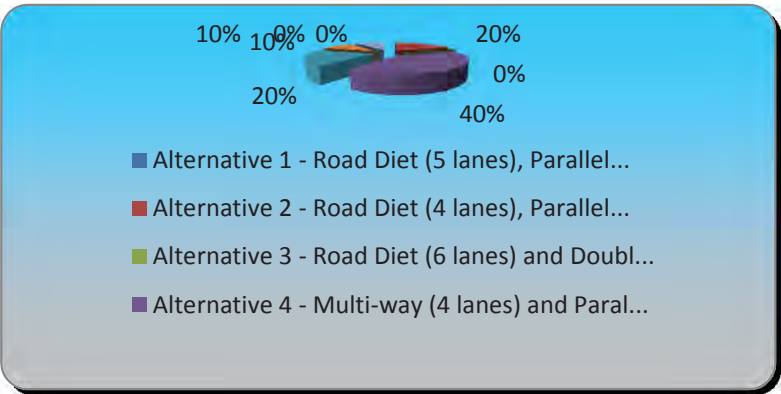
	Responses	
	(percent)	(count)
500 S	4%	2
600 S	4%	2
600 W	4%	2
500 W	8%	4
400 W	12%	6
300 W	14%	7
200 W	14%	7
West Temple	18%	9
Main Street	18%	9
None of the above	4%	2
Totals	100%	50



2.) The alternative road section I most prefer for 600 S is? (multiple choice)

Alternative 1 - Road Diet (5 lanes), Parallel Parking and Single Row of Trees
Alternative 2 - Road Diet (4 lanes), Parallel Parking and Double Row of Trees
Alternative 3 - Road Diet (6 lanes) and Double Row of Trees
Alternative 4 - Multi-way (4 lanes) and Parallel Parking
Alternative 5 - Multi-way (5 lanes) and Parallel Parking
No Change
Other
I don't know, but I would like to learn more.

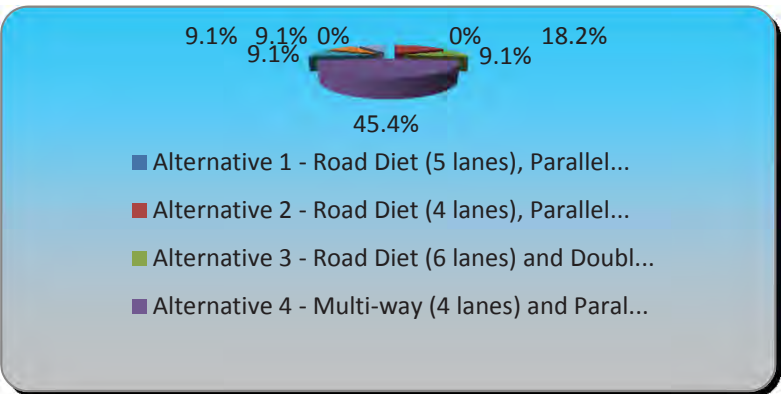
	Responses	
	(percent)	(count)
Alternative 1 - Road Diet (5 lanes), Parallel Parking and Single Row of Trees	0%	0
Alternative 2 - Road Diet (4 lanes), Parallel Parking and Double Row of Trees	20%	2
Alternative 3 - Road Diet (6 lanes) and Double Row of Trees	0%	0
Alternative 4 - Multi-way (4 lanes) and Parallel Parking	40%	4
Alternative 5 - Multi-way (5 lanes) and Parallel Parking	20%	2
No Change	10%	1
Other	10%	1
I don't know, but I would like to learn more.	0%	0
Totals	100%	10



3.) The alternative road section I most prefer for 500 S is? (multiple choice)

Alternative 1 - Road Diet (5 lanes), Parallel Parking and Single Row of Trees
Alternative 2 - Road Diet (4 lanes), Parallel Parking and Double Row of Trees
Alternative 3 - Road Diet (6 lanes) and Double Row of Trees
Alternative 4 - Multi-way (4 lanes) and Parallel Parking
Alternative 5 - Multi-way (5 lanes) and Parallel Parking
No Change
Other
I don't know, but I would like to learn more.

	Responses	
	(percent)	(count)
Alternative 1 - Road Diet (5 lanes), Parallel Parking and Single Row of Trees	0%	0
Alternative 2 - Road Diet (4 lanes), Parallel Parking and Double Row of Trees	18.18%	2
Alternative 3 - Road Diet (6 lanes) and Double Row of Trees	9.09%	1
Alternative 4 - Multi-way (4 lanes) and Parallel Parking	45.45%	5
Alternative 5 - Multi-way (5 lanes) and Parallel Parking	9.09%	1
No Change	9.09%	1
Other	9.09%	1
I don't know, but I would like to learn more.	0%	0
Totals	100%	11



4.) I am in favor of the following billboard solution for 500 and 600 S. (multiple choice)

Maintain the current situation.

Condemn the billboards and remove them.

Allow modifications to existing billboards including single poles and surroundings and improved spacing.

Allow modifications to existing billboards and installation of digital billboards.

Consolidate billboards into four blocks on the right side of 500 S and 600 S.

Consolidate entirely into four blocks (both sides) of 500 S.

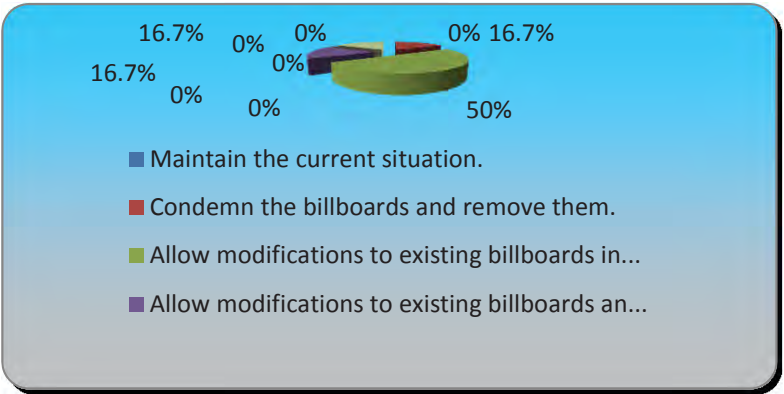
Consolidate entirely into four blocks (both sides) of 600 S.

Consolidate all billboards on 600 S into one digital display “district”.

Consolidate all billboards on 500 S into one digital display “district”.

Allow expansion and modification of existing billboards as the market dictates.

	Responses	
	(percent)	(count)
Maintain the current situation.	0%	0
Condemn the billboards and remove them.	16.67%	2
Allow modifications to existing billboards including single poles and surroundings and improved spacing.	50%	6
Allow modifications to existing billboards and installation of digital billboards.	16.67%	2
Consolidate billboards into four blocks on the right side of 500 S and 600 S.	0%	0
Consolidate entirely into four blocks (both sides) of 500 S.	0%	0
Consolidate entirely into four blocks (both sides) of 600 S.	0%	0
Consolidate all billboards on 600 S into one digital display “district”.	0%	0
Consolidate all billboards on 500 S into one digital display “district”.	16.67%	2
Allow expansion and modification of existing billboards as the market dictates.	0%	0
Totals	100%	12



5.) I would like to see gateway features on? (multiple choice)

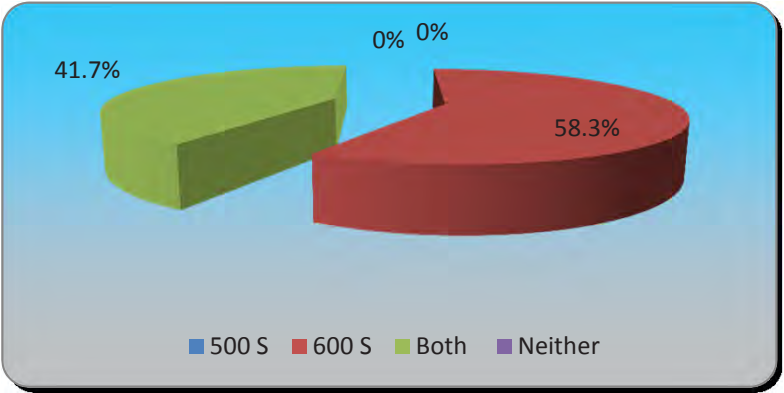
500 S

600 S

Both

Neither

	Responses	
	(percent)	(count)
500 S	0%	0
600 S	58.33%	7
Both	41.67%	5
Neither	0%	0
Totals	100%	12



6.) The general character of the gateway features that I find most appropriate for Salt Lake City are reflected in image? (multiple choice)

Option 1

Option 2

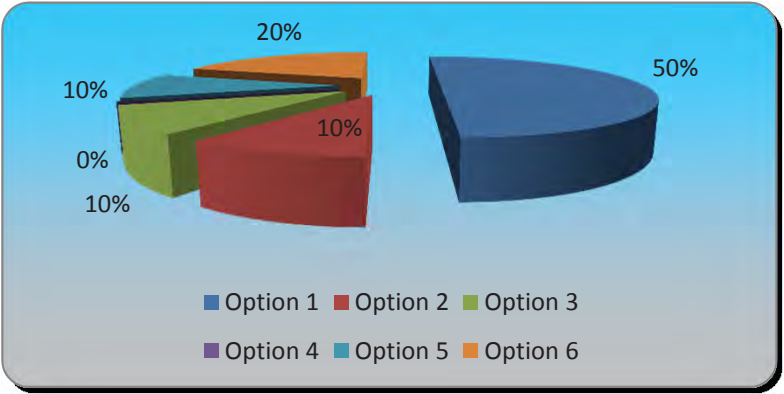
Option 3

Option 4

Option 5

Option 6

	Responses	
	(percent)	(count)
Option 1	50%	5
Option 2	10%	1
Option 3	10%	1
Option 4	0%	0
Option 5	10%	1
Option 6	20%	2
Totals	100%	10

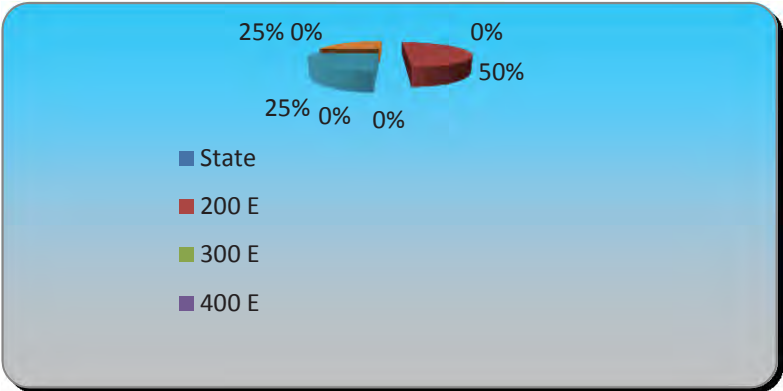


Key Pad Poll - Charrette,
Day 2

7.) I believe 500 S should change from one way to two way at: (multiple choice)

State
200 E
300 E
400 E
500 E (It currently changes here.)
It should be one way its entire length.
It should be two way its entire length.

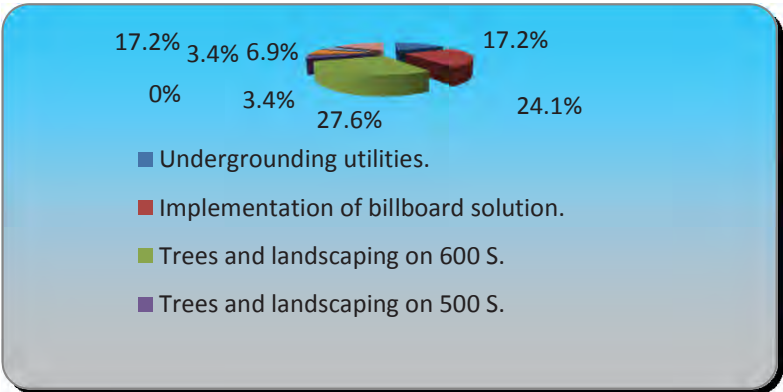
	Responses	
	(percent)	(count)
State	0%	0
200 E	50%	2
300 E	0%	0
400 E	0%	0
500 E (It currently changes here.)	25%	1
It should be one way its entire length.	25%	1
It should be two way its entire length.	0%	0
Totals	100%	4



8.) Where would you start improvements? Please choose your top three choices. (multiple choice)

Undergrounding utilities.
Implementation of billboard solution.
Trees and landscaping on 600 S.
Trees and landscaping on 500 S.
Construction of entry monumentation 500 S.
Construction of entry monumentation 600 S.
Lighting on 500 S.
Lighting on 600 S.

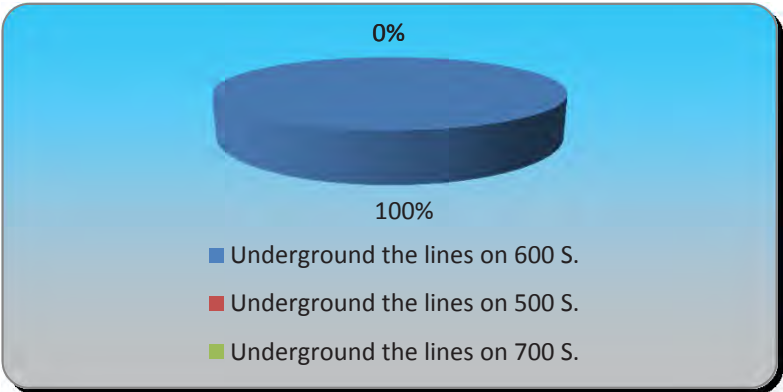
	Responses	
	(percent)	(count)
Undergrounding utilities.	17.24%	5
Implementation of billboard solution.	24.14%	7
Trees and landscaping on 600 S.	27.59%	8
Trees and landscaping on 500 S.	3.45%	1
Construction of entry monumentation 500 S.	0%	0
Construction of entry monumentation 600 S.	6.90%	2
Lighting on 500 S.	3.45%	1
Lighting on 600 S.	17.24%	5
Totals	100%	29



9.) If the transmission and distribution lines on 600 S are undergrounded, would you favor? (multiple choice)

Underground the lines on 600 S.
Underground the lines on 500 S.
Underground the lines on 700 S.

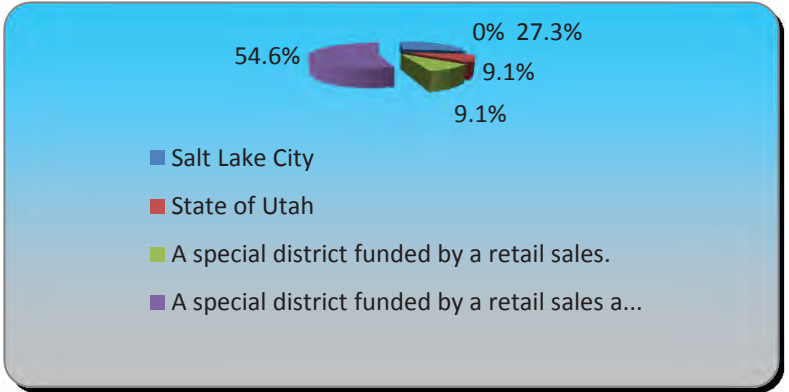
	Responses	
	(percent)	(count)
Underground the lines on 600 S.	100%	3
Underground the lines on 500 S.	0%	0
Underground the lines on 700 S.	0%	0
Totals	100%	3



10.) What do you feel is the most likely source of operations and maintenance? (multiple choice)

Salt Lake City
State of Utah
A special district funded by a retail sales.
A special district funded by a retail sales and bed tax.
Other

	Responses	
	(percent)	(count)
	27.27%	3
	9.09%	1
	9.09%	1
	54.55%	6
	0%	0
Totals	100%	11



Based on the responses to the key-pad poll, the design team came up with the following conclusions:

Conclusions

The Multi-Way option is the most desirable for the Grand Boulevards.

Outdoor dining and pedestrian streets are best located on 400 West and Main Street.

Billboards should be accomodated and modifications allowed including installation of digital billboards.

600 South is a priority in terms of monumentation.

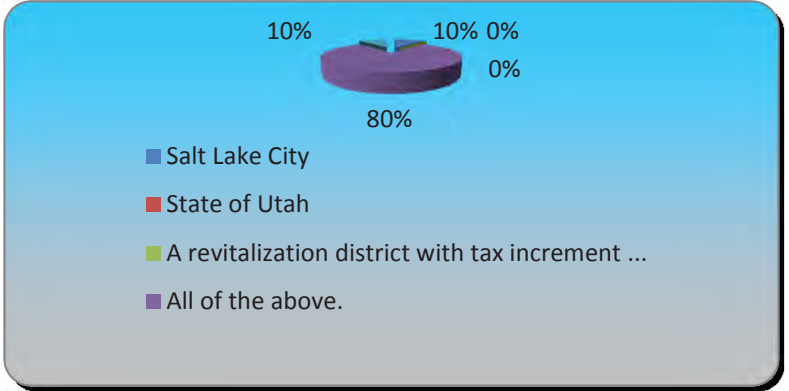
Improvements to 600 South and its appearance is a priority for implementation.

Undergrounding the transmission and distribution lines on 600 South is desired.

11.) What do you feel is the most likely source of capital improvement funding? (multiple choice)

Salt Lake City
State of Utah
A revitalization district with tax increment financing.
All of the above.
Other

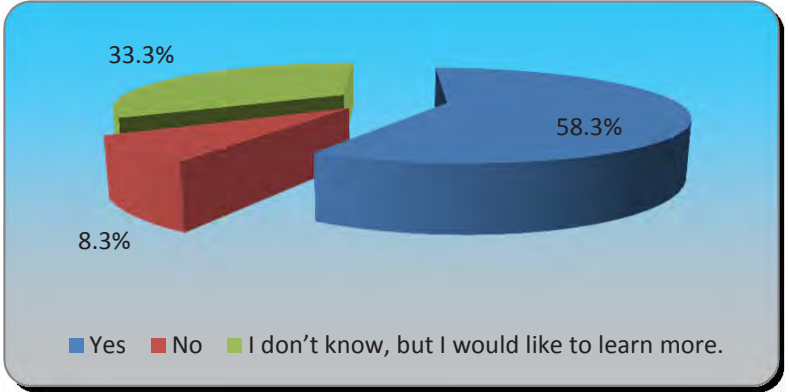
	Responses	
	(percent)	(count)
	10%	1
	0%	0
	0%	0
	80%	8
	10%	1
Totals	100%	10



12.) I believe a set of urban design standards should be developed for the Boulevard District (architectural massing, etc.). (multiple choice)

Yes
No
I don't know, but I would like to learn more.

	Responses	
	(percent)	(count)
	58.33%	7
	8.33%	1
	33.33%	4
Totals	100%	12



Design Alternatives

Alternative 1 (Multi-Way)

- Multi-Ways
- Alternative 1 - Between 500 West and 300 West
- Alternative 1 - Between 300 West and State Street
- Alternative 1 - Enlargements
- Alternative 1 - Model Images

Alternative 2 (Non Multi-Way)

- Alternative 2 - Between 500 West and 300 West
- Alternative 2 - Between 300 West and State Street
- Alternative 2 - Enlargements
- Alternative 2 - Model Images

600 South Powerlines

- Alternative 1 (Multi-Way)
- Alternative 2 (Non Multi-Way)

Monumentation

- Alternative 1
- Alternative 2

Signage and Wayfinding

- Alternative 1
- Alternative 2

Opinion of Probable Costs

- Alternative 1 (Multi-Way)
- Alternative 2 (Non Multi-Way)

400 South Boulevard Improvements

- Proposed Improvements Between 500 West and Main Street
- Enlargements
- Model Images

Billboards

- Alternative 1 & 2 - Between 500 West and 300 West
- Alternative 1 - Between 300 West and 200 West
- Alternative 2 - Between 300 West and 200 West



Rendering of Franklin Boulevard in Eugene, OR - Oregon Department of Transportation, Transportation and Growth Management Program

Alternative 1 Multi-way Boulevard

What are Multi-way Boulevards?

Multi-way boulevards offer an appealing alternative to congested arterials in metropolitan areas. These streets, which are common in Europe, really are “mixed-use” public ways. They have several lanes of faster moving through traffic in the middle separated by medians from slower “access lanes” and parking on the sides. Local traffic and bicyclists travel in the side lanes, which allow for safer travel and easier access in and out of driveways and side streets than on a typical arterial. Generous numbers of large canopy trees on the medians and lining the sidewalks create an attractive streetscape. The sidewalk, access lane and its median together become a “pedestrian realm” that buffer walkers from the faster roadway.



Plan Rendering of Octavia Boulevard, San Francisco, CA



Octavia Boulevard, San Francisco, CA



The Esplanade, Chico, CA



Ocean Parkway, Brooklyn, NY



Octavia Boulevard, San Francisco, CA



Palm Canyon Drive, Cathedral City, CA

Alternative 1 Multi-way Boulevard

The adjacent images are examples of Multi-way boulevards from California to New York.

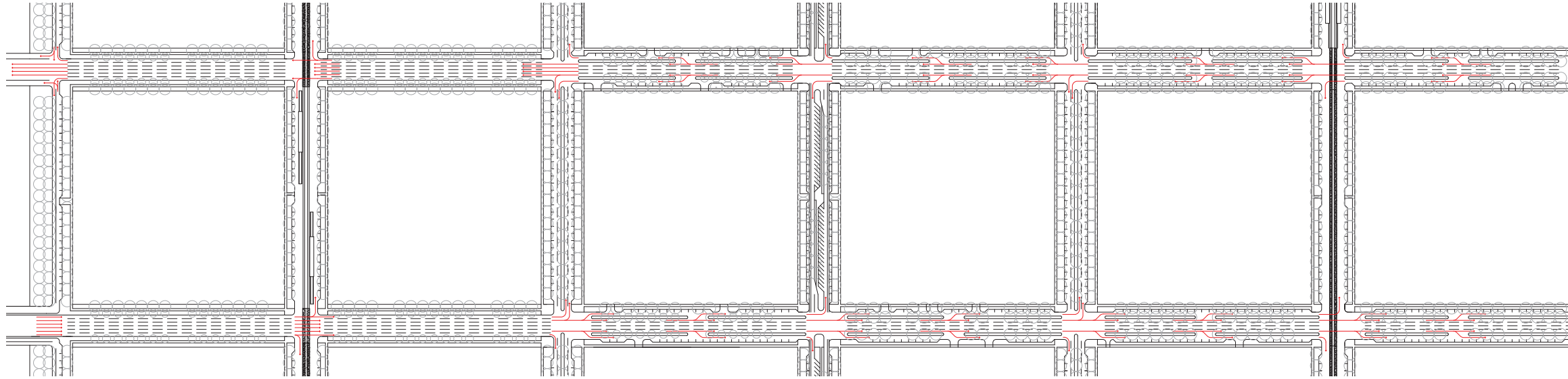


Alternative 1 Multi-Way Boulevard

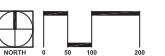
Alternative One creates boulevards for 500 South and 600 South through the use of a Multi-way. This allows for the through traffic to continue moving towards destinations and allows for slower local traffic to coexist separated by a median.

In order for these streets to function as Multi-way boulevards, we need to allow for vehicles coming off of and preparing to enter the freeways to position themselves for both the Multi-way and downtown destinations as well as for either going south on I-15 or west on I-80. The design team has therefore left the two westernmost blocks between 500 West and 300 West as four-lane streets to allow for the required weaving and positioning to occur.





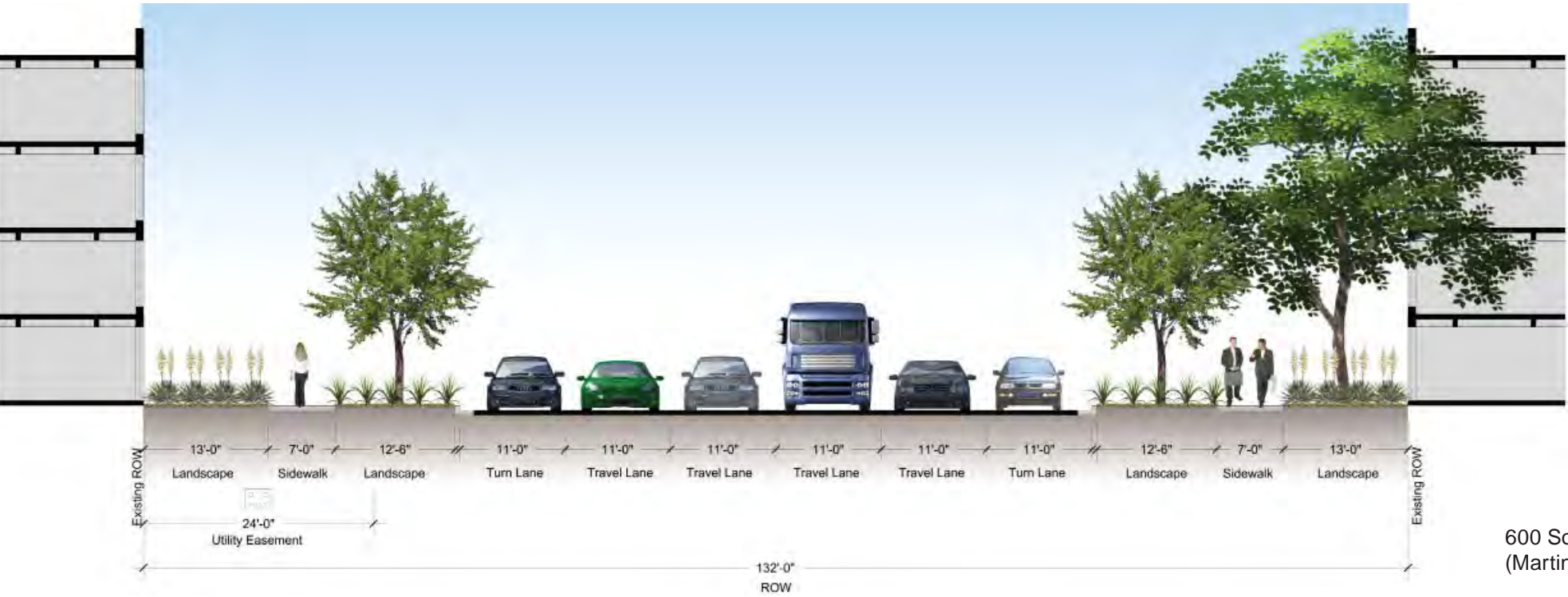
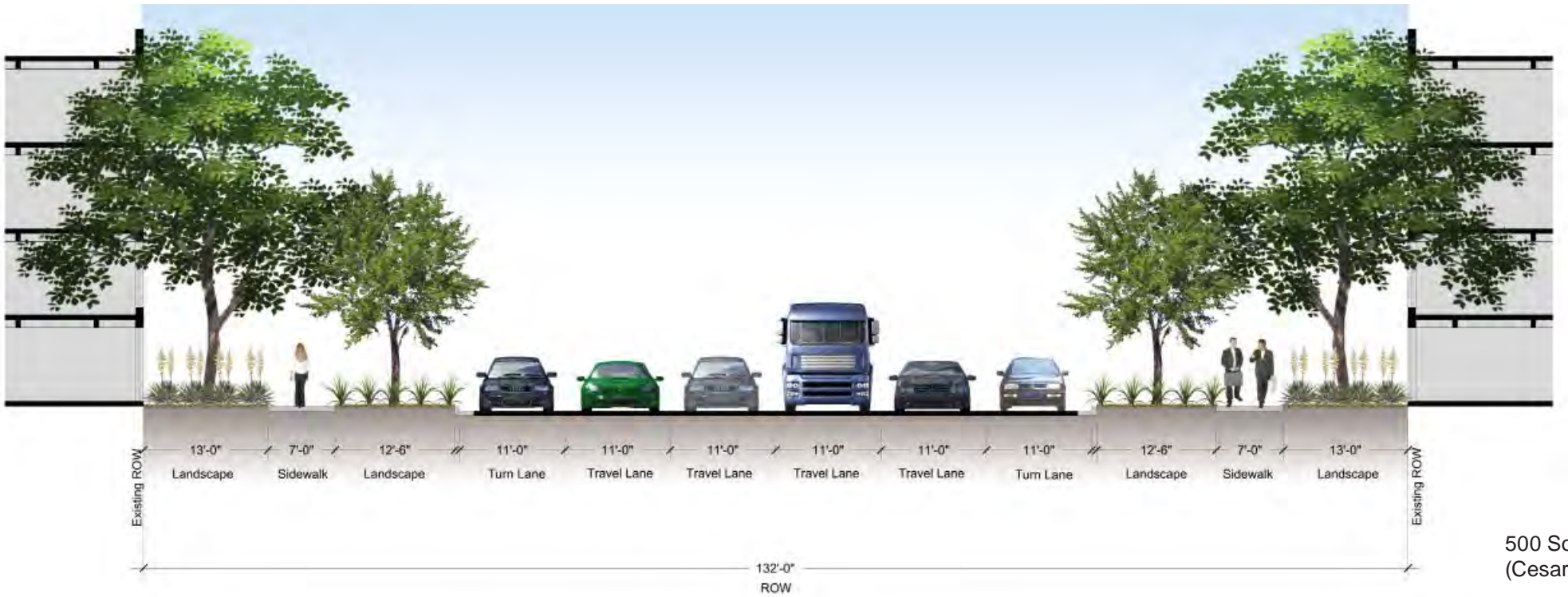
Alternative 1
Multi-Way Boulevard

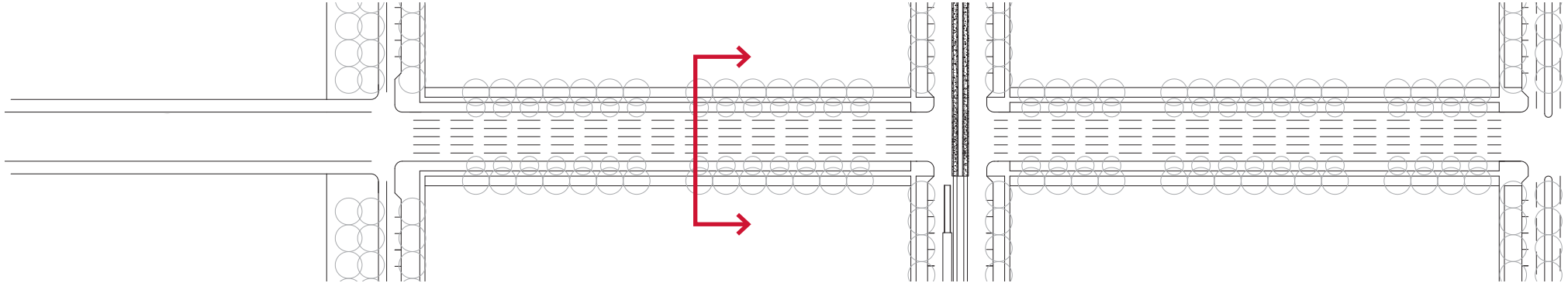


Alternative 1 Multi-way Boulevard

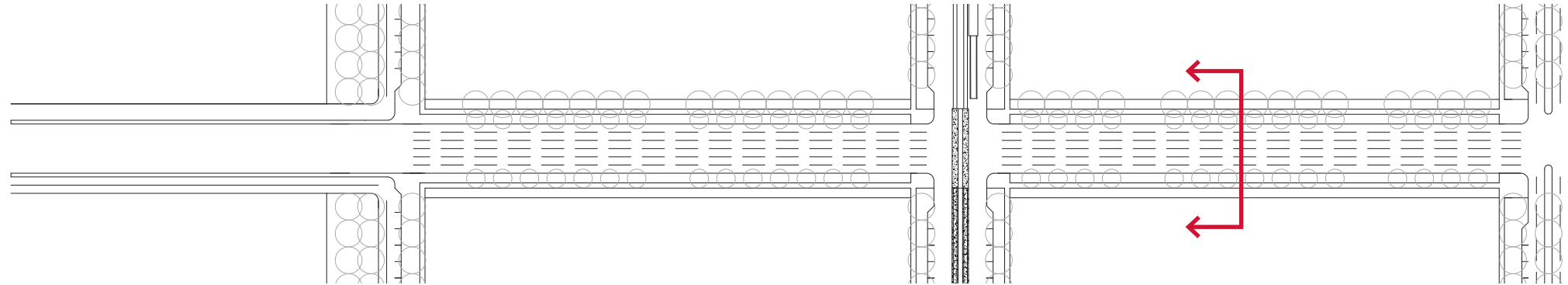
The adjacent section and plans illustrate the two blocks that allow for weaving and positioning to occur. This happens between 500 West and 300 West as shown.

The design team made the size of each travel lane smaller than the existing, which allows for an increase in the size of the landscape on both sides of the street. Doing so allows for the introduction of a healthy groundplane of shrubs and grasses and a new street tree canopy.

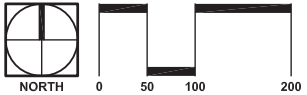




500 South
(Cesar E. Chavez Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

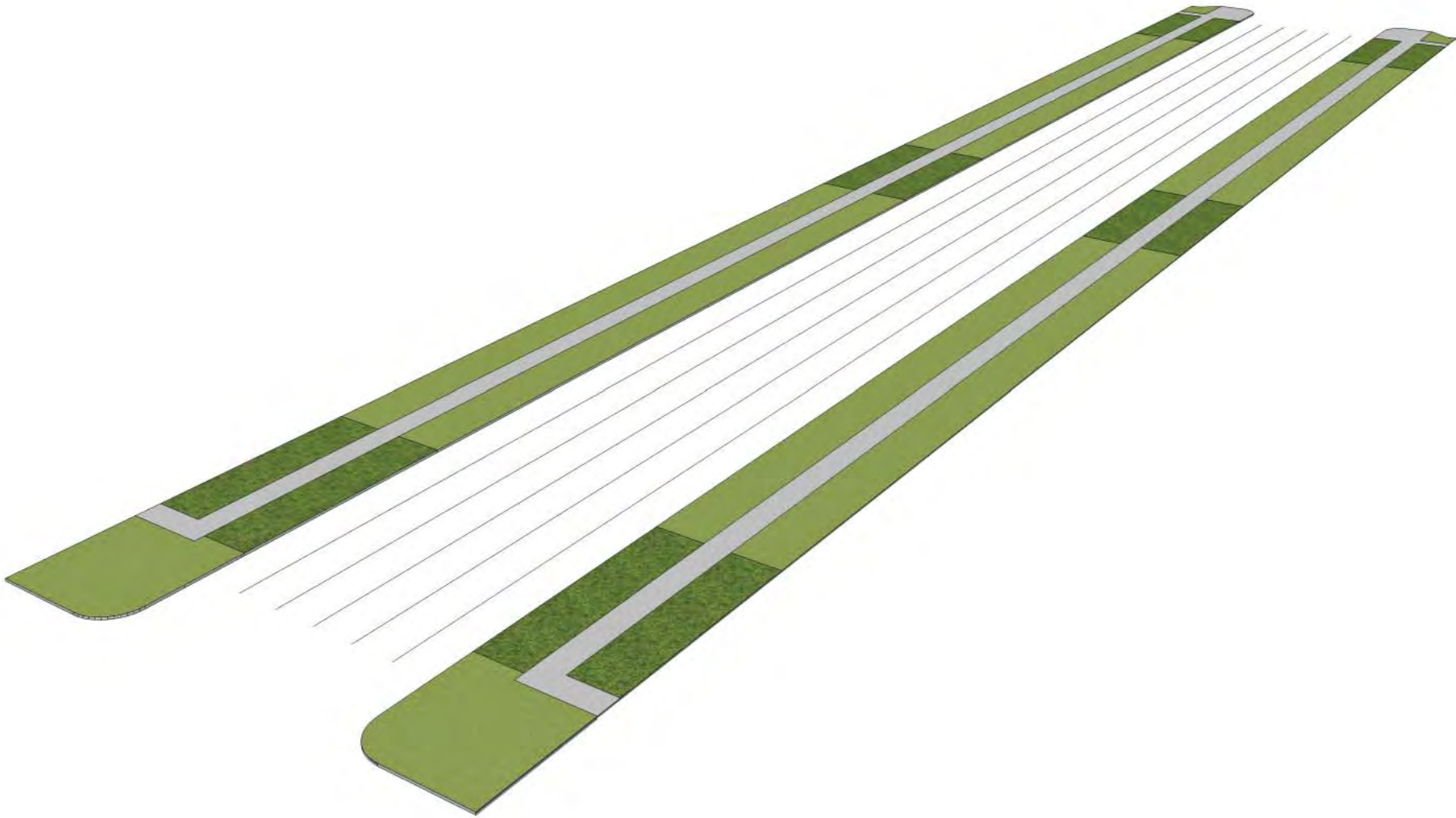


Alternative 1
Multi-way Boulevard

The adjacent plan and graphic illustrate the weaving and positioning blocks for 500 South and how the design team has increased the landscape on both sides to create a boulevard.



500 South
(Cesar E. Chavez Boulevard)



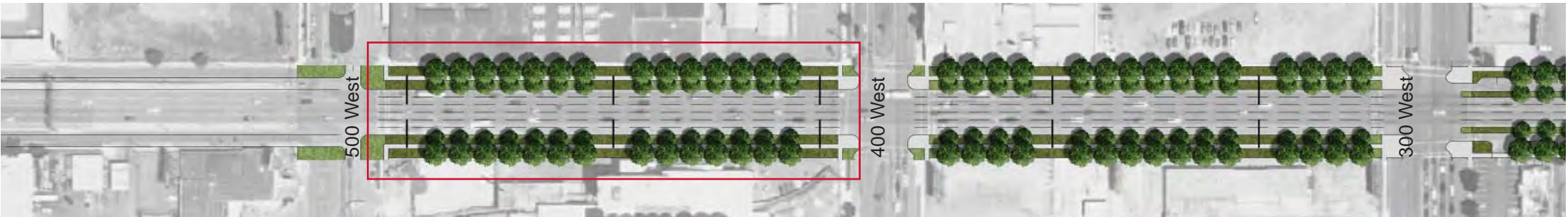


500 South
(Cesar E. Chavez Boulevard)



Alternative 1
Multi-way Boulevard

The adjacent graphic illustrates a ground plane view of these weaving and positioning blocks on 500 South and the new boulevard.



500 South
(Cesar E. Chavez Boulevard)



500 South
(Cesar E. Chavez Boulevard)

View Looking East from 500 West



500 South
(Cesar E. Chavez Boulevard)

Aerial View Looking West from 200 West



500 South
(Cesar E. Chavez Boulevard)

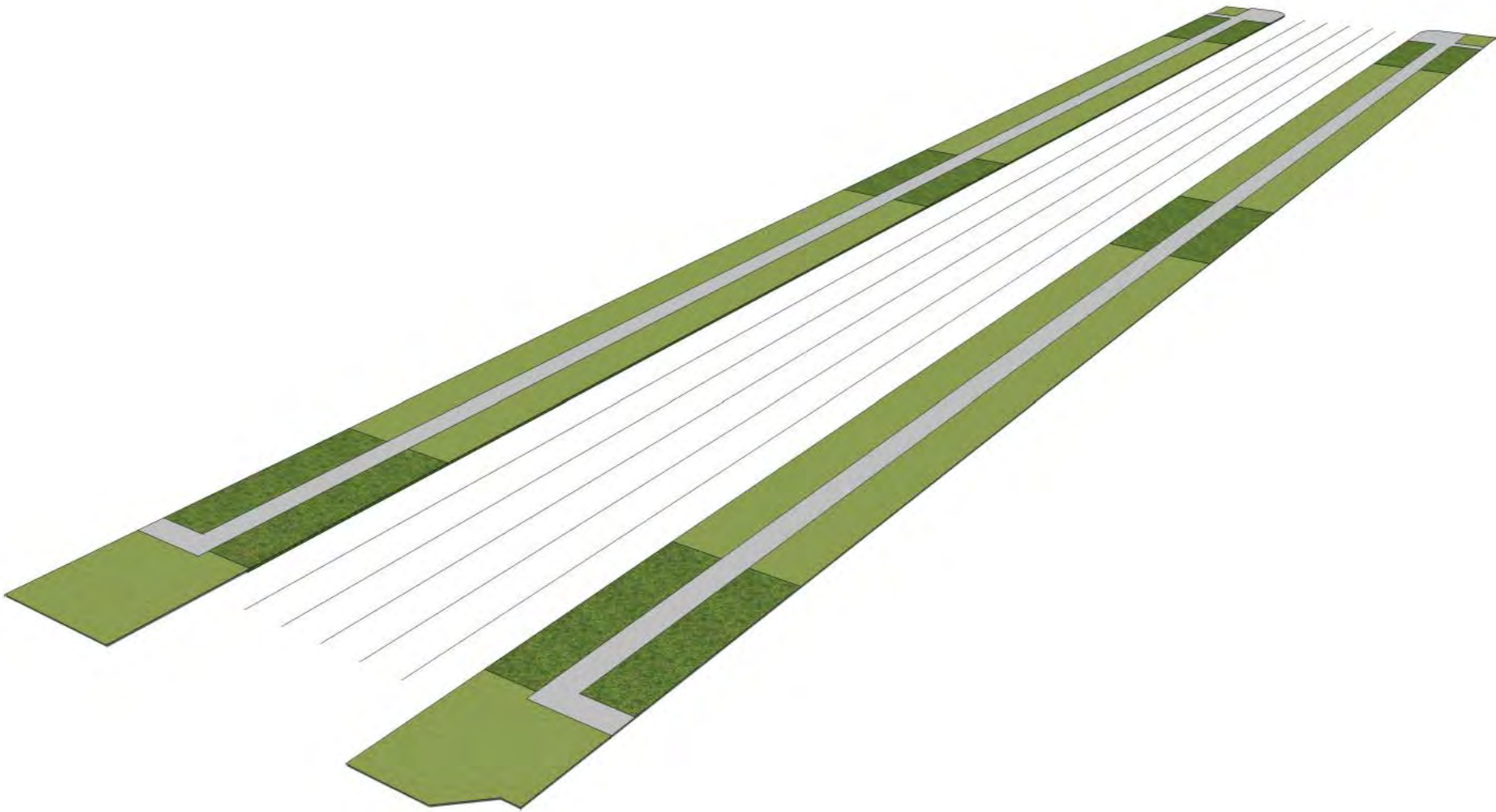
Aerial View Looking West from 400 West

Alternative 1
Multi-way Boulevard

The adjacent plan and graphic illustrate the weaving and positioning blocks for 600 South and how the design team has increased the landscape on both sides to create a boulevard.



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



Alternative 1
Multi-way Boulevard

The adjacent graphic illustrates a ground plane view of these weaving and positioning blocks on 600 South and the new boulevard.



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)

Aerial View Looking East from 300 West

Alternative 1 Multi-way Boulevard

The adjacent section and plans illustrate the remaining blocks from 300 West to State Street and how the Multi-way would occur.

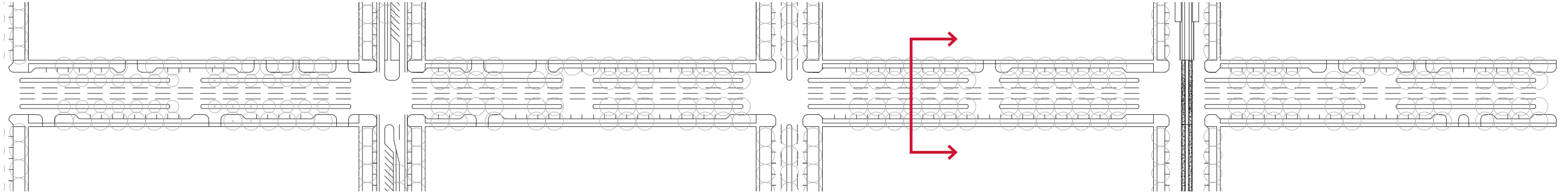
The design team made the size of each travel lane smaller than the existing, which allows for an increase in the size of the landscape on both sides of the street. Doing so allows for the introduction of a healthy groundplane of shrubs and grasses and a new street tree canopy. The Multi-way also allows a street tree to be planted in the median that separates through traffic from local traffic.



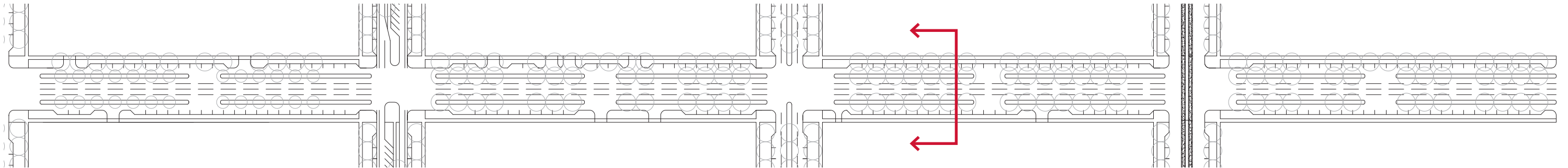
500 South
(Cesar E. Chavez Boulevard)



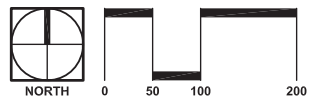
600 South
(Martin Luther King Jr. Boulevard)



500 South
(Cesar E. Chavez Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

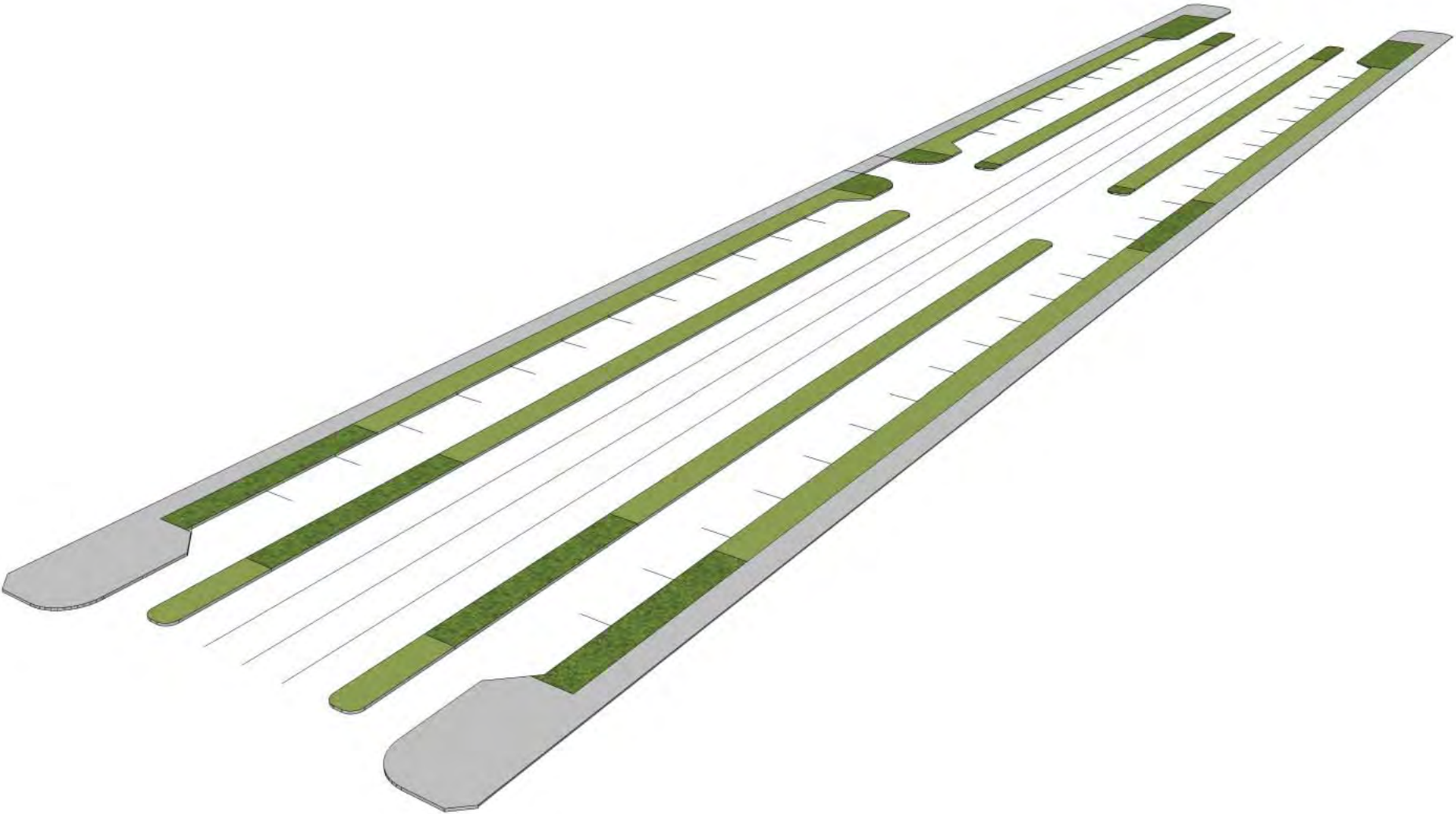




500 South
(Cesar E. Chavez Boulevard)

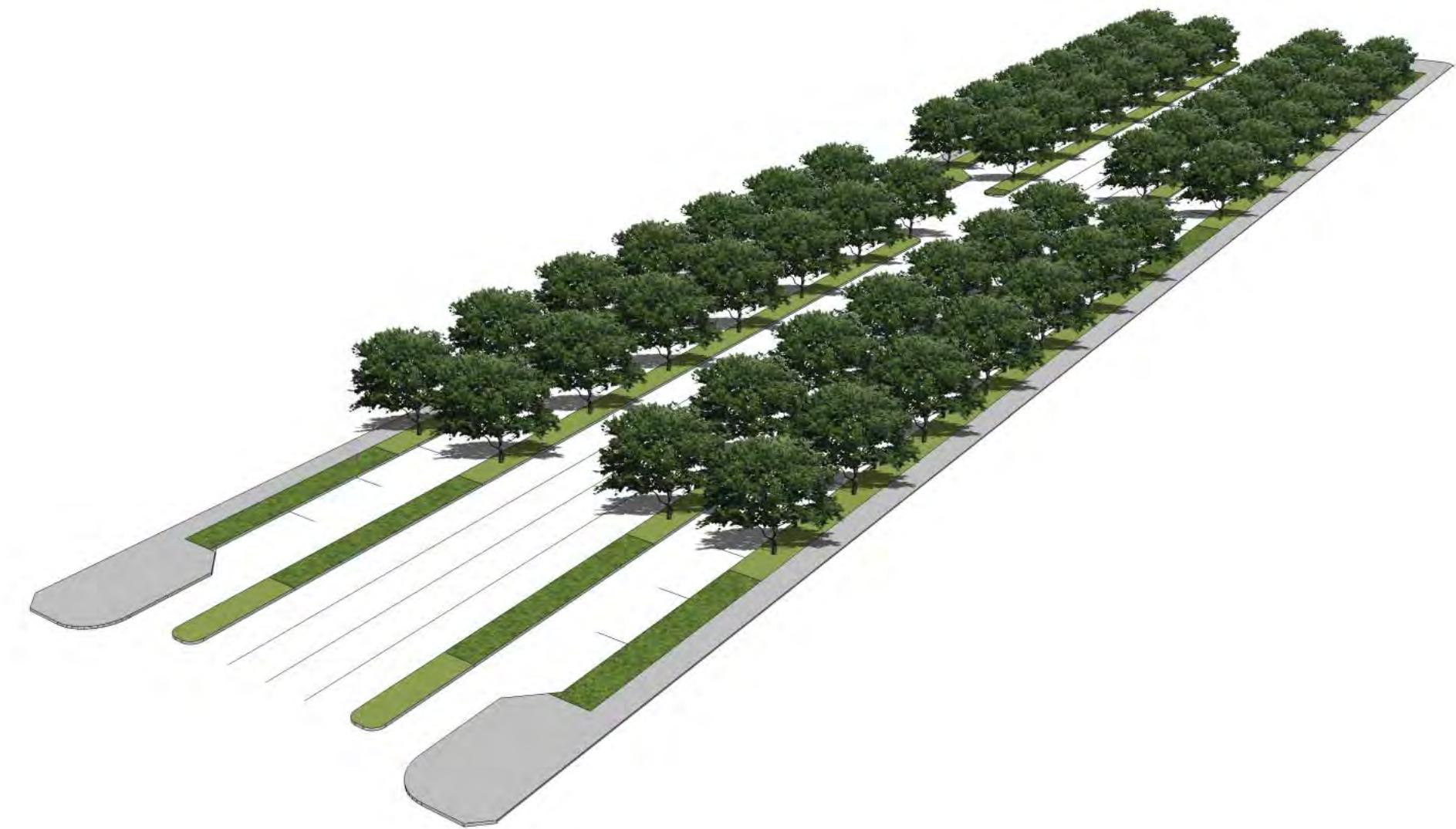
Alternative 1 Multi-way Boulevard

The adjacent plan and graphic illustrate the Multi-way blocks for 500 South and how the design team has increased the landscape on both sides to create a boulevard as well as where the median separates through traffic from the local traffic.





500 South
(Cesar E. Chavez Boulevard)





500 South
(Cesar E. Chavez Boulevard)

Alternative 1 Multi-way Boulevard

The adjacent graphic illustrates a ground plane view of the Multi-way blocks on 500 South and the new boulevard.



500 South
(Cesar E. Chavez Boulevard)

View Looking East from West Temple



500 South
(Cesar E. Chavez Boulevard)

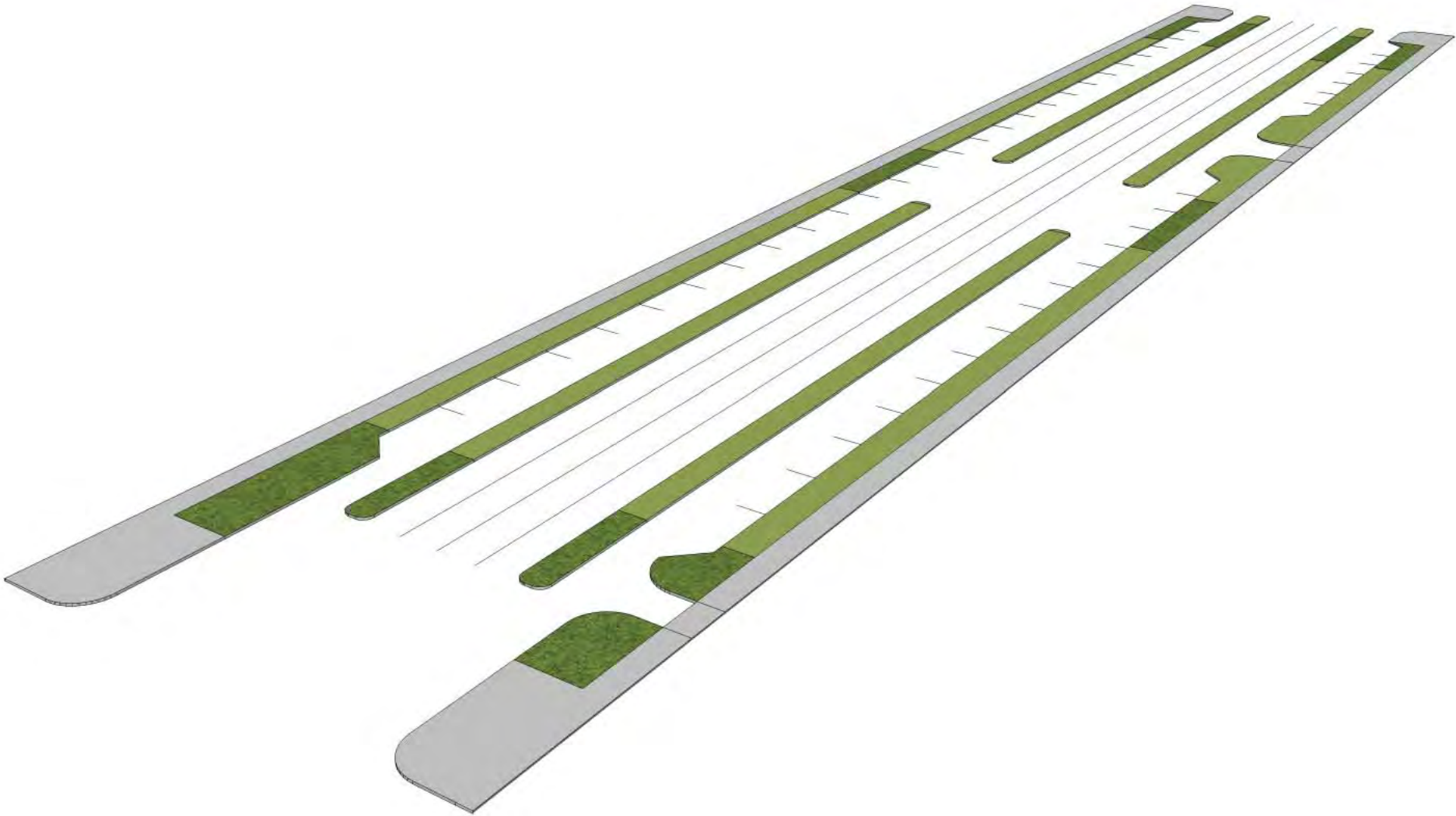
Aerial View Looking West from State Street



600 South
(Martin Luther King Jr. Boulevard)

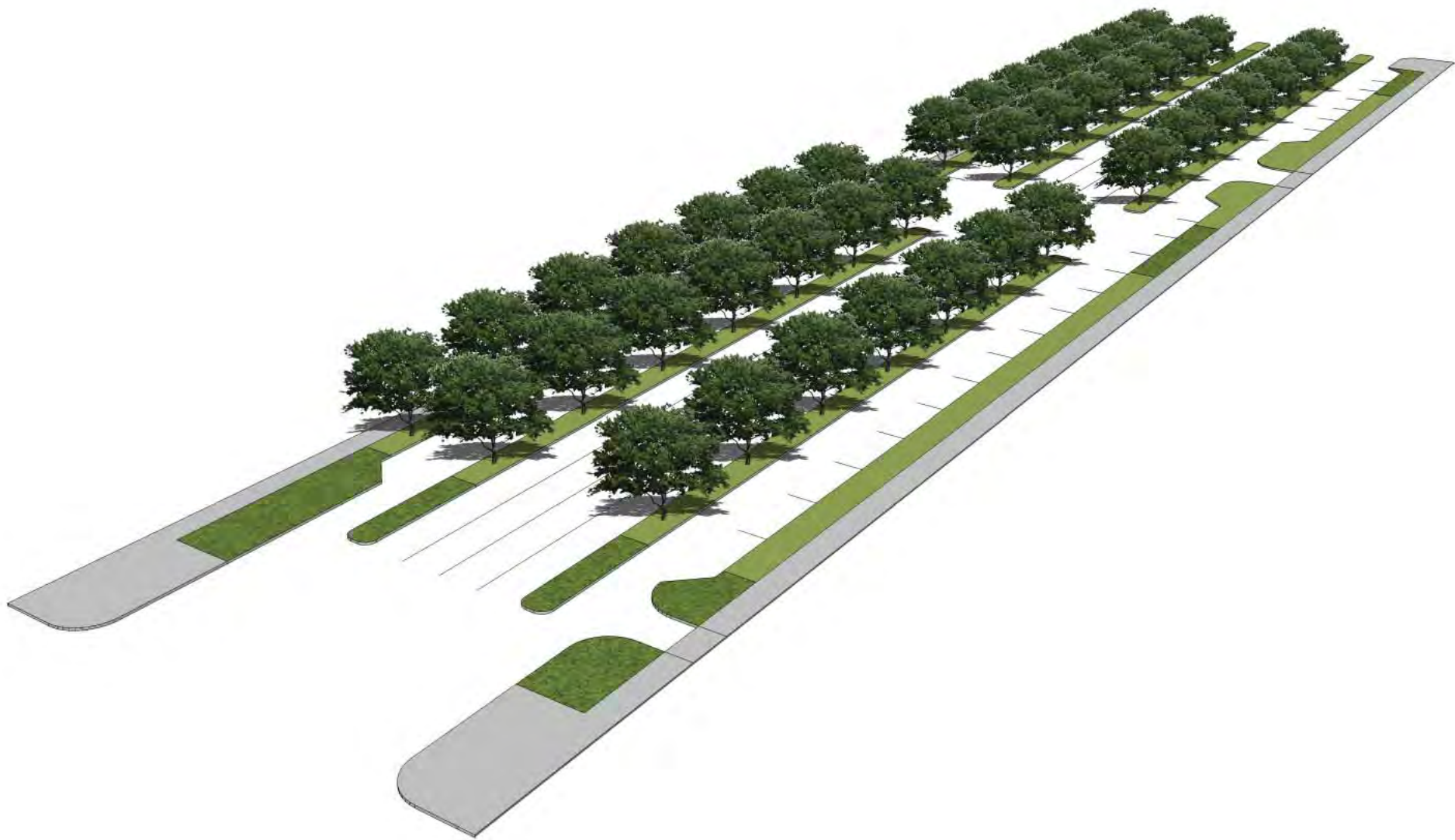
Alternative 1 Multi-way Boulevard

The adjacent plan and graphic illustrate the Multi-way blocks for 600 South and how the design team has increased the landscape on both sides to create a boulevard as well as where the median separates through traffic from the local traffic.





600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)

Alternative 1 Multi-way Boulevard

The adjacent graphic illustrates a ground plane view of the Multi-way blocks on 600 South and the new boulevard.



600 South
(Martin Luther King Jr. Boulevard)

View Looking East from West Temple



600 South
(Martin Luther King Jr. Boulevard)

Aerial View Looking East from 200 West



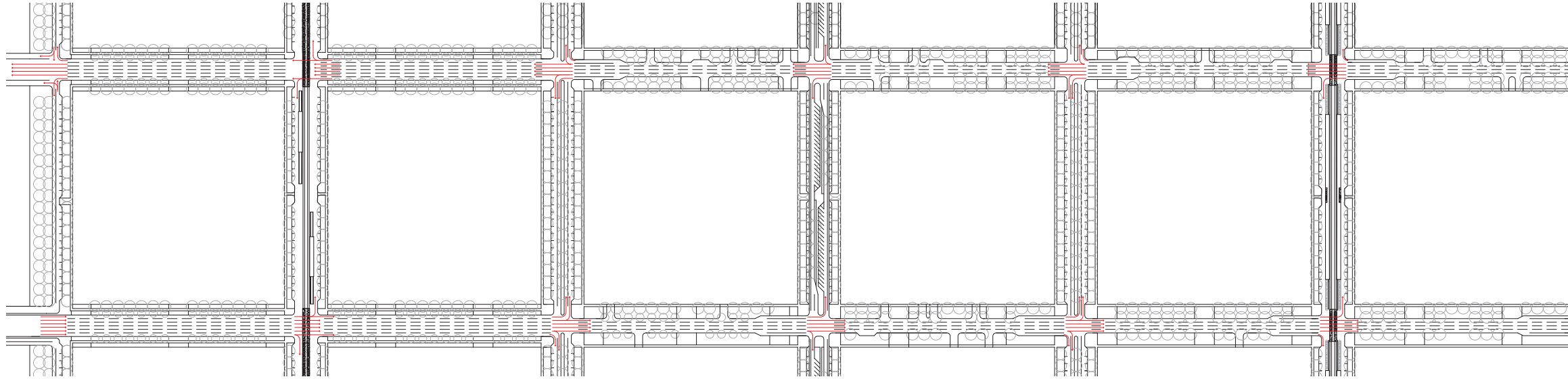
600 South
(Martin Luther King Jr. Boulevard)

Areial View Looking East from Main Street

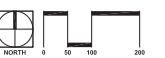
Alternative 2 Non-multi-way Boulevard

As an alternative to the Multi-way, the design team proposes that 500 South and 600 South be simplified and that there be only four lanes of traffic from 300 West to State Street.

This alternative also allows for the two westernmost blocks to be the weaving and positioning blocks as described for the Multi-way alternative.



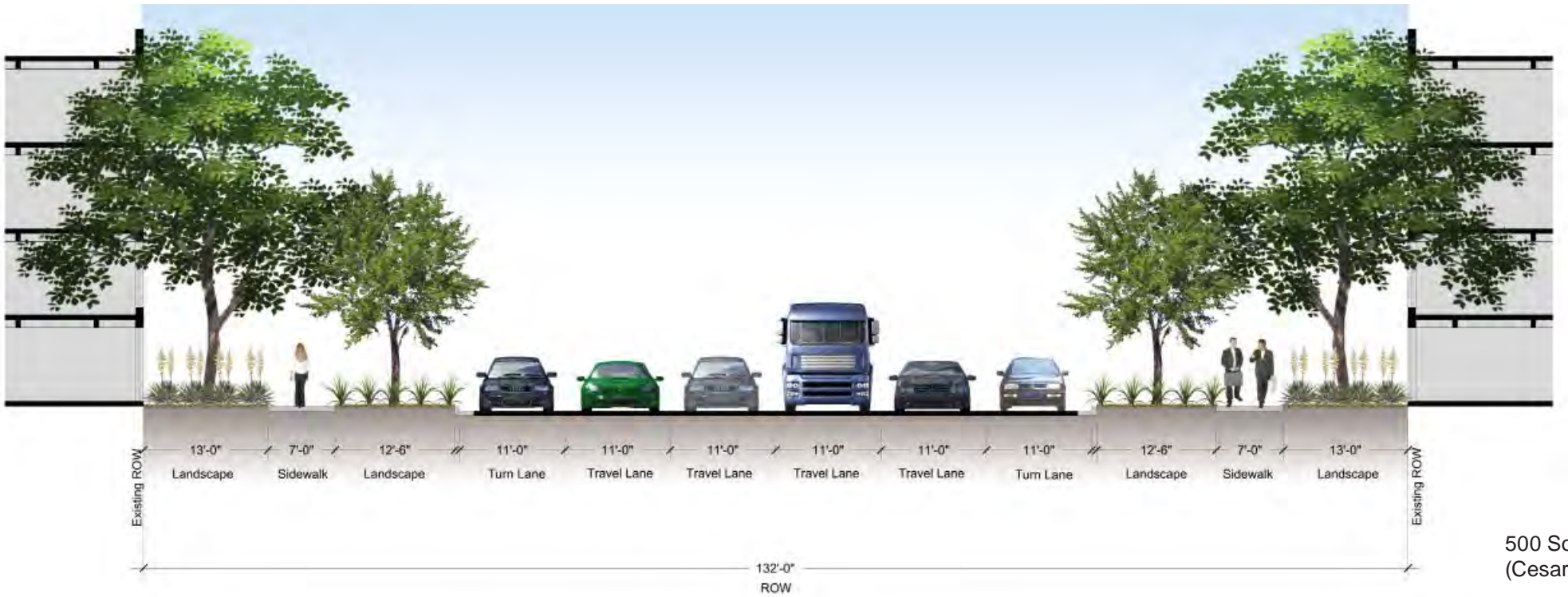
Alternative 2
Non Multi-Way Boulevard



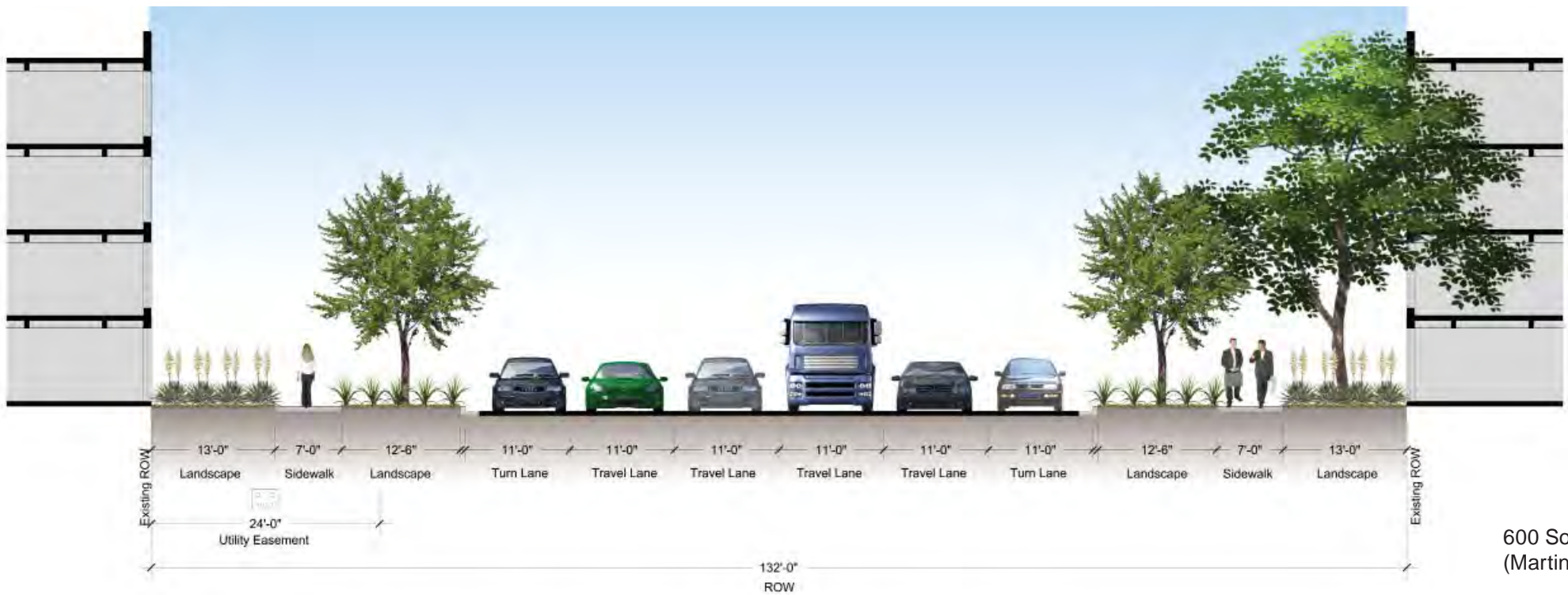
Alternative 2 Non-multi-way Boulevard

The adjacent section and plans illustrate the two blocks that allow for weaving and positioning to occur. This happens between 500 West and 300 West as shown.

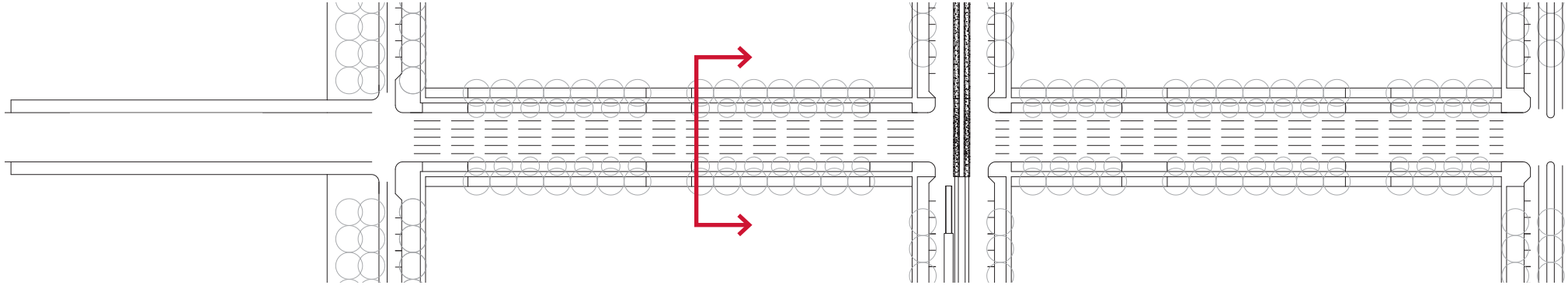
Similar to Alternative 1, the design team has made the size of each of the travel lanes smaller than the existing, which allows for an increase in the size of the landscape on both sides of the street to introduce a healthy groundplane of shrubs and grasses and a new street tree canopy.



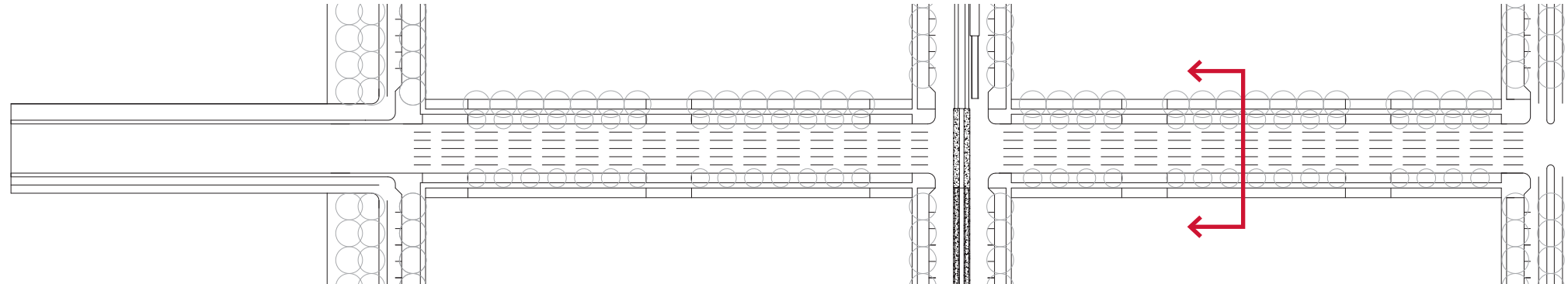
500 South
(Cesar E. Chavez Boulevard)



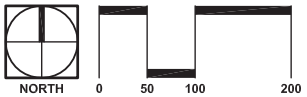
600 South
(Martin Luther King Jr. Boulevard)



500 South
(Cesar E. Chavez Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

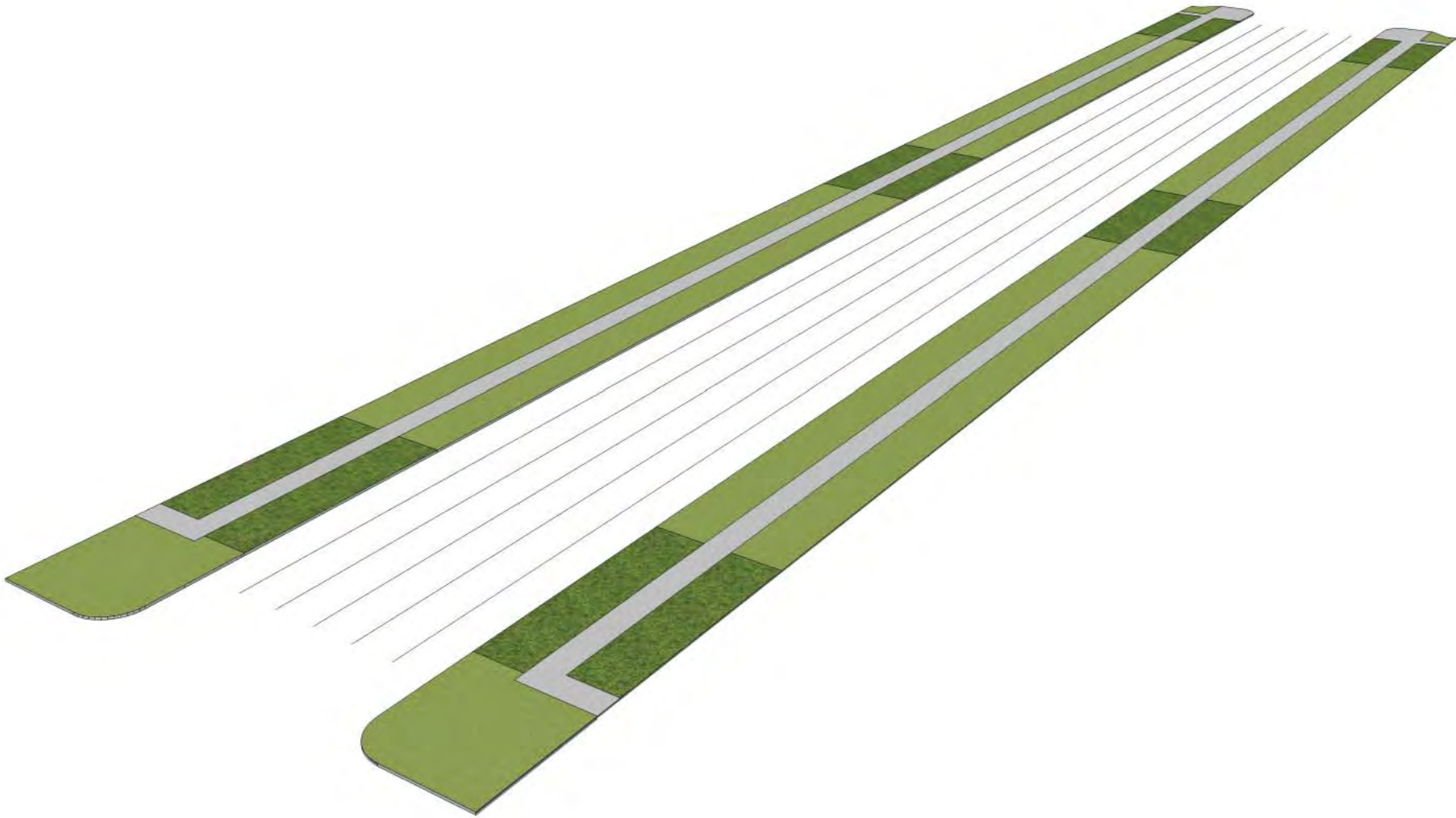


Alternative 2
Non-multi-way Boulevard

The adjacent plan and graphic illustrate the weaving and positioning blocks for 500 South and how the design team has increased the landscape on both sides to create a boulevard.



500 South
(Cesar E. Chavez Boulevard)





500 South
(Cesar E. Chavez Boulevard)



Alternative 2
Non-multi-way Boulevard

The adjacent graphic illustrates a ground plane view of these weaving and positioning blocks on 500 South and the new boulevard.



500 South
(Cesar E. Chavez Boulevard)



500 South
(Cesar E. Chavez Boulevard)

View Looking East from 500 West

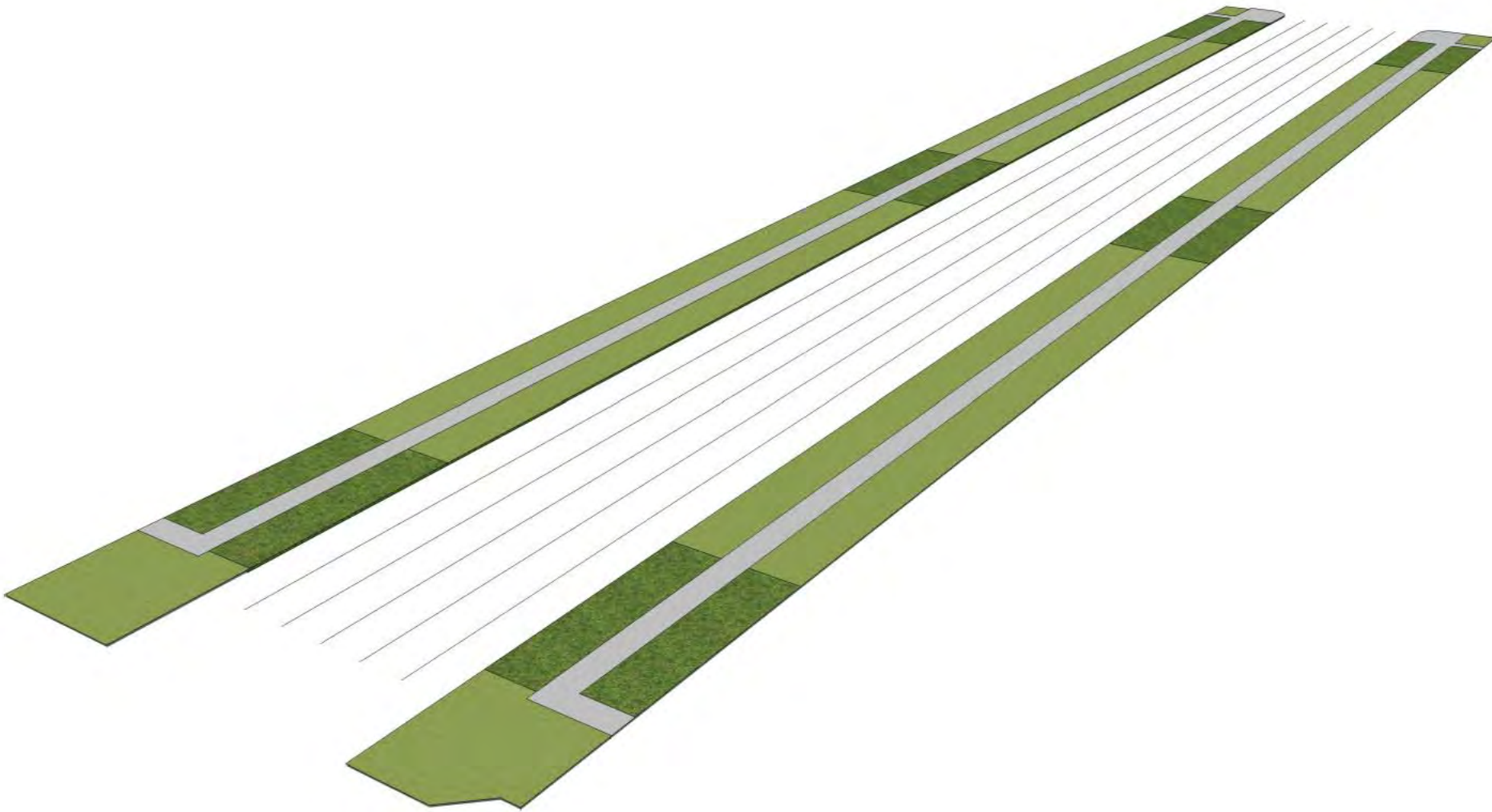
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Alternative 2
Non-multi-way Boulevard

The adjacent plan and graphic illustrate the weaving and positioning blocks for 600 South and how the design team has increased the landscape on both sides to create a boulevard.



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



Alternative 2
Non-multi-way Boulevard

The adjacent graphic illustrates a ground plane view of these weaving and positioning blocks on 600 South and the new boulevard.



600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

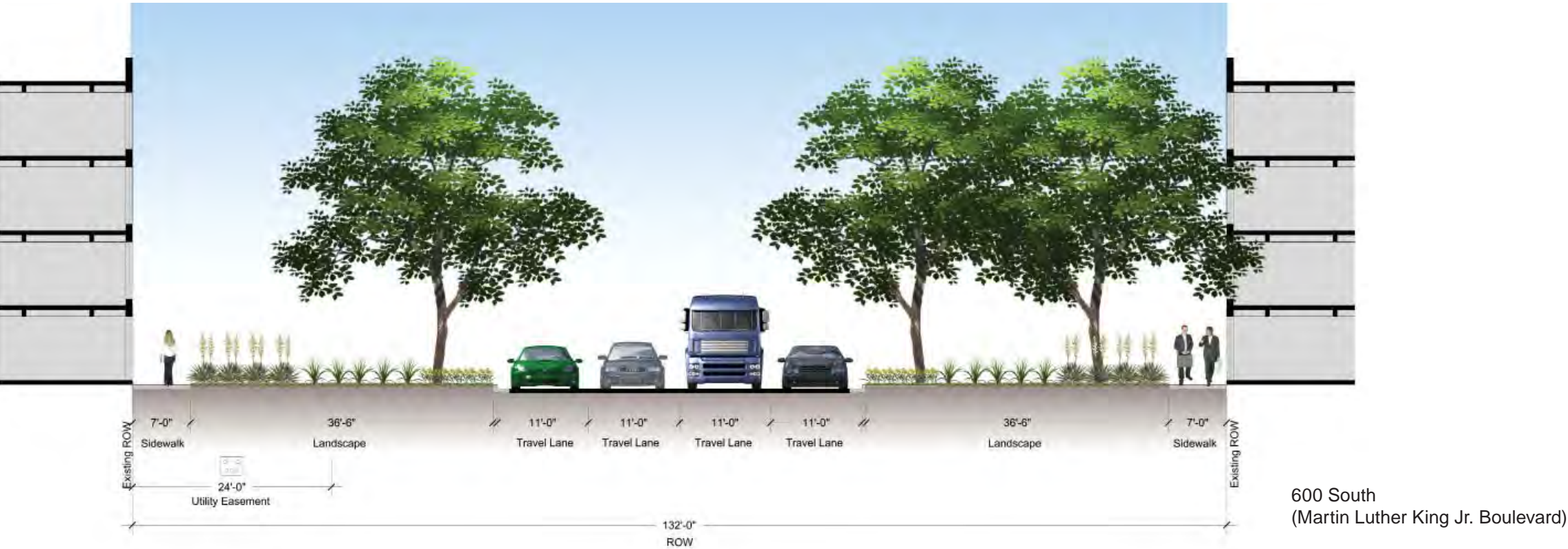
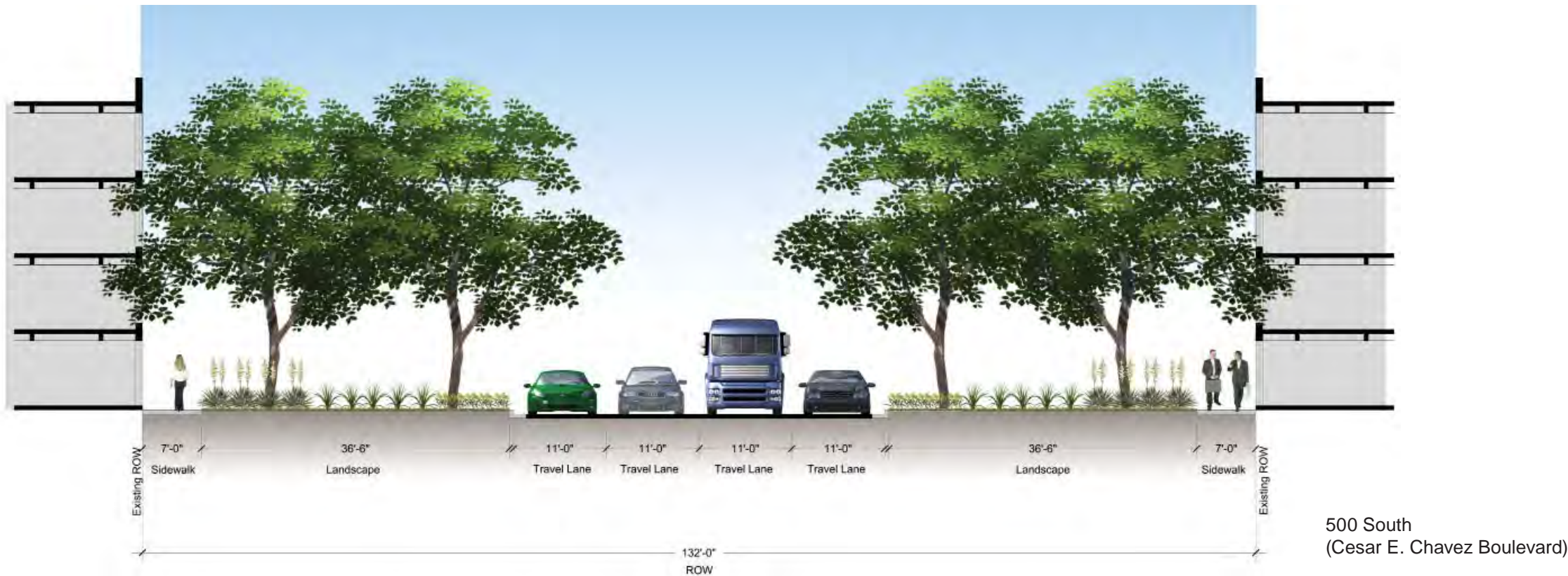
View Looking East from 500 West

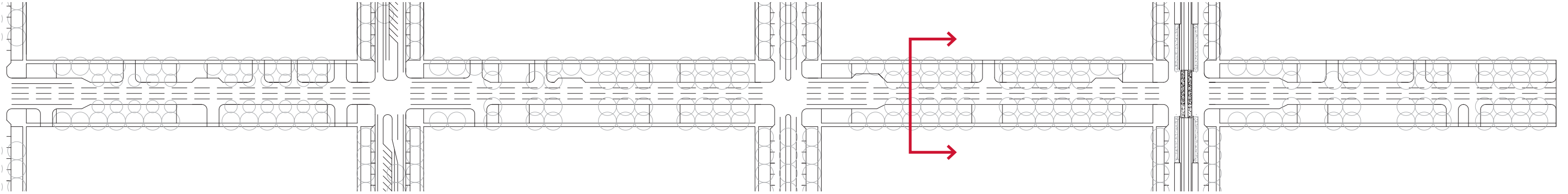
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Alternative 2 Non-multi-way Boulevard

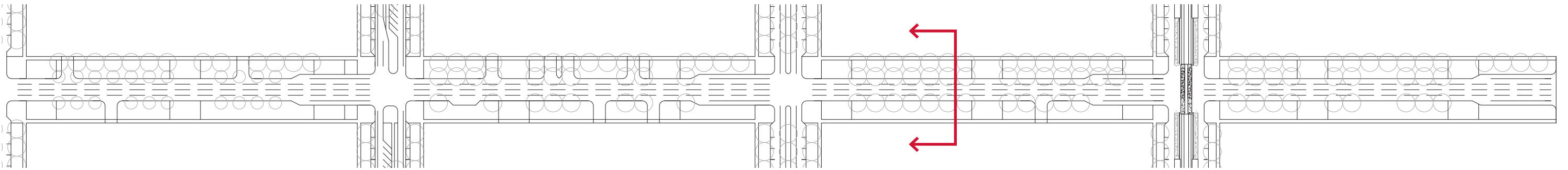
For those blocks from 300 West to State Street, after vehicles have had time and space to weave and position, there will be only four lanes of travel, with the addition of dedicated turn lanes at intersections.

The adjacent sections and plans illustrate this for both the 500 South and 600 South Boulevards.

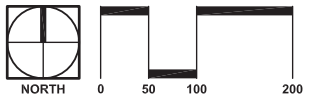


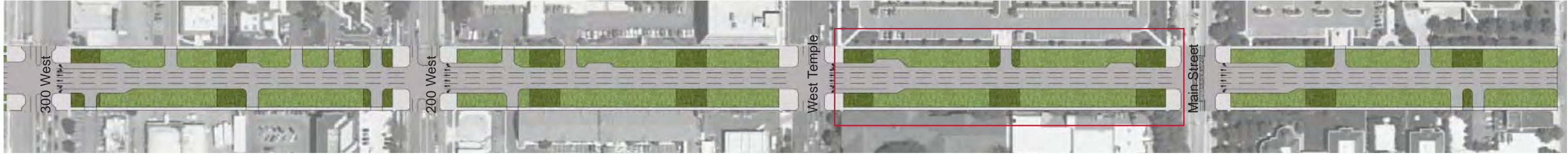


500 South
(Cesar E. Chavez Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

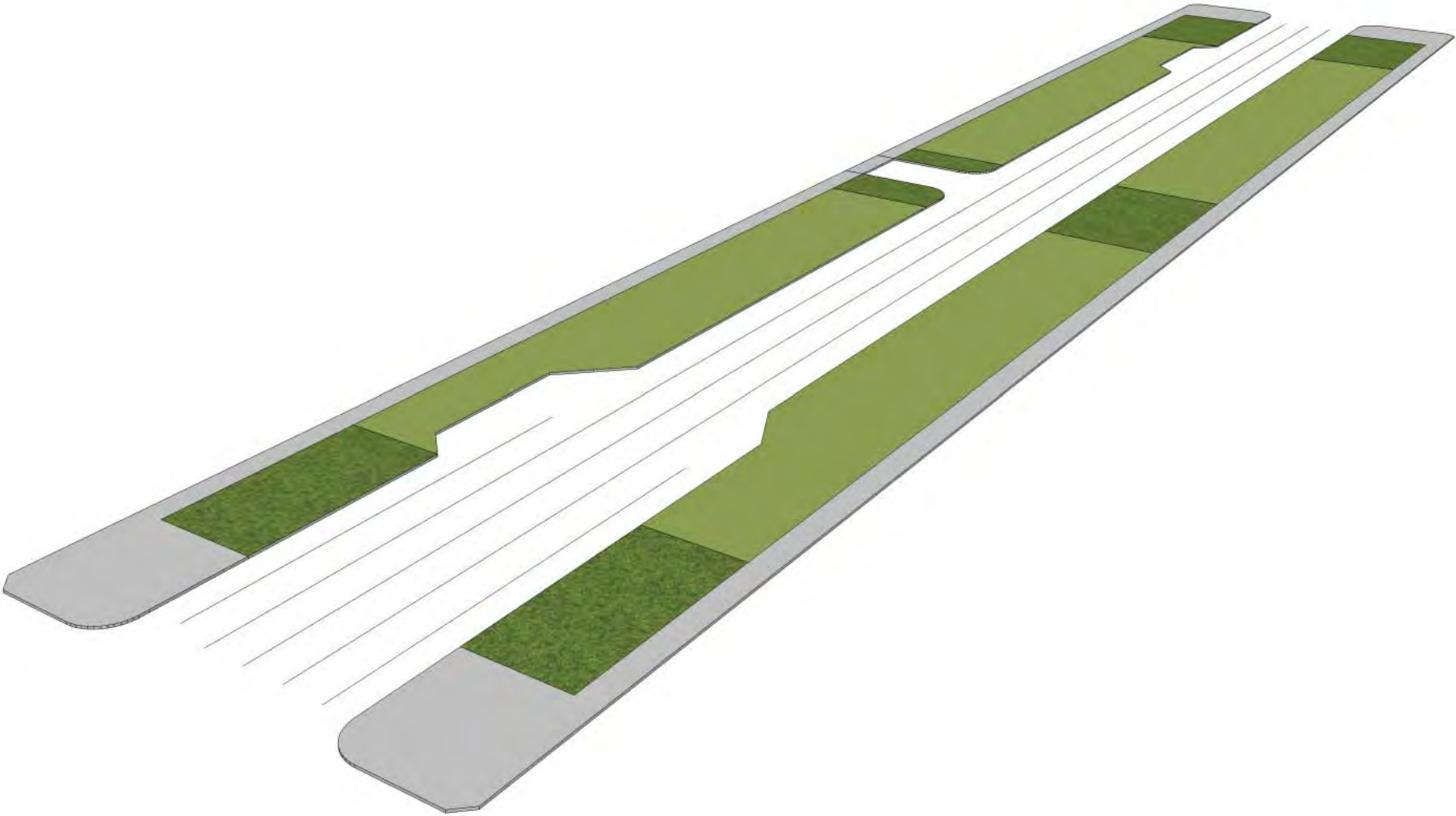




500 South
(Cesar E. Chavez Boulevard)

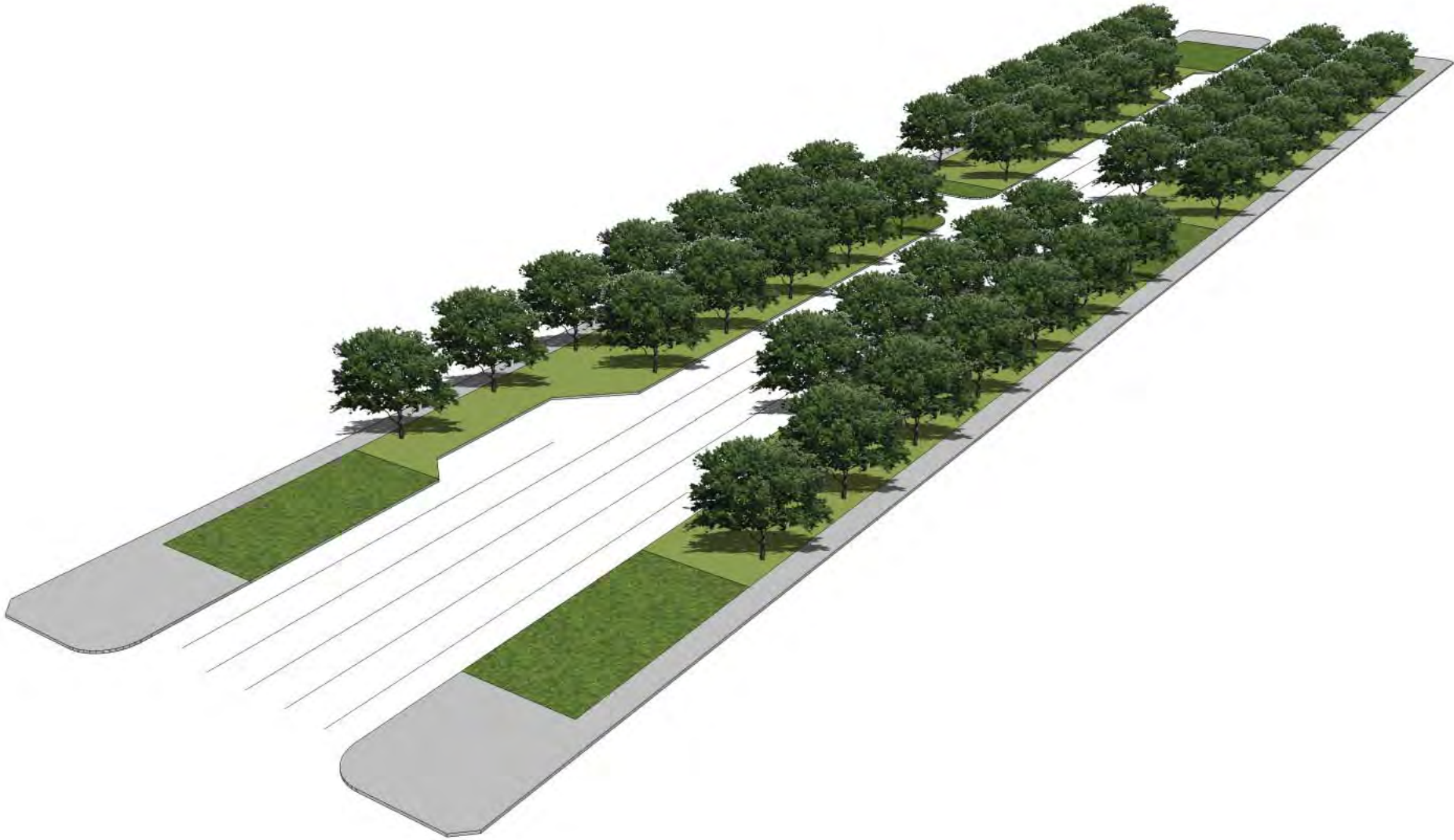
Alternative 2 Non-multi-way Boulevard

The adjacent plan and graphic illustrate the non-multi-way blocks for 500 South. The design team has only allowed for four lanes of traffic and has increased the landscape on both sides to create a boulevard.





500 South
(Cesar E. Chavez Boulevard)





500 South
(Cesar E. Chavez Boulevard)

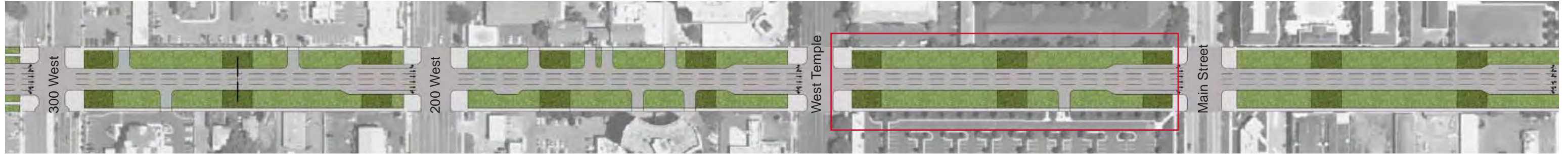
Alternative 2 Non-multi-way Boulevard

The adjacent graphic illustrates a ground plane view of the 500 South Non-multi-way Alternative.



500 South
(Cesar E. Chavez Boulevard) View Looking East from West Temple

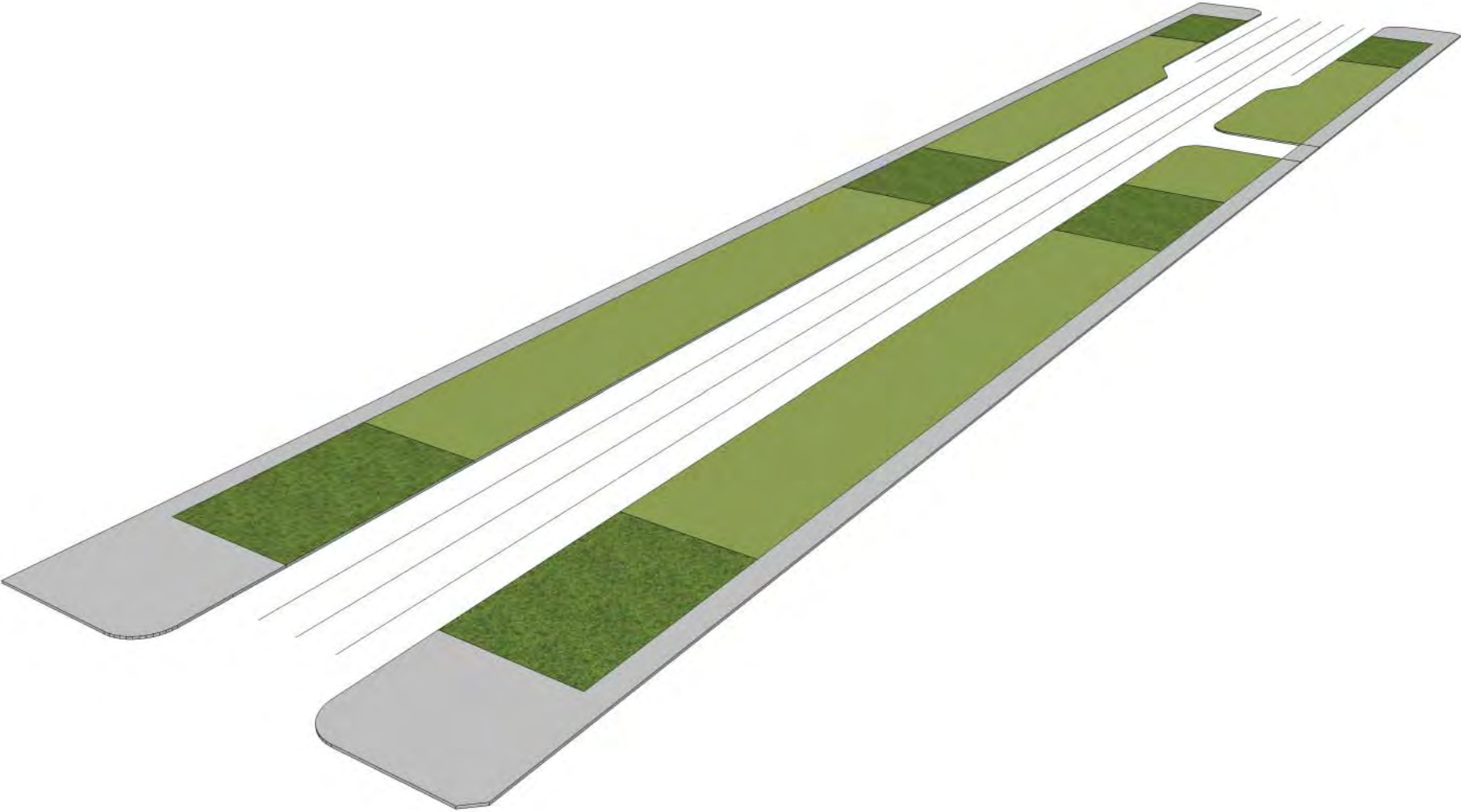
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600 South
(Martin Luther King Jr. Boulevard)

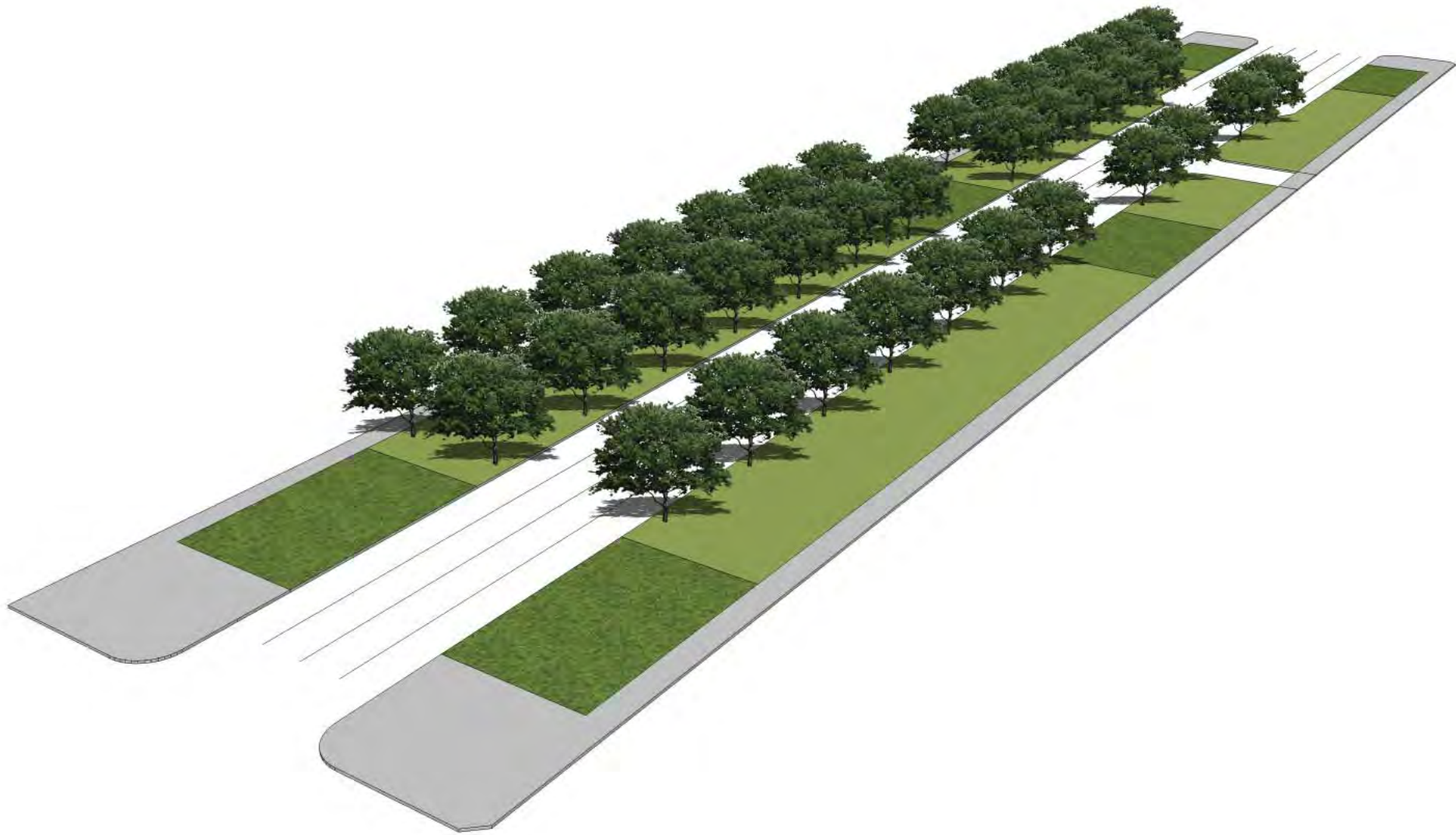
Alternative 2 Non-multi-way Boulevard

The adjacent plan and graphic illustrate the non- multi-way blocks for 600 South. The design team has only allowed for four lanes of traffic and has increased the landscape on both sides to create a boulevard.





600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)

Alternative 2 Non-multi-way Boulevard

The adjacent graphic illustrates a ground plane view of the 600 South Non Multi-Way Alternative.



600 South
(Martin Luther King Jr. Boulevard)

View Looking East from West Temple

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Alternative 1 Multi-way Boulevard 600 South Powerlines

Assuming the powerlines stay on 600 South and assuming they do not go underground, the design team has illustrated the 600 South Boulevard without a tree planted in the powerline corridor. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 1 - Multi-way blocks.

600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)

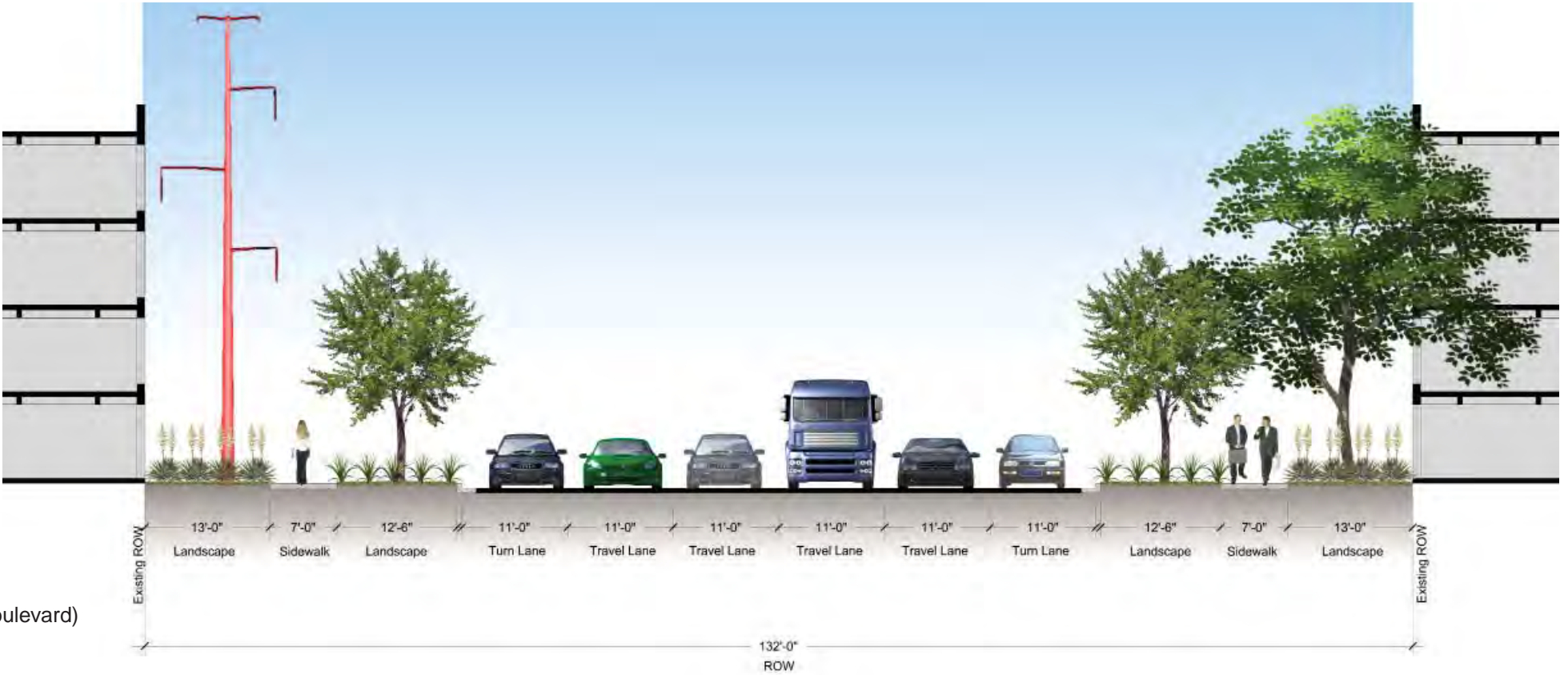


600 South
(Martin Luther King Jr. Boulevard)

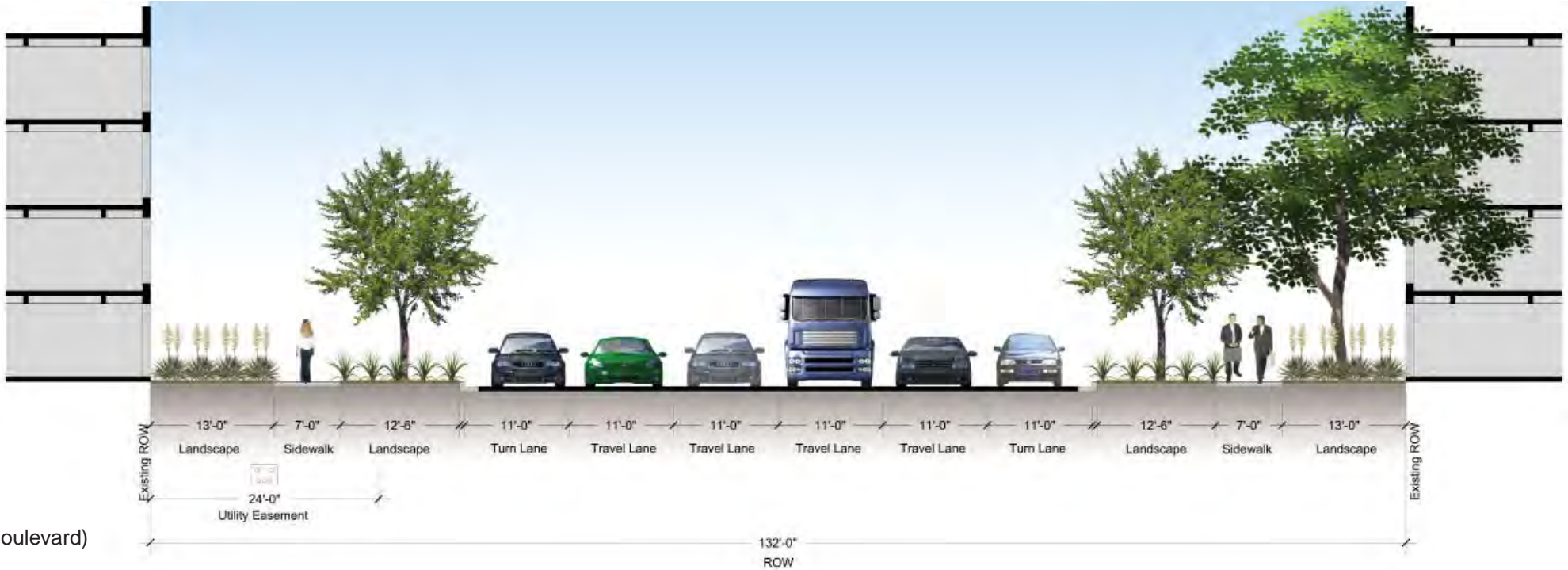
Alternative 1 Multi-way Boulevard 600 South Powerlines

Assuming the powerlines stay on 600 South and assuming they do go underground, the design team has illustrated the 600 South Boulevard without a tree planted in the powerline corridor knowing that even with the power underground, there are still regulations that preclude the design team from planting trees over the powerlines. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 1 - Multi-Way blocks.

600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

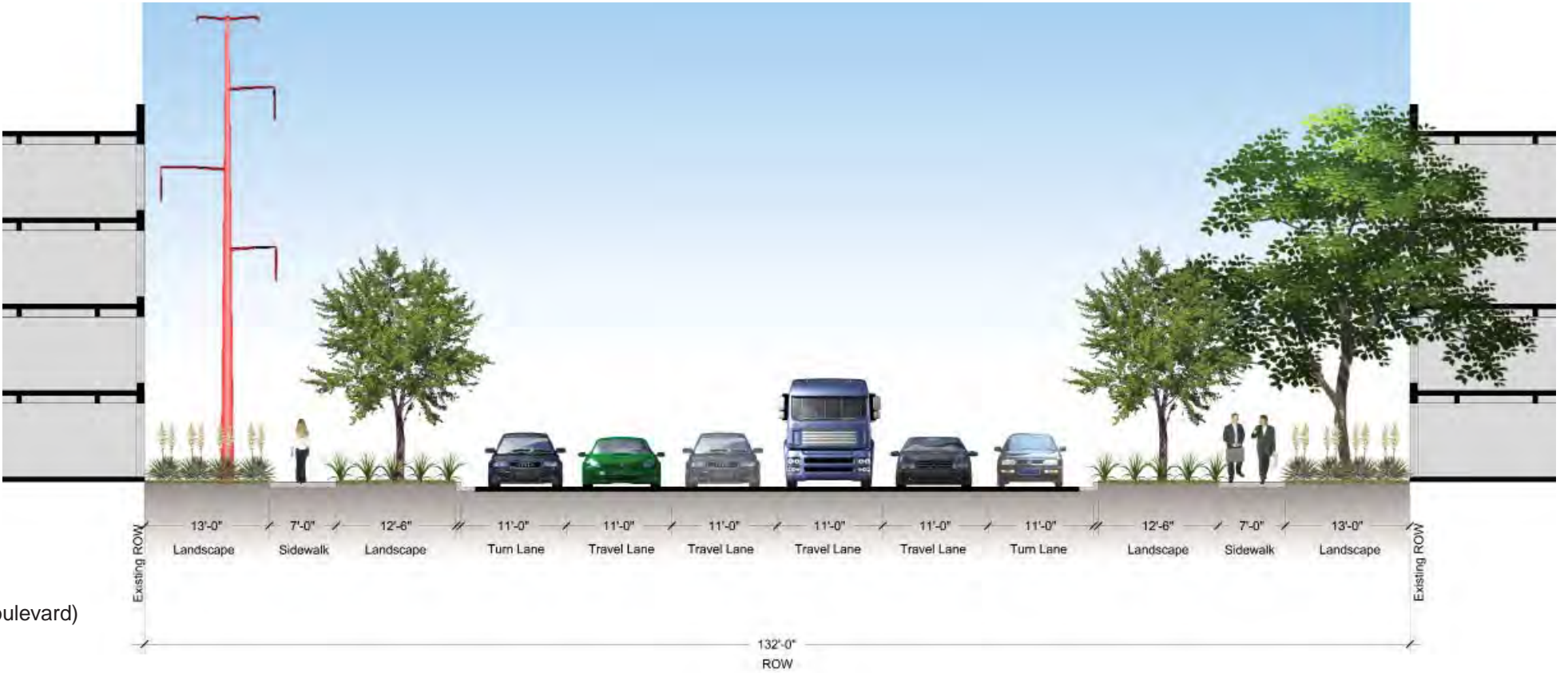


600 South
(Martin Luther King Jr. Boulevard)

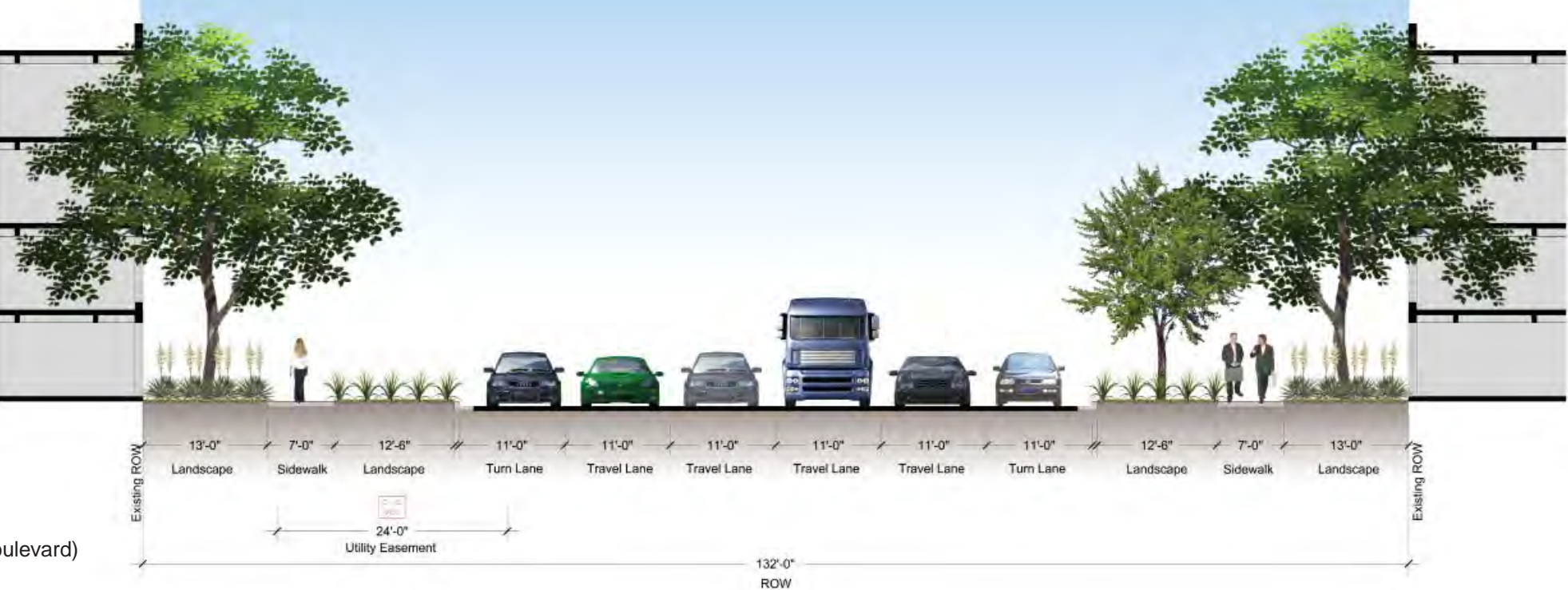
Alternative 1 Multi-way Boulevard 600 South Powerlines

Assuming the powerlines stay on 600 South and assuming they do go underground, the design team has illustrated the 600 South Boulevard with a potenital solution to the problem of not having substantial tree canopy along the southern edge of 600 South. If the design team is able to put the powerlines underground, but align them such that they are underneath the proposed local street of the Multi-way, the team could potentially allow for trees to be planted outside of the corridor. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 1 - Multi-way blocks.

600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)





Alternative 2 Non-multi-way Boulevard 600 South Powerlines

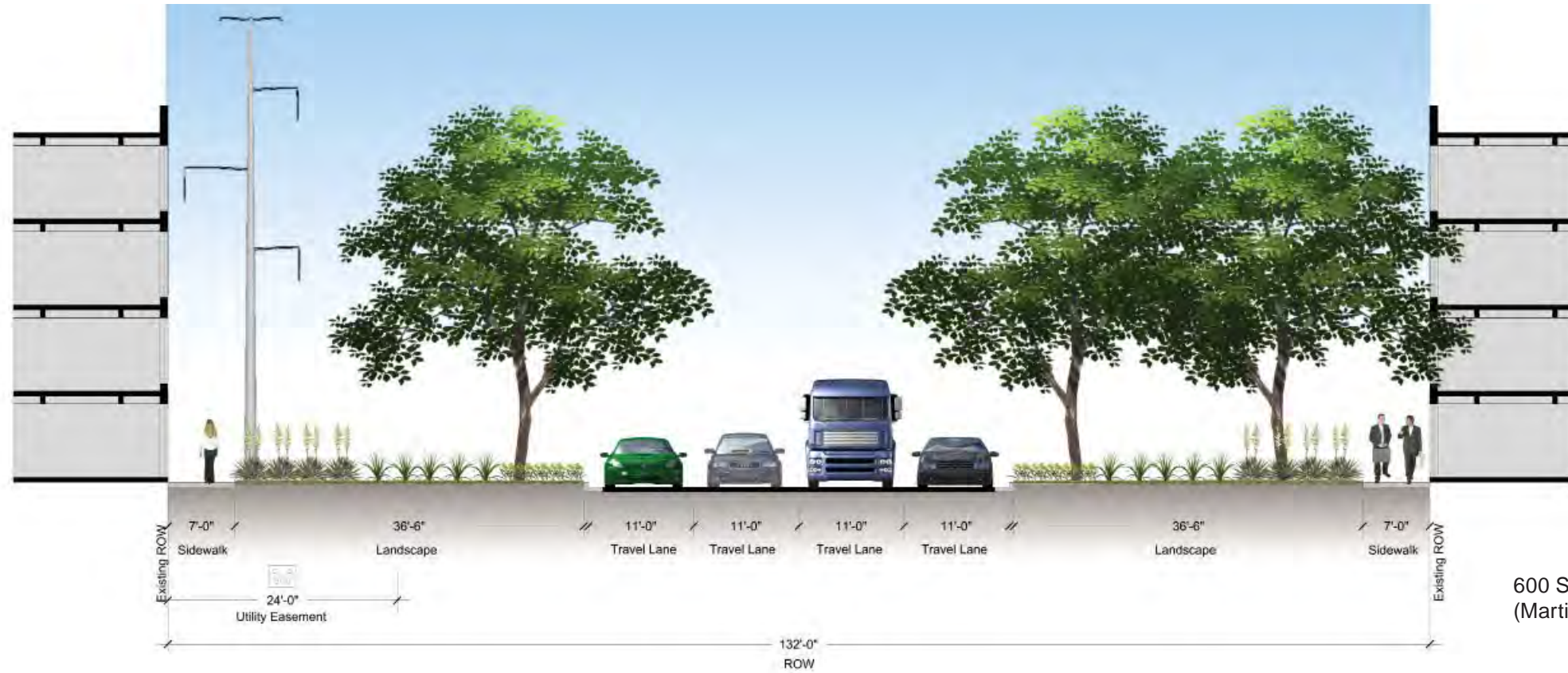
Assuming the powerlines stay on 600 South and assuming they do not go underground, the design team has illustrated the 600 South Boulevard without a tree planted in the powerline corridor. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 2 - Non-multi-way blocks.

600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)

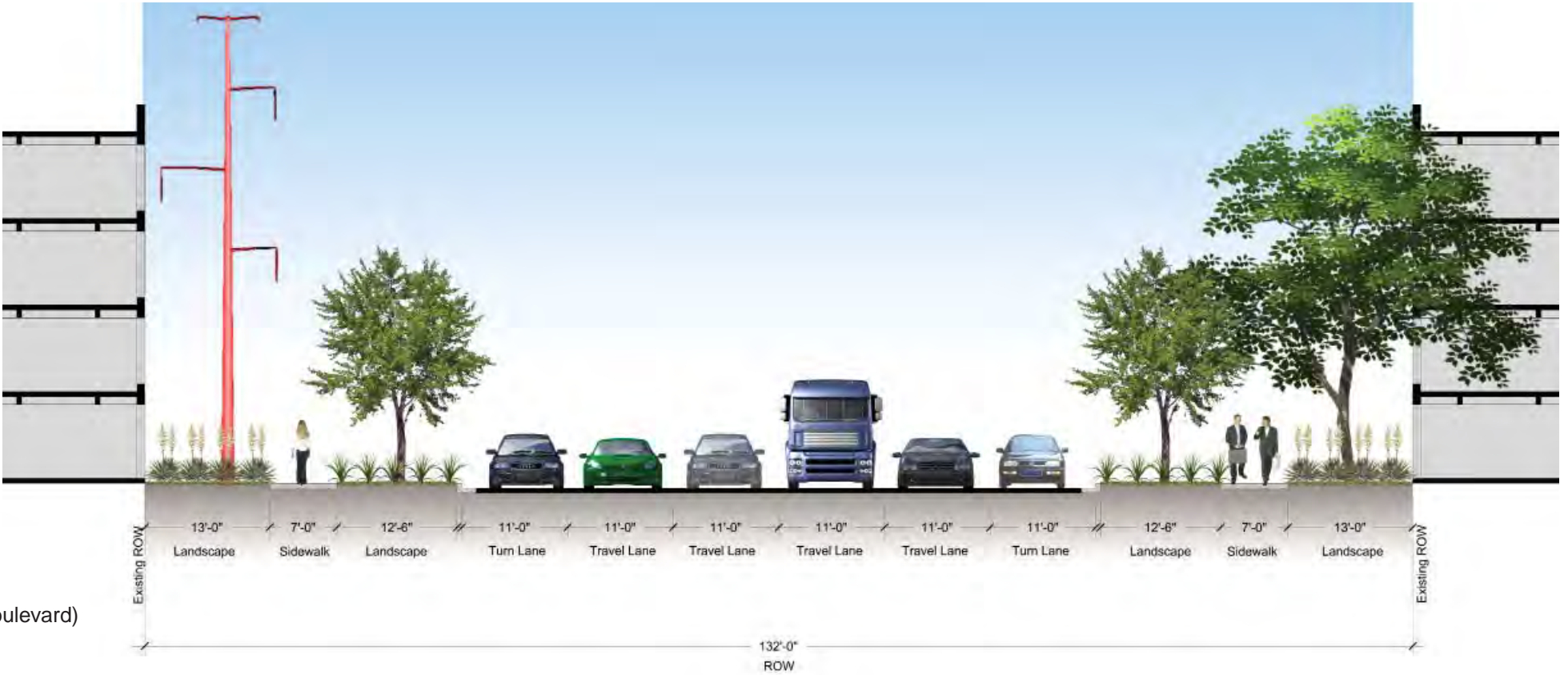


600 South
(Martin Luther King Jr. Boulevard)

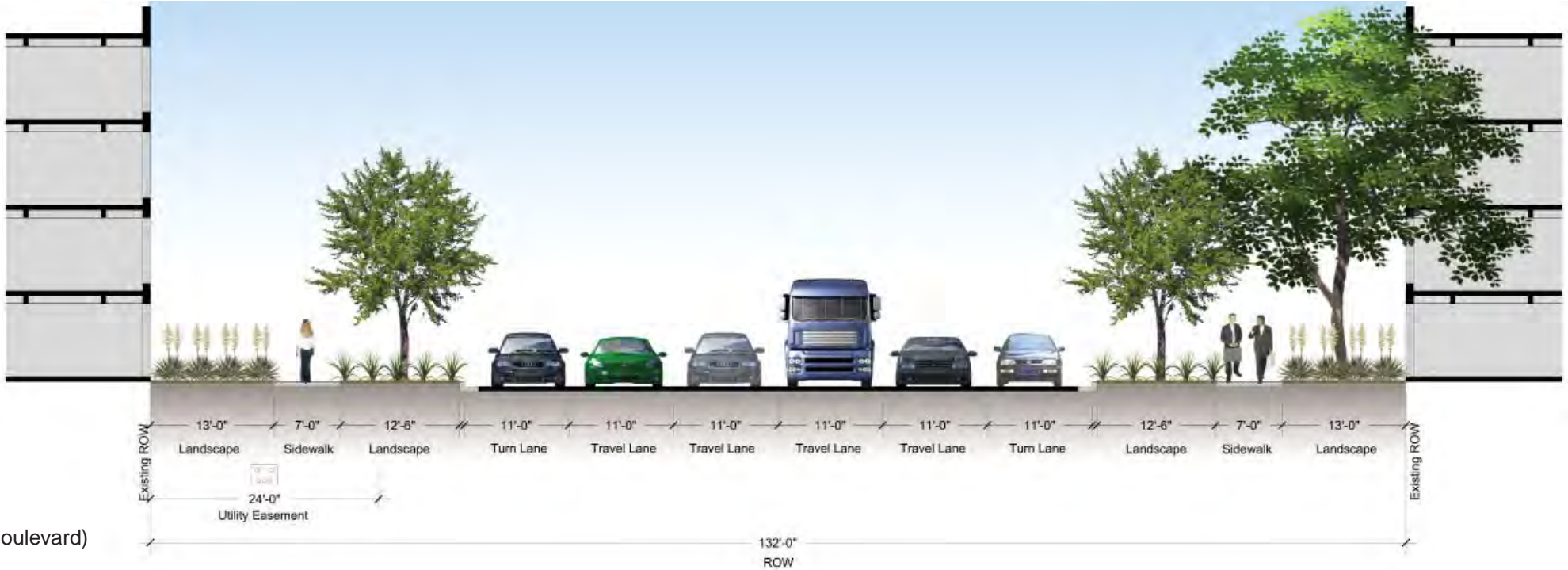
Alternative 2 Non-multi-way Boulevard 600 South Powerlines

Assuming the powerlines stay on 600 South and assuming they do go underground, the design team has illustrated the 600 South Boulevard without a tree planted in the powerline corridor knowing that even with the power underground, there are still regulations that preclude the design team from planting trees over the powerlines. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 2 - Non-multi-way blocks.

600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

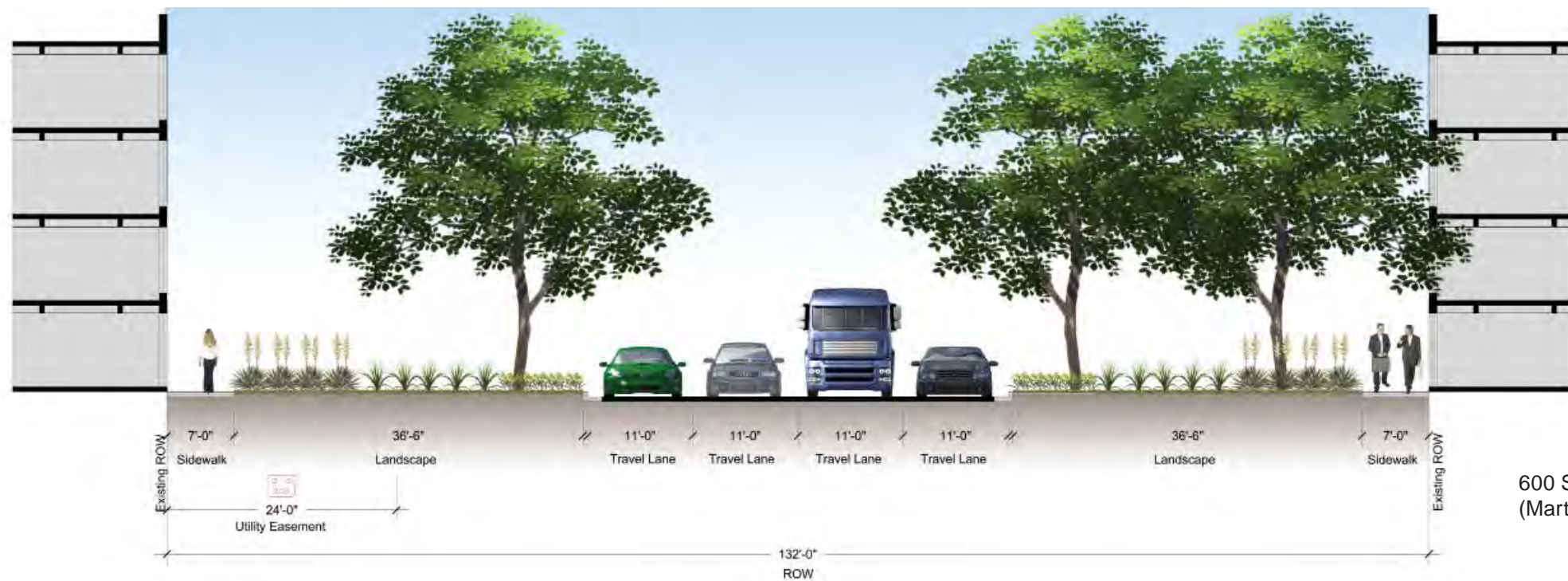


600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

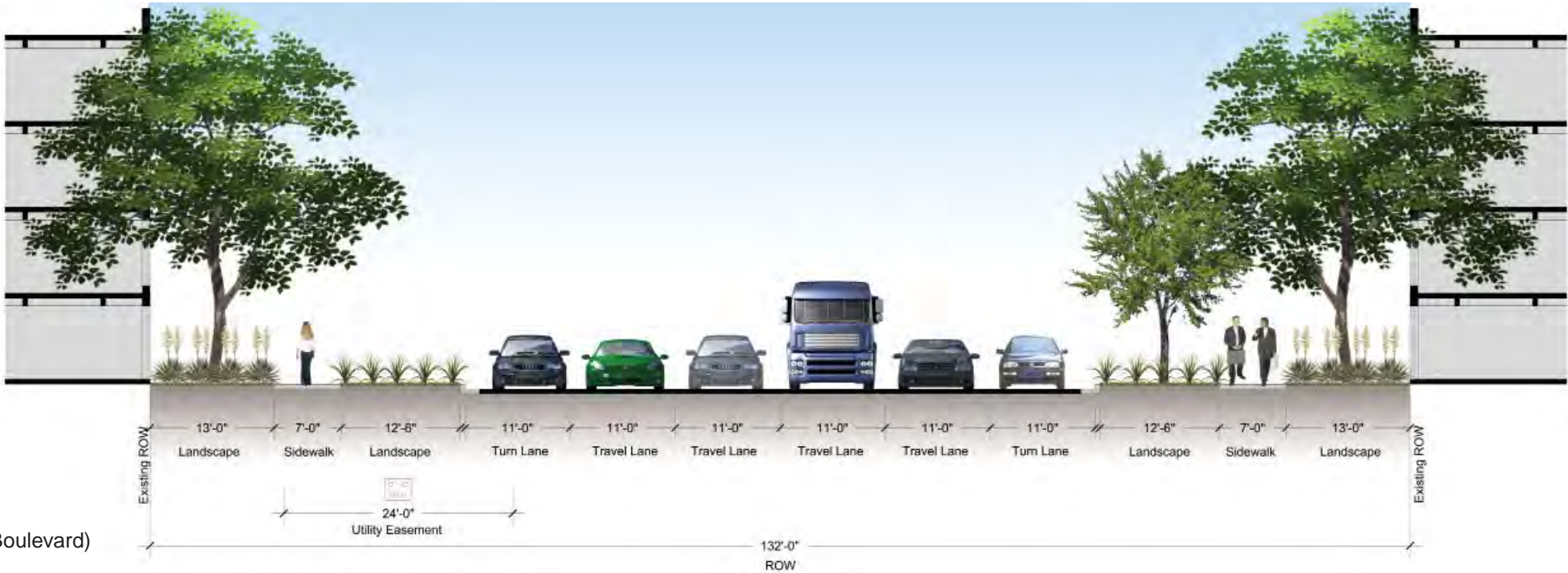
Alternative 2 Non-multi-way Boulevard 600 South Powerlines

Assuming the powerlines stay on 600 South and assuming they do go underground, the design team has illustrated the 600 South Boulevard with a potenital solution to the problem of not having substantial tree canopy along the southern edge of 600 South. If the design team is able to put the powerlines underground, but align them such that they are underneath the proposed local street of the Multi-way, the team could potentially allow for trees to be planted outside of the corridor. The adjacent sections and plans illustrate this for both the weaving and positioning blocks, as well as for the Alternative 2 - Non-multi-way blocks.

600 South
(Martin Luther King Jr. Boulevard)

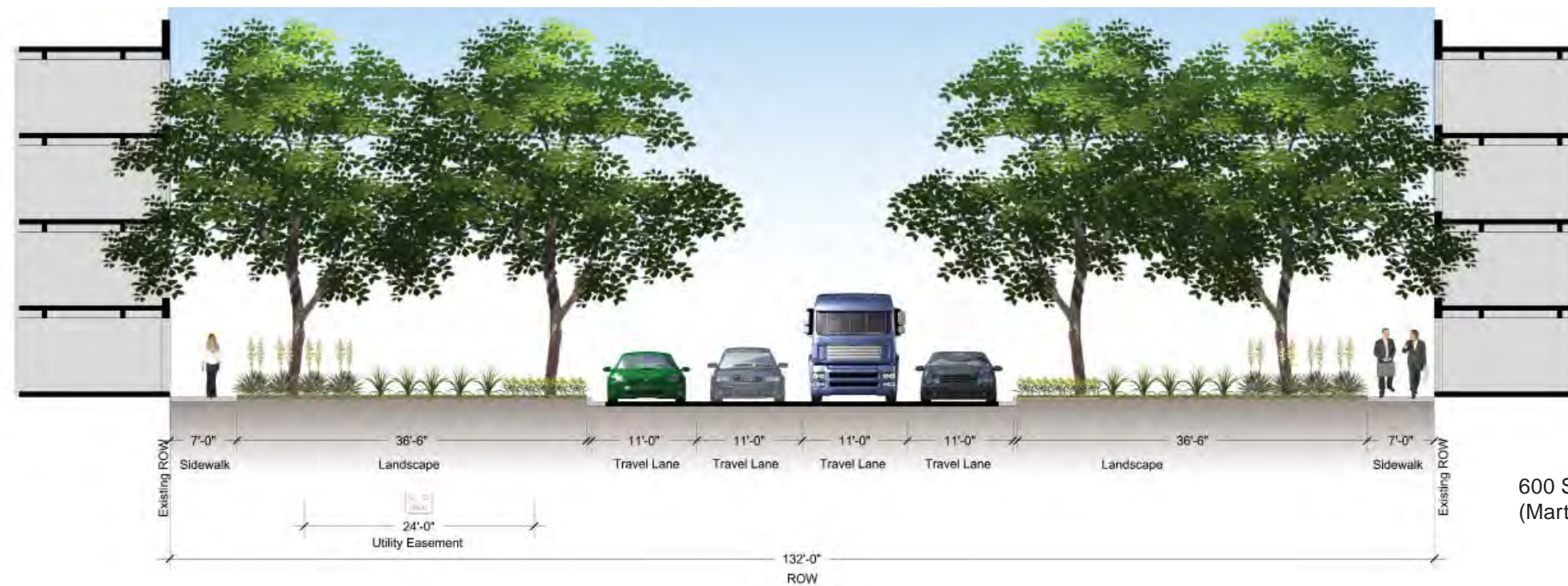


600 South
(Martin Luther King Jr. Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



600 South
(Martin Luther King Jr. Boulevard)

Monumentation

Knowing the Taskforce selected the vertical monument as the most preferred style of monumentation for these boulevards, the design team has identified locations where large vertical monuments could occur as illustrated in the adjacent plans.

By locating these monuments along 500 West, the team has created a threshold for travelers both entering and exiting the city, reinforcing that sense of arrival and departure.



Alternative 1
(Multi-Way)



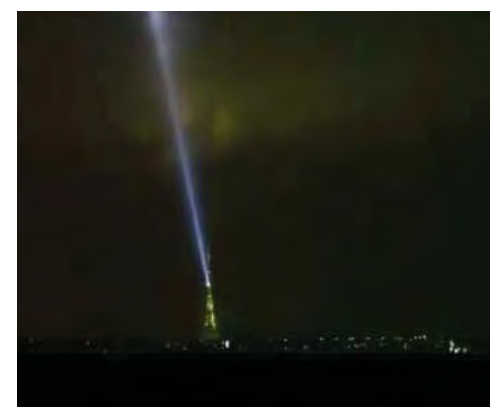
Alternative 2
(Non Multi-Way)



Alternative 1 - Resin

Through the use of a resin material the design team can accomplish significant monumentation effects as apparent in the adjacent images.

In addition to the use of the SLC Seal, various welcoming phrases could be placed on the monuments for pedestrians.





Alternative 2 - Granite

Granite is a material that has significance to Salt Lake City through its quarry and use at the LDS Church Headquarters. These monuments could be made of the same granite, thereby reinforcing the use of granite as a material that defines this region and city.





Alternative 3 - Sandstone

Sandstone is also a material that has significance to Salt Lake City through its quarry and use at various buildings through the city. These monuments could be made of the same sandstone, thereby reinforcing the use of sandstone as a material that defines this region and city.

Monumentation

These adjacent graphics illustrate the monumentation for both of the boulevards.



500 South
(Cesar E. Chavez Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



Monumentation

In addition to the main monuments and following the idea of incorporating welcoming phrases on the monuments for pedestrians and visitors to see, these graphics show how smaller monuments located throughout the city could reinforce the idea that Salt Lake City is welcoming and friendly to all visitors.



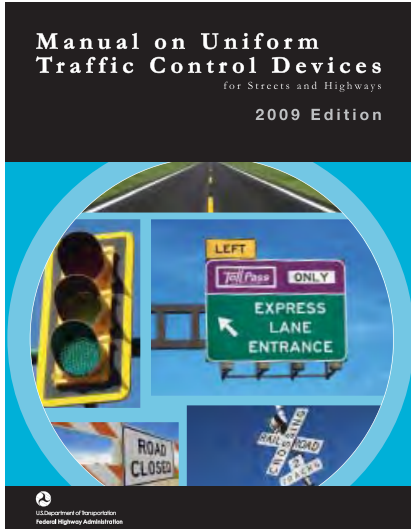
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Wayfinding Signage Alternative 1

When people arrive to Salt Lake City, and they travel on the 600 South Boulevard, they need to know where to turn to get to various destinations. Knowing that these boulevards are governed by UDOT and that UDOT uses the MUTCD standards for all its streets, the design team has developed a series of wayfinding signs that conform to the MUTCD standards but also provide a unique perspective on wayfinding and allow 600 South to function as a directory to the city, guiding visitors to their various destinations.



Boulevard Alternative 1
(Multi-way)

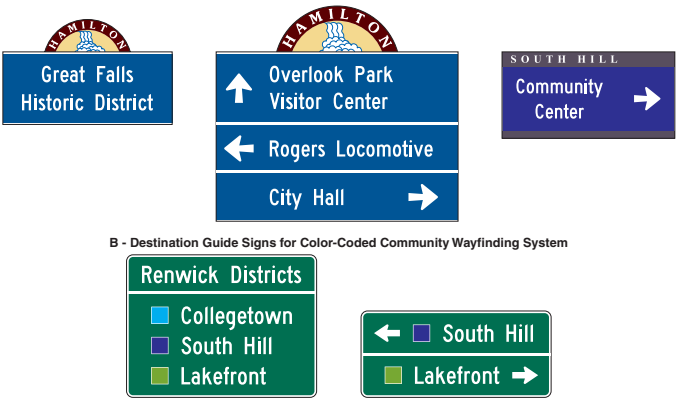
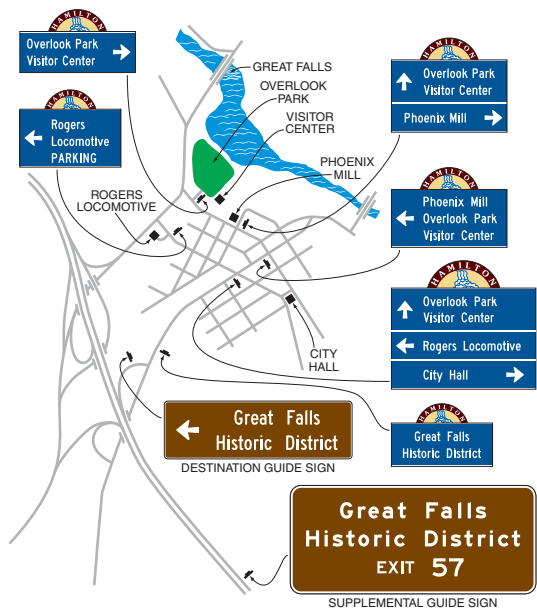
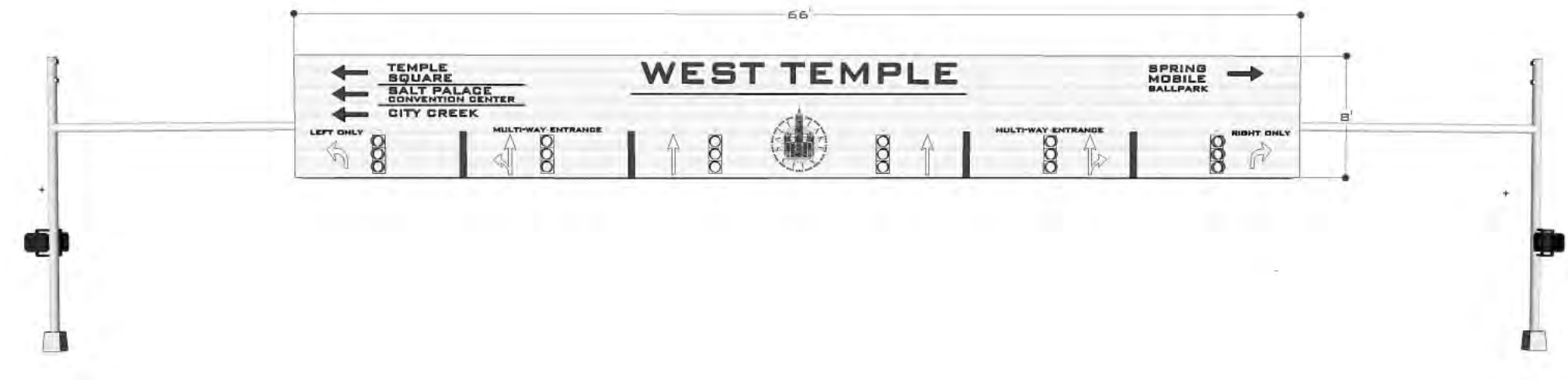


Boulevard Alternative 2
(Non-multi-way)

Wayfinding Signage Alternative 1

Alternative 1 uses the signals at each intersection as an opportunity to inform and direct travelers.

The directional arrows seen adjacent the stop lights inform vehicles of the Multi-way. Above this row, you see the cross street identified, and the various destinations one could arrive at by turning on to that street.



B - Destination Guide Signs for Color-Coded Community Wayfinding System



These series of images represents the MUTCD standards and various examples of how communities and private entities have signed streets governed by these standards to accomplish a certain identity for their signage and wayfinding.

Wayfinding Signage Alternative 1

The adjacent graphic illustrates a ground-plane view of the 600 South Multi-way Alternative and the Wayfinding Signage - Alternative 1.



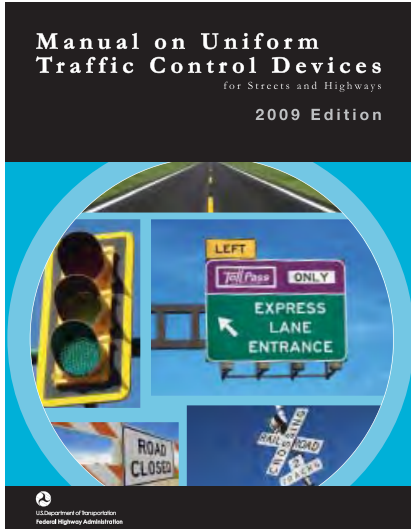
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Wayfinding Signage Alternative 2

When people arrive to Salt Lake City, and they travel on the 600 South Boulevard, they need to know where to turn to get to various destinations. Knowing that these boulevards are governed by UDOT and that UDOT uses the MUTCD standards for all its streets, the design team has developed a series of wayfinding signs that conform to the MUTCD standards but also provide a unique perspective on wayfinding and allow 600 South to function as a directory to the city, guiding visitors to their various destinations.



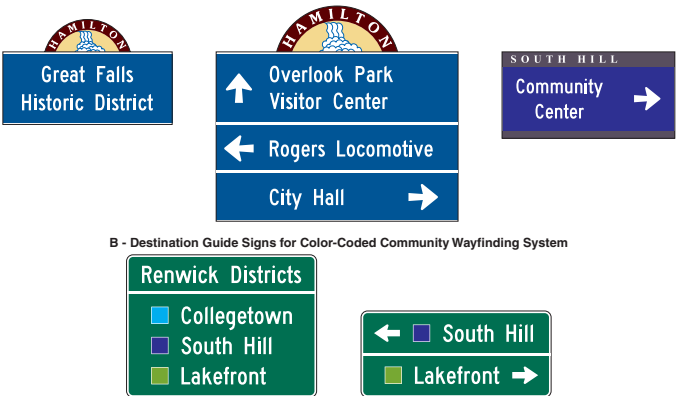
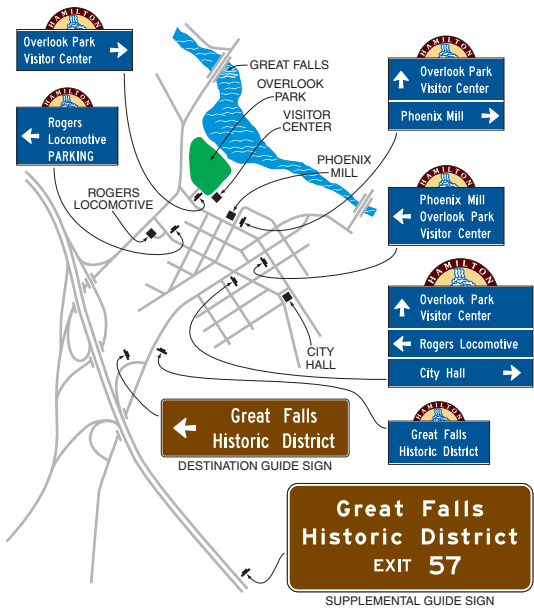
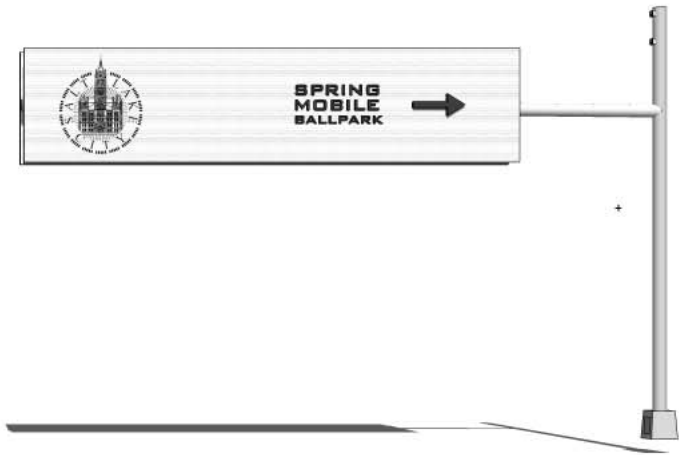
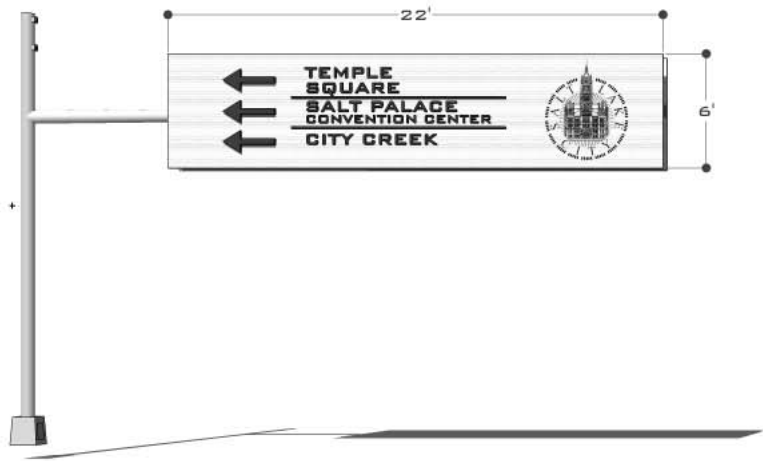
Boulevard Alternative 1
(Multi-way)



Boulevard Alternative 2
(Non-multi-way)

Wayfinding Signage Alternative 2

Alternative 2 uses a more customized approach to the wayfinding sings. Similar to the signals, these signs cantilever the street but do not streach across the entire legnth of the street.



These series of images represent the MUTCD standards and various examples of how communities and private entities have signed streets governed by these standards to accomplish a certain identity for their signage and wayfinding.

Wayfinding Signage
Alternative 2

The adjacent graphic illustrates a ground plane view of the 600 South boulevard at the weaving and positioning blocks.



Wayfinding Signage Alternative 2

The adjacent graphic illustrates a ground plane view of the 600 South Multi-way Alternative and the Wayfinding Signage - Alternative 2. When there is a Multi-way, the only way this alternative works is if the signs are located in the medians and span the four through lanes as shown.



Alternative 1
Multi-way Boulevard

Grand Boulevard Corridor Study Preliminary Estimate of Probable Construction Costs
500-600 South Multi-Way Master Plan Alternative
BASE BID SUMMARY TABULATION SHEET

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL	Notes
<i>Site Demolition</i>						
311000	Erosion & Sedimentation Control	sf	680,577	\$ 0.50	\$340,288.50	(Assumes EPA standard requirements for soil erosion and sedimentation control measures)
311000	Site Clearing	sf	680,577	\$ 5.00	\$3,402,885.00	(Assumes hardscape and landscape removal and either recycle or disposal - pavement, curbs, grass, trees, misc. structures, etc.)
311000	Site Clearing - Utilities	ls	1		\$500,000.00	
SUBTOTAL:					\$4,243,173.50	
<i>Proposed Hardscape Improvements</i>						
312000	Rough Grading	sf	756,769	\$ 0.10	\$75,676.90	(Includes medians)
321216	Asphalt Paving	sf	207,244	\$ 4.00	\$828,976.00	
321313	Concrete Paving	sf	145,507	\$ 6.00	\$873,042.00	
321313	Concrete Curb and Gutter	lf	42,595	\$ 35.00	\$1,490,825.00	
321726	ADA Detectable Warnings	sf	1,344	\$ 25.00	\$33,600.00	(Assume 8' wide x 2' at 5 intersections and 1 crossing)
312000	Road Base for Paving	cy	6,532	\$ 50.00	\$326,621.30	(Assume Class 6, 6" thick)
321723	Pavement Marking	lf	37,821	\$ 3.00	\$113,463.00	(Crosswalks, new lane striping, and parking stalls)
	Regulatory Signage	ls	1		\$0.00	
	Wayfinding Signage	ls	1		\$0.00	
	Traffic Control and Signalization	ls	1		\$0.00	
265600	Site Lighting	ea	182	\$ 5,000.00	\$910,000.00	(Assume 2 per intersection and 2 fixture per 100 LF - 8000 LF)
260533	Lighting Conduit	lf	17,250	\$ 30.00	\$517,500.00	
	Parking Meters	ea	125	\$ 250.00	\$31,250.00	(Two-headed smart meters)
129300	Site Furnishings - Benches	ea	6	\$ 2,500.00	\$15,000.00	
129300	Site Furnishings - Bicycle Racks	ea	6	\$ 1,500.00	\$9,000.00	
129300	Site Furnishings - Newspaper Rack Enclosure	ea	6		\$0.00	
129300	Site Furnishings - Trash Receptacles	ea	6	\$ 2,000.00	\$12,000.00	
	Utilities				\$0.00	
SUBTOTAL:					\$5,236,954.20	
<i>Proposed Landscape Improvements</i>						
329200	Finish Grading	sf	327,826	\$ 0.40	\$131,130.40	(Includes medians)
329113	Planting Soil - Turf and Grasses	cy	3,103	\$ 50.00	\$155,174.30	(Assumes 4" depth)
329113	Planting Soil - Trees	cy	1,918	\$ 50.00	\$95,900.00	(Assumes per tree)
329113	Planting Soil - Shrubs, Perennials and Groundcover	cy	1,411	\$ 50.00	\$70,548.15	(Assumes 6" depth)
329200	Turf Sod	sf	251,634	\$ 1.00	\$251,634.00	
329300	Deciduous Trees - LARGE (3" cal.)	ea	409	\$ 550.00	\$224,950.00	(Includes stakes)
329300	Ornamental Trees - SMALL (2.5" cal.)	ea	139	\$ 425.00	\$59,075.00	(Includes stakes)
329300	Perennials (1 gal.)	ea	34,286	\$ 17.00	\$582,868.80	(Assume medians only, planting at 18" O.C. - 76,192 SF)
328400	Irrigation System	sf	327,826	\$ 1.25	\$409,782.50	
329300	Mulch (planting beds)	cy	705	\$ 50.00	\$35,274.07	(Assume 3" thick)
SUBTOTAL:					\$2,016,337.22	
PROPOSED IMPROVEMENTS TOTAL					TOTAL:	\$11,496,464.92
<i>Miscellaneous Costs</i>						
	Contractor General Conditions (10%)				\$1,149,646.49	
	Contractor Profit (10%)				\$1,149,646.49	
	Testing (2%)				\$229,929.30	
	Contingency (15%)				\$1,724,469.74	
SUBTOTAL:					\$3,104,045.53	
GRAND TOTAL:					\$14,600,510.45	

Grand Boulevard Corridor Study Preliminary Estimate of Probable Construction Costs
500-600 South NON-Multi-Way Master Plan Alternative
BASE BID SUMMARY TABULATION SHEET

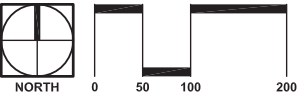
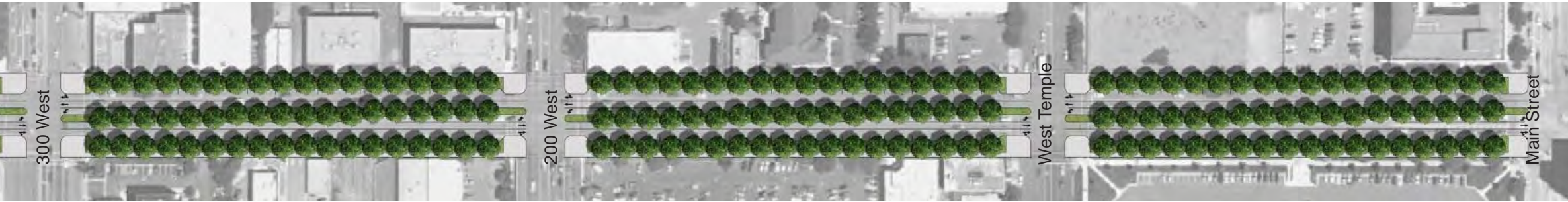
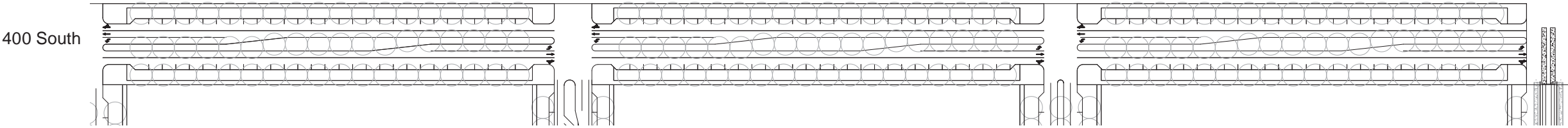
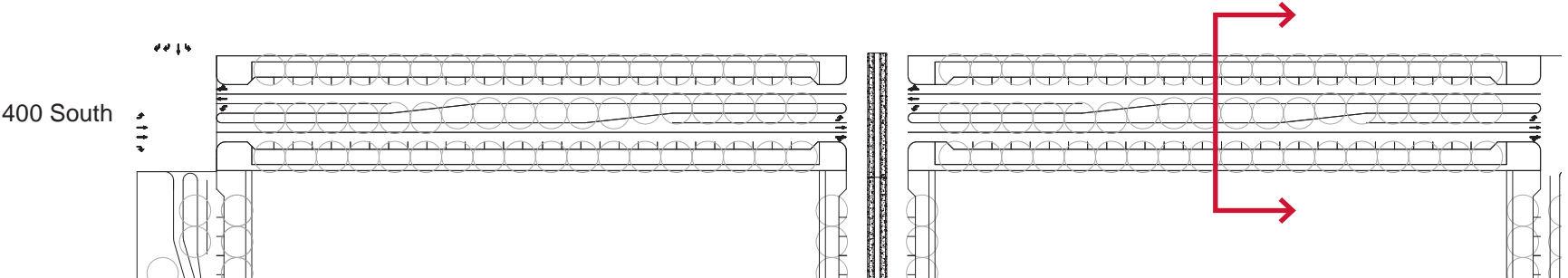
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL	Notes
Site Demolition						
311000	Erosion & Sedimentation Control	sf	684,935	\$ 0.50	\$342,467.50	(Assumes EPA standard requirements for soil erosion and sedimentation control measures)
311000	Site Clearing	sf	684,935	\$ 5.00	\$3,424,675.00	(Assumes hardscape and landscape removal and either recycle or disposal - pavement, curbs, grass, trees, misc. structures, etc.)
311000	Site Clearing - Utilities	ls	1		\$500,000.00	
SUBTOTAL:					\$4,267,142.50	
Proposed Hardscape Improvements						
312000	Rough Grading	sf	684,935	\$ 0.10	\$68,493.50	(Includes medians)
321216	Asphalt Paving	sf	22,065	\$ 4.00	\$88,260.00	
321313	Concrete Paving	sf	162,016	\$ 6.00	\$972,096.00	
321313	Concrete Curb and Gutter	lf	23,910	\$ 35.00	\$836,850.00	
321726	ADA Detectable Warnings	sf	1,344	\$ 25.00	\$33,600.00	(Assume 8' wide x 2' at 5 intersections and 1 crossing)
312000	Road Base for Paving	cy	3,409	\$ 50.00	\$170,445.37	(Assume Class 6, 6" thick)
321723	Pavement Marking	lf	36,866	\$ 3.00	\$110,598.00	(Crosswalks, new lane striping, and parking stalls)
	Regulatory Signage	ls	1		\$0.00	
	Wayfinding Signage	ls	1		\$0.00	
	Traffic Control and Signalization	ls	1		\$0.00	
265600	Site Lighting	ea	182	\$ 5,000.00	\$910,000.00	(Assume 2 per intersection and 2 fixture per 100 LF - 8000 LF)
260533	Lighting Conduit	lf	17,250	\$ 30.00	\$517,500.00	
	Parking Meters	ea	125	\$ 250.00	\$31,250.00	(Two-headed smart meters)
129300	Site Furnishings - Benches	ea	6	\$ 2,500.00	\$15,000.00	
129300	Site Furnishings - Bicycle Racks	ea	6	\$ 1,500.00	\$9,000.00	
129300	Site Furnishings - Newspaper Rack Enclosure	ea	6		\$0.00	
129300	Site Furnishings - Trash Receptacles	ea	6	\$ 2,000.00	\$12,000.00	
	Utilities				\$0.00	
SUBTOTAL:					\$3,775,092.87	
Proposed Landscape Improvements						
329200	Finish Grading	sf	500,854	\$ 0.40	\$200,341.60	(Includes medians)
329113	Planting Soil - Turf and Grasses	cy	6,177	\$ 50.00	\$308,859.97	(Assumes 4" depth)
329113	Planting Soil - Trees	cy	1,768	\$ 50.00	\$88,375.00	(Assumes per tree)
329113	Planting Soil - Shrubs, Perennials and Groundcover	cy	0	\$ 50.00	\$0.00	(Assumes 6" depth)
329200	Turf Sod	sf	500,854	\$ 1.00	\$500,854.00	
329300	Deciduous Trees - LARGE (3" cal.)	ea	375	\$ 550.00	\$206,250.00	(Includes stakes)
329300	Ornamental Trees - SMALL (2.5" cal.)	ea	130	\$ 425.00	\$55,250.00	(Includes stakes)
329300	Perennials (1 gal.)	ea	0	\$ 17.00	\$0.00	(Assume medians only, planting at 18" O.C. - 76,192 SF)
328400	Irrigation System	sf	500,854	\$ 1.25	\$626,067.50	
329300	Mulch (planting beds)	cy	0	\$ 50.00	\$0.00	(Assume 3" thick)
SUBTOTAL:					\$1,985,998.07	
PROPOSED IMPROVEMENTS TOTAL					TOTAL: \$10,028,233.44	
Miscellaneous Costs						
	Contractor General Conditions (10%)				\$1,002,823.34	
	Contractor Profit (10%)				\$1,002,823.34	
	Testing (2%)				\$200,564.67	
	Contingency (15%)				\$1,504,235.02	
SUBTOTAL:					\$2,707,623.03	
GRAND TOTAL:					\$12,735,856.47	

400 South Boulevard Improvements

In addition to the 500 South and 600 South boulevards, 400 South serves to welcome those who are traveling into Salt Lake City from the north. Therefore, the design team has also illustrated how 400 South could become another boulevard for the city. The adjacent section and plans illustrate how the design team has accomplished this by making the travel lanes smaller than the existing to gain additional landscape area and by raising and planting the medians.

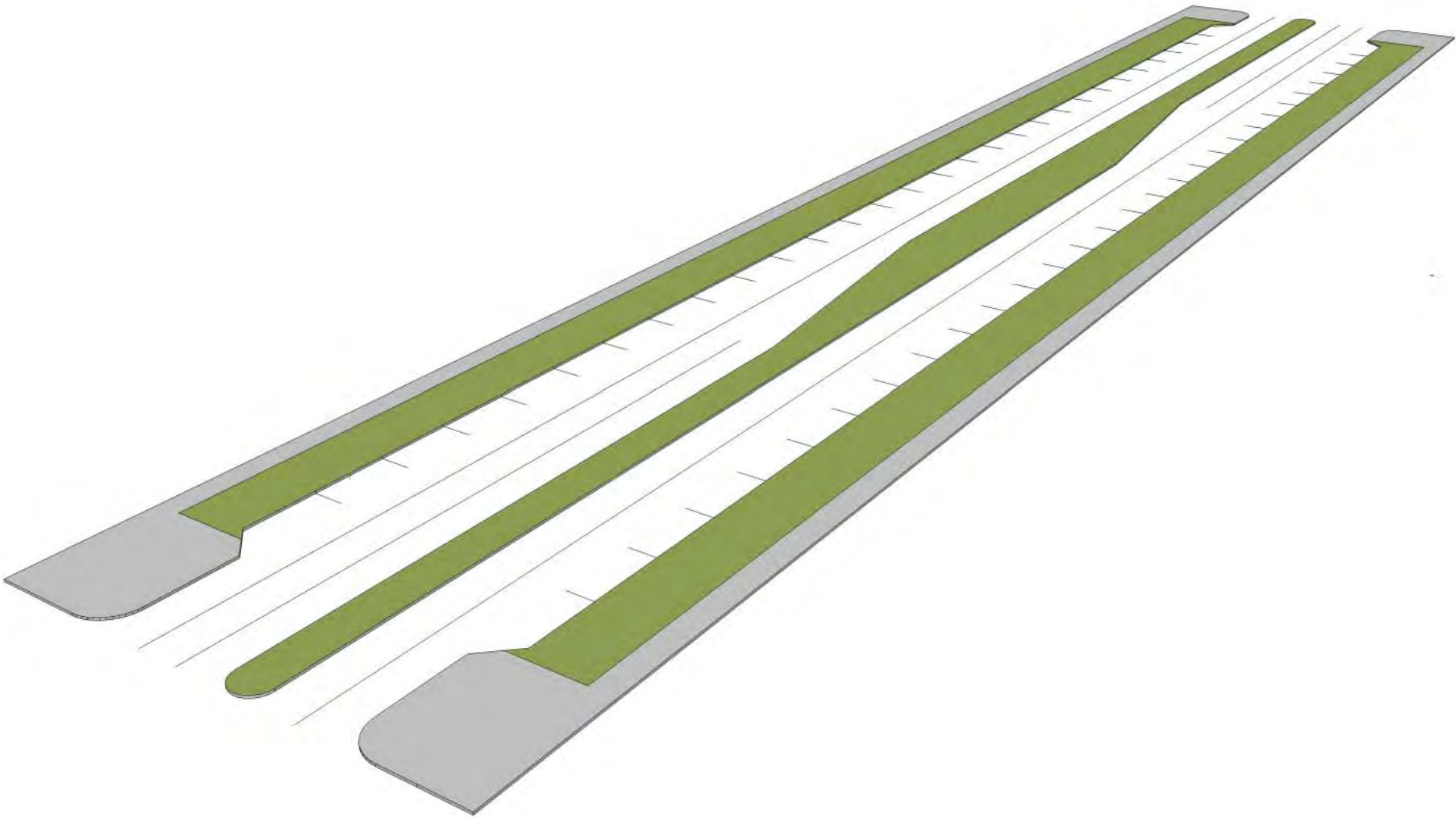


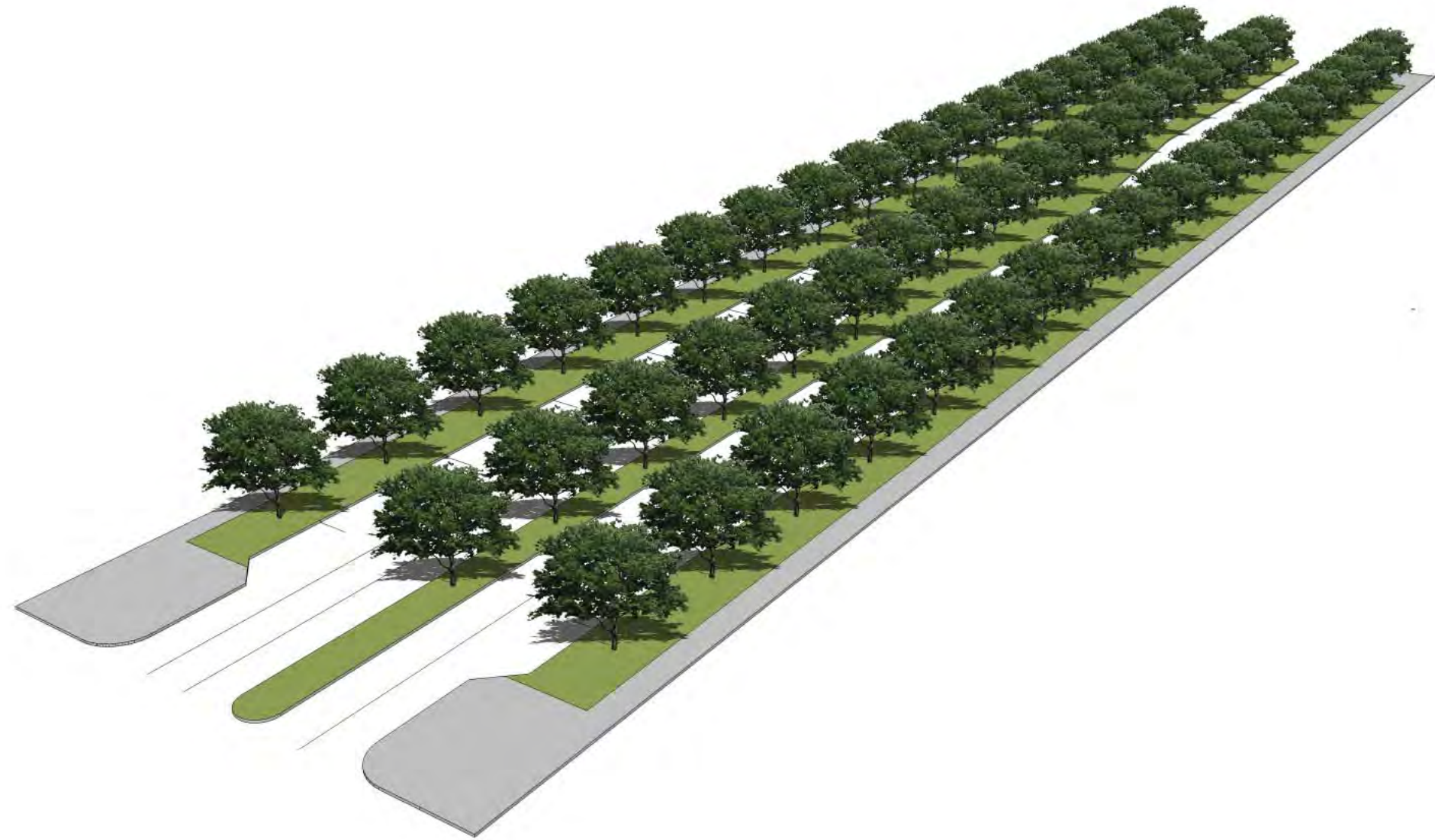
400 South
Improvements



400 South Boulevard Improvements

The adjacent plan and graphic illustrate the proposed improvements for 400 South and how the design team has decreased the size of the lanes of traffic to allow for an increase in the size of the landscape on both sides. These also illustrate a raised and planted median.



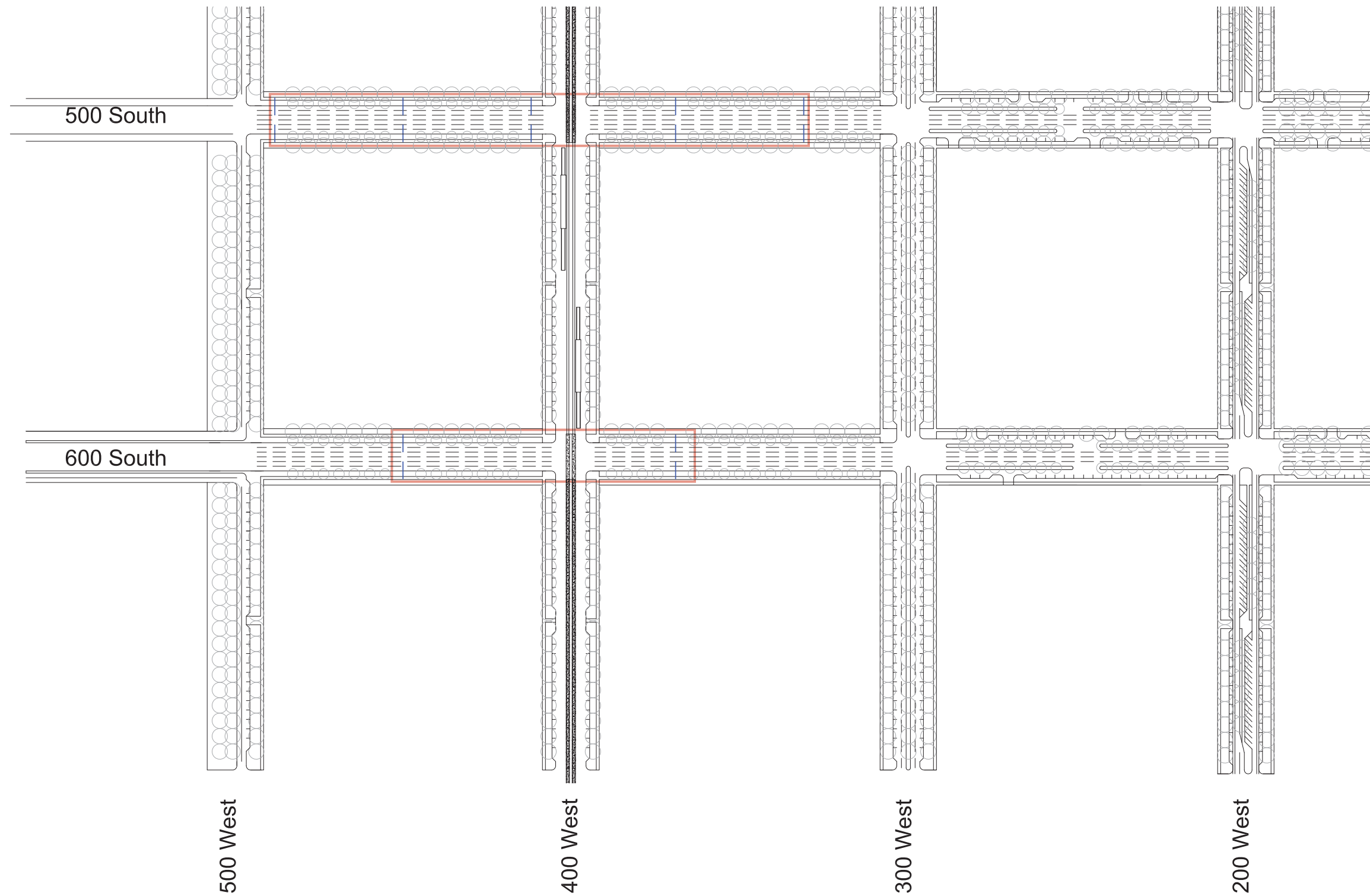


400 South Boulevard Improvements

The adjacent graphic illustrates a ground-plane view of the 400 South Boulevard.



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Billboards

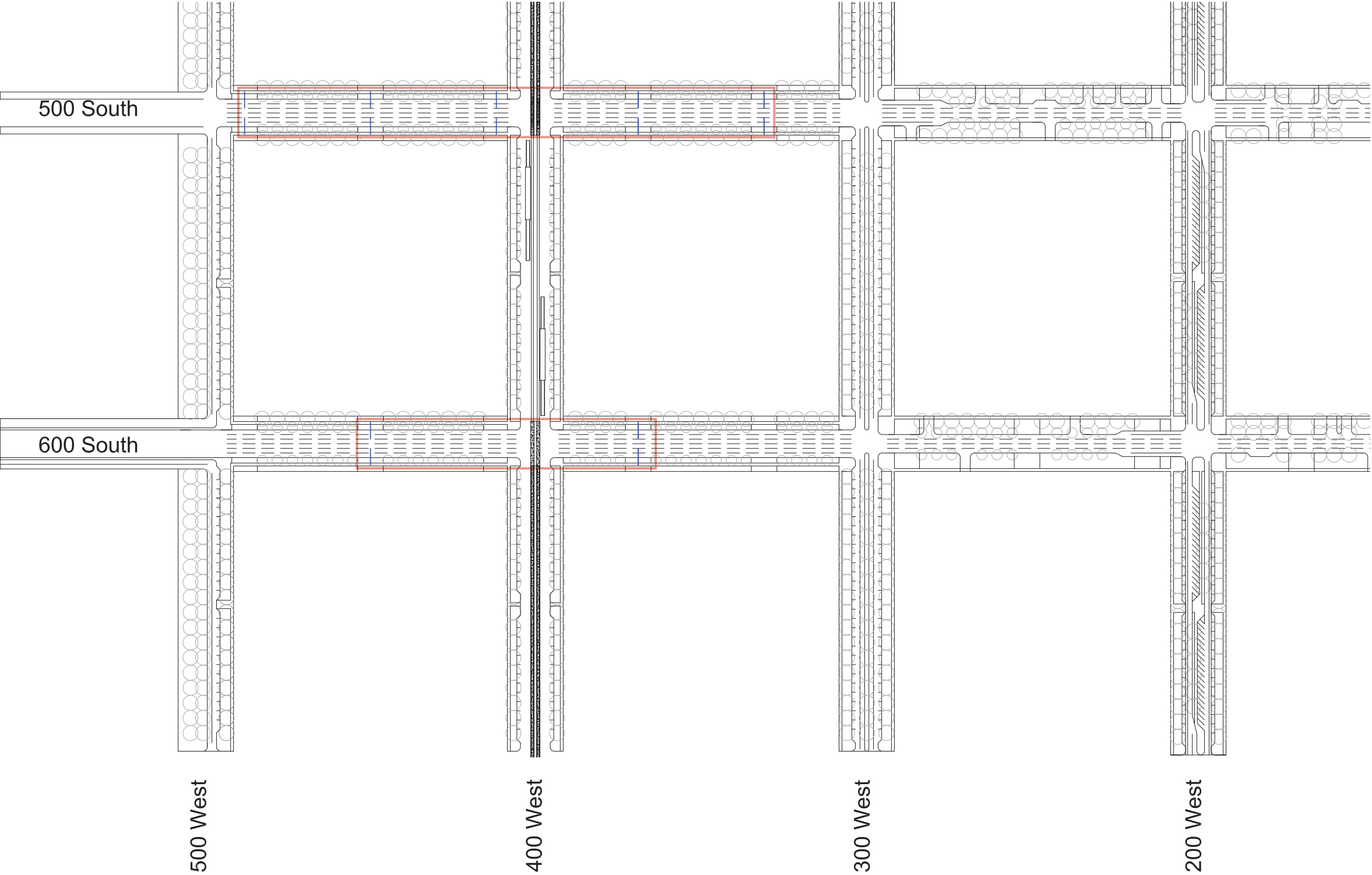
Alternative 1 Multi-way Boulevard

Consolidating the billboards into a digital district is what the design team has proposed and is represented in the adjacent diagram. As the main entrance into Salt Lake City, priority has been given to 600 South, therefore only 4 billboards have been located on 600 South with the intent being a less cluttered, more welcoming aesthetic. The design team has also reduced the overall number of billboards, with the assumption that an increased number of users per digital billboard balances the economic return. The design team has also represented the billboards within the street right-of-way, the intent being to suggest that the billboards create a digital district, and final layout and location of each billboard is to be determined. Billboards are often an integral part of the Architectural fabric of digital districts, making its way onto architectural facades as well as individual signs.

Billboards

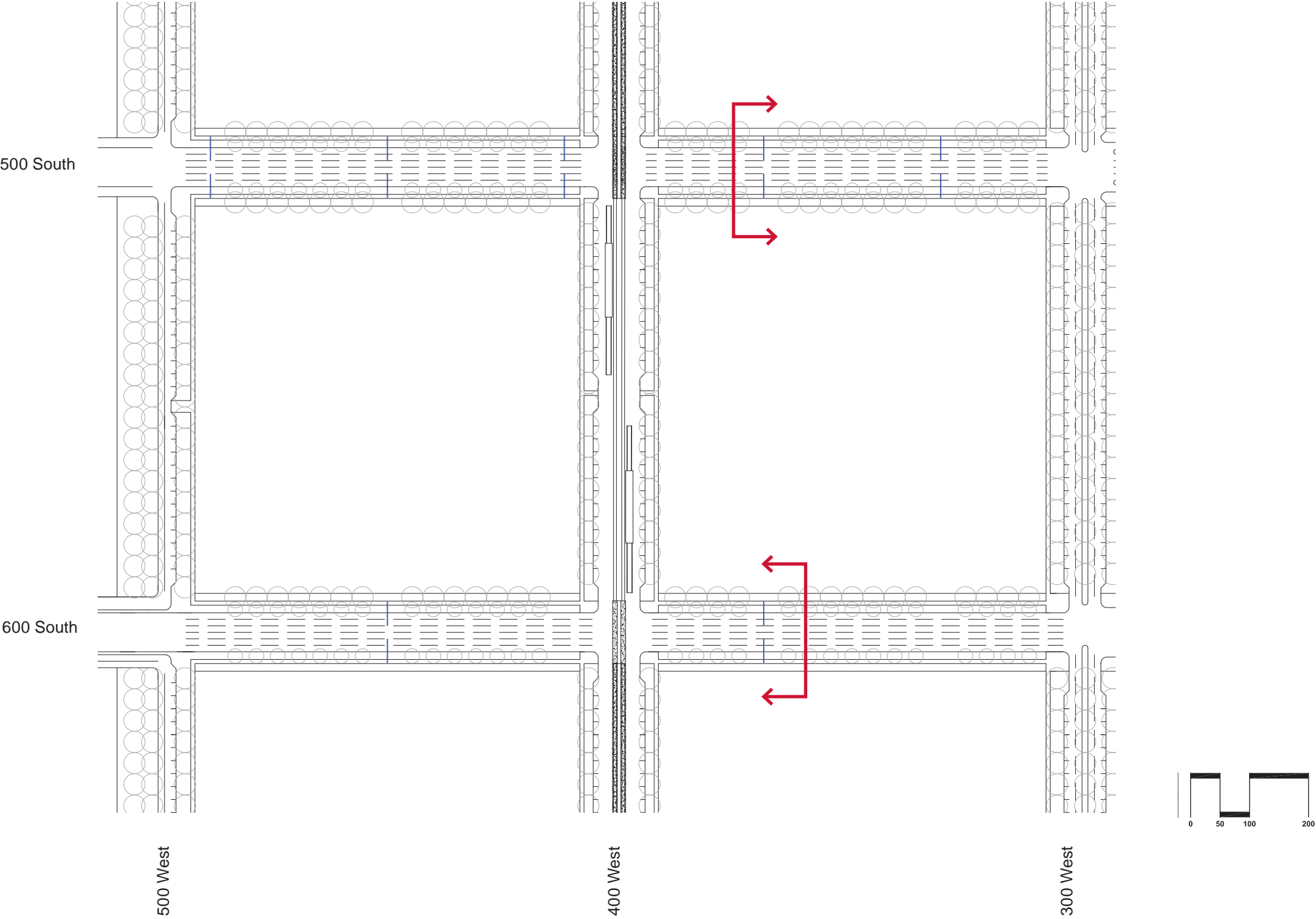
Alternative 2
Non-multi-way Boulevard

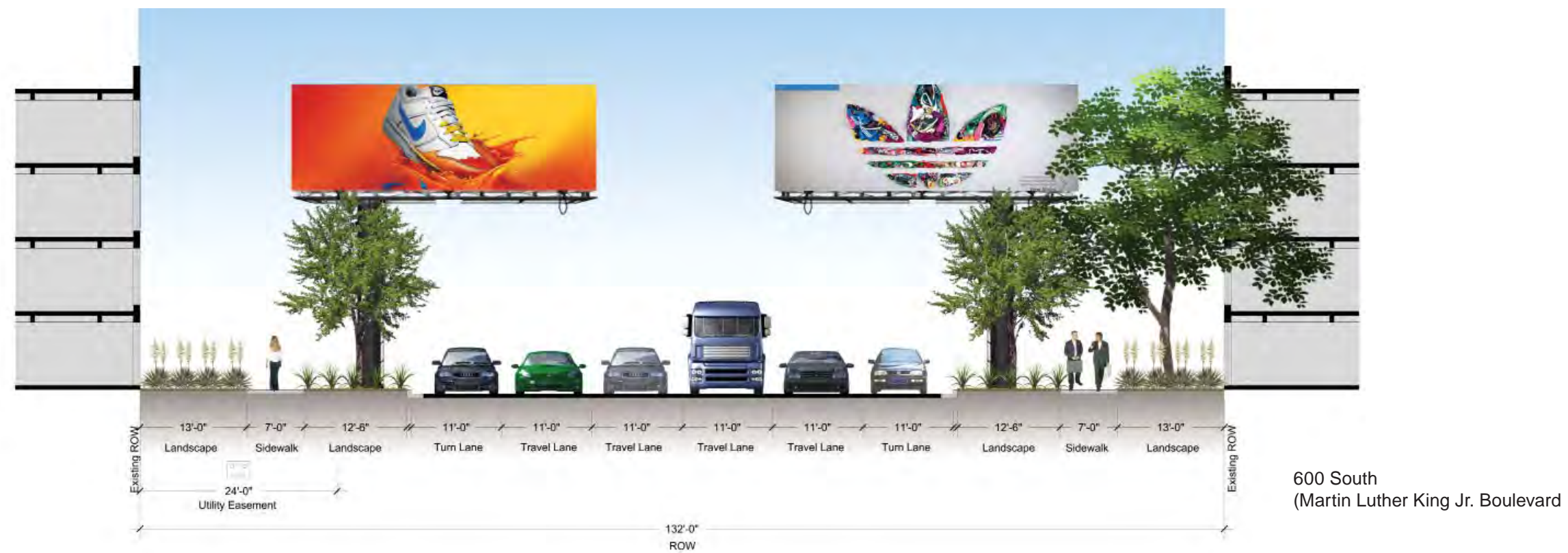
The design team is proposing the exact same approach as described for Alternative 1 on the adjacent page. The adjacent diagram simply illustrates this approach for Alternative 2.



Billboards

The adjacent graphic illustrates the digital district at an enlarged scale. The sections for each street are shown on the facing page.





Billboards

The adjacent graphic illustrates the billboards for the 500 South portion of the digital district with the billboards shown inside the right-of-way and as traditional billboards. As described earlier, the design team has also represented the billboards within the street right-of-way, the intent being to suggest that the billboards create a digital district, and final layout and location of each billboard is to be determined. Billboards are often a integral part of the Architectural fabric of digital districts, making its way onto architectural facades as well as individual signs.



500 South
(Cesar E. Chavez Boulevard)





600 South
(Martin Luther King Jr. Boulevard)



Billboards

The adjacent graphic illustrates the billboards for the 600 South portion of the digital district with the billboards shown inside the right-of-way and as traditional billboards. As described earlier, the design team has also represented the billboards within the street right-of-way, the intent being to suggest that the billboards create a digital district, and final layout and location of each billboard is to be determined. Billboards are often an integral part of the Architectural fabric of digital districts, making its way onto architectural facades as well as individual signs.

Land Use Vision

The following series of pages illustrates graphically a vision for the Grand Boulevard district and directly relates to the CHIP game exercise and discussions the design team had with the Taskforce during the Charrette.

Land Use Vision

The adjacent graphic represents the proposed improvements to the ground-plane of the boulevard streets and Alternative 1 - Multi-way.



Land Use Vision

Trees are now added to provide more depth and added detail. This graphic now represents the completed improvements to each boulevard street.



Land Use Vision

400 South and the proposed improvements are now added.



Land Use Vision

This graphic now represents the existing buildings that directly relate to those land uses identified by the design team and Taskforce as desired land uses in this district and adjacent the boulevard streets. These land uses and the existing buildings shown are primarily: Hospitality and Residential.



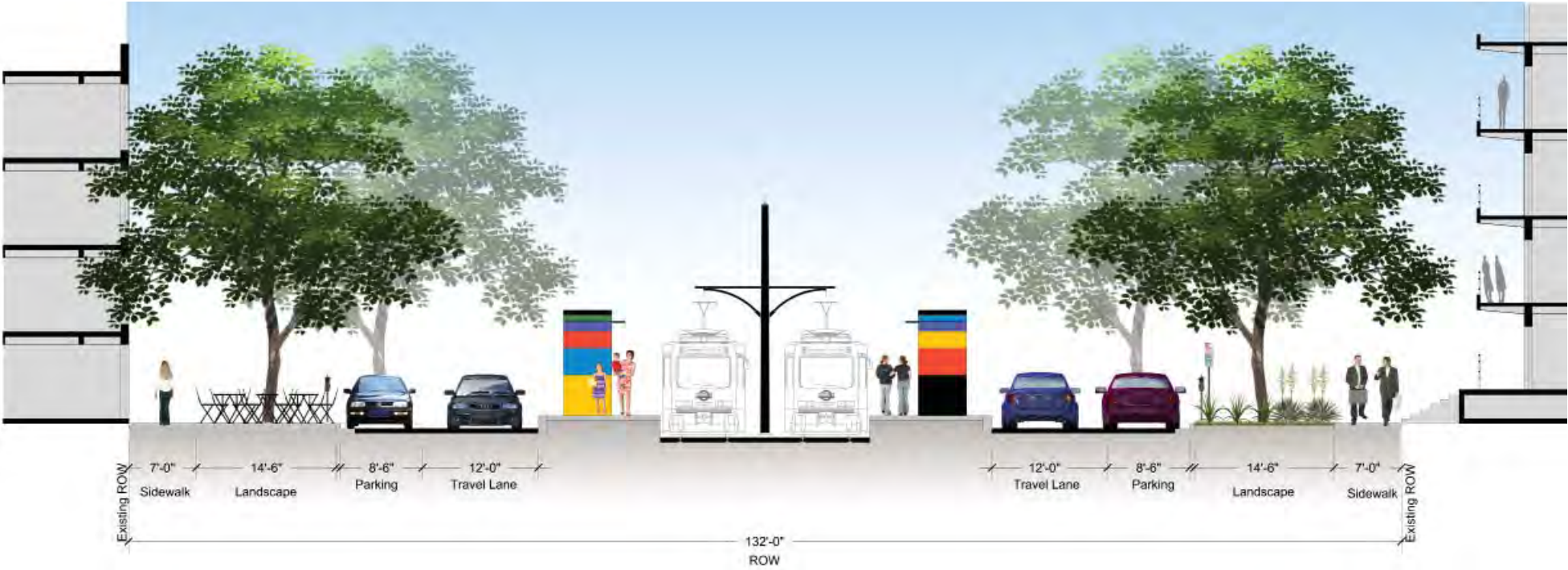
Land Use Vision

The existing Light Rail route is now highlighted, along with the design teams proposed improvements to Main Street. A section through Main Street is included on the facing page.



Land Use Vision

The improvements represented in this section include: bulb-outs at intersections and additional street trees, widened landscape areas and outdoor dining.



Main Street

Land Use Vision

The proposed Streetcar route along 400 West is now highlighted, along with the design teams proposed improvements. A section through 400 West is included on the facing page.



Land Use Vision

The improvements represented in this section include: bulb-outs at intersections and additional street trees, widened landscape areas and outdoor dining.



400 West

Land Use Vision

A research park is now added on the blocks identified during the Charrette by the design team and the Taskforce as those best suited for that land use.



Land Use Vision

The proposed extension of the 400 South Light Rail line west to 600 West is now added. (Illustrated in the adjacent graphic in a lighter tone). In addition to this proposed route, the design team has illustrated an alternative route that loops through the proposed research park.



Land Use Vision

Improvements to 200 West are now illustrated along with infill and redevelopment in the surrounding blocks. A section through 200 West is included on the facing page.



Land Use Vision

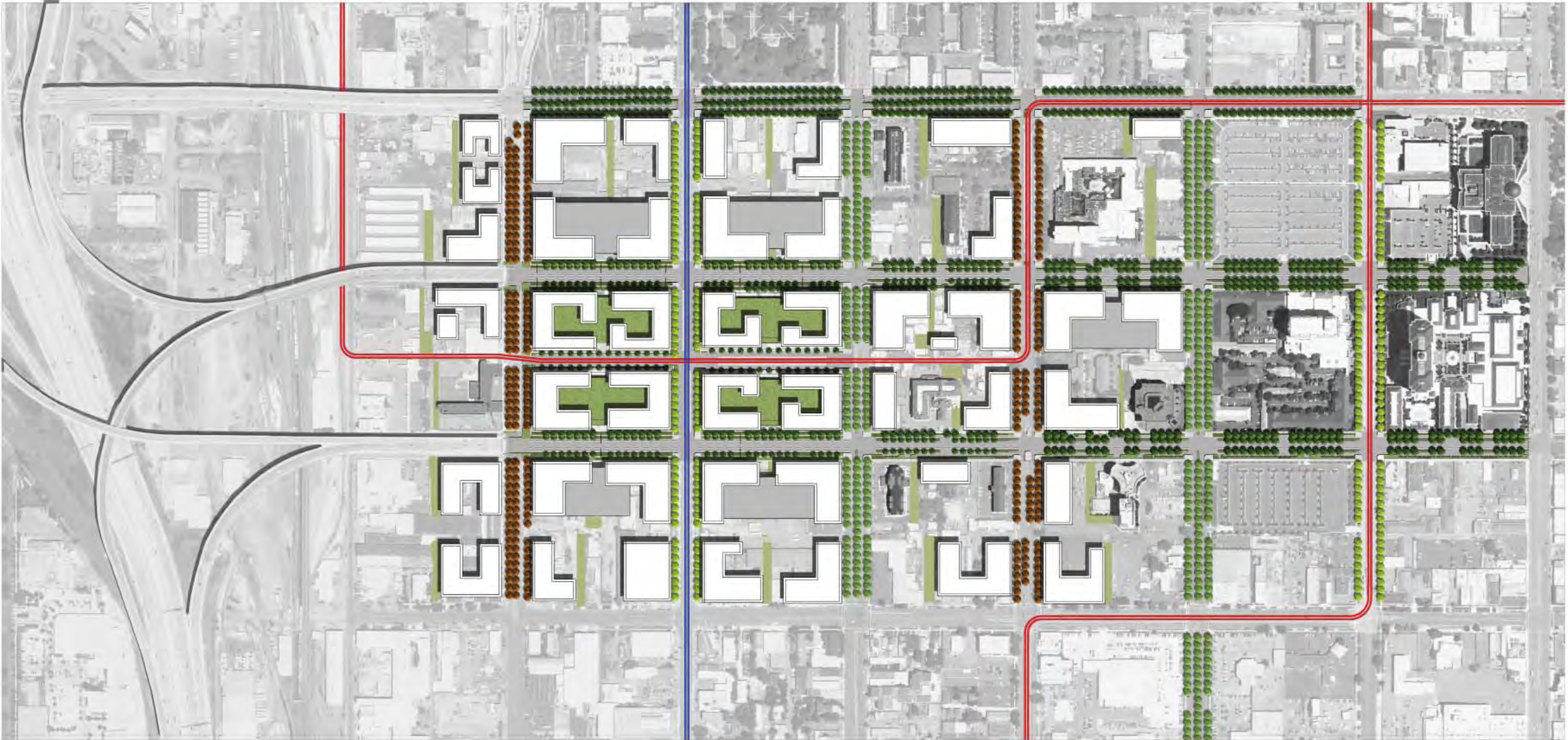
The improvements represented in this section include: bulb-outs at intersections and additional street trees, widened landscape areas, angled parking within a median and additional parallel parking at the edges.



200 West

Land Use Vision

Improvements to 300 West and 500 West are now illustrated along with infill and redevelopment in the surrounding blocks. An expansion in the research park is also suggested in the blocks directly North and South thereof. A section through both 300 West and 500 West are included on the facing page.



Land Use Vision

The improvements represented in the section for 500 West include: bulb-outs at intersections and additional street trees, widened landscape areas, angled parking within a median and additional parallel parking at the edges.

The improvements represented in the section for 300 West include: bulb-outs at intersections and additional street trees, widened landscape areas, a planted median and parallel parking.



500 West



300 West

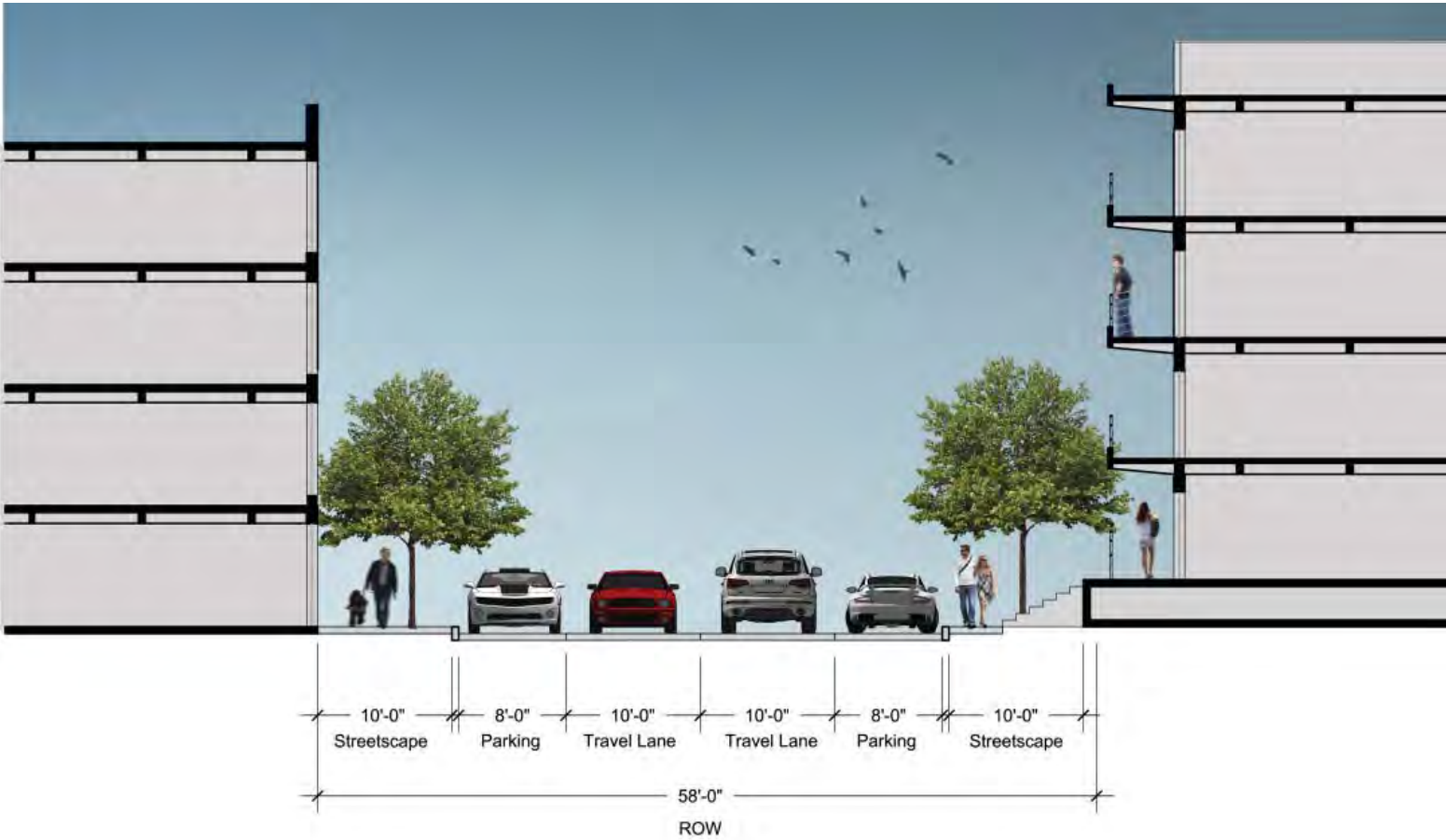
Land Use Vision

Full build out potential is now illustrated with infill and redevelopment in all the surrounding blocks. A park is also illustrated in the blocks west of the existing rail road right-of-way and adjacent the I-15 corridor. Additionally, mid-block connections are also illustrated and a section through these mid-block streets is included on the facing page.



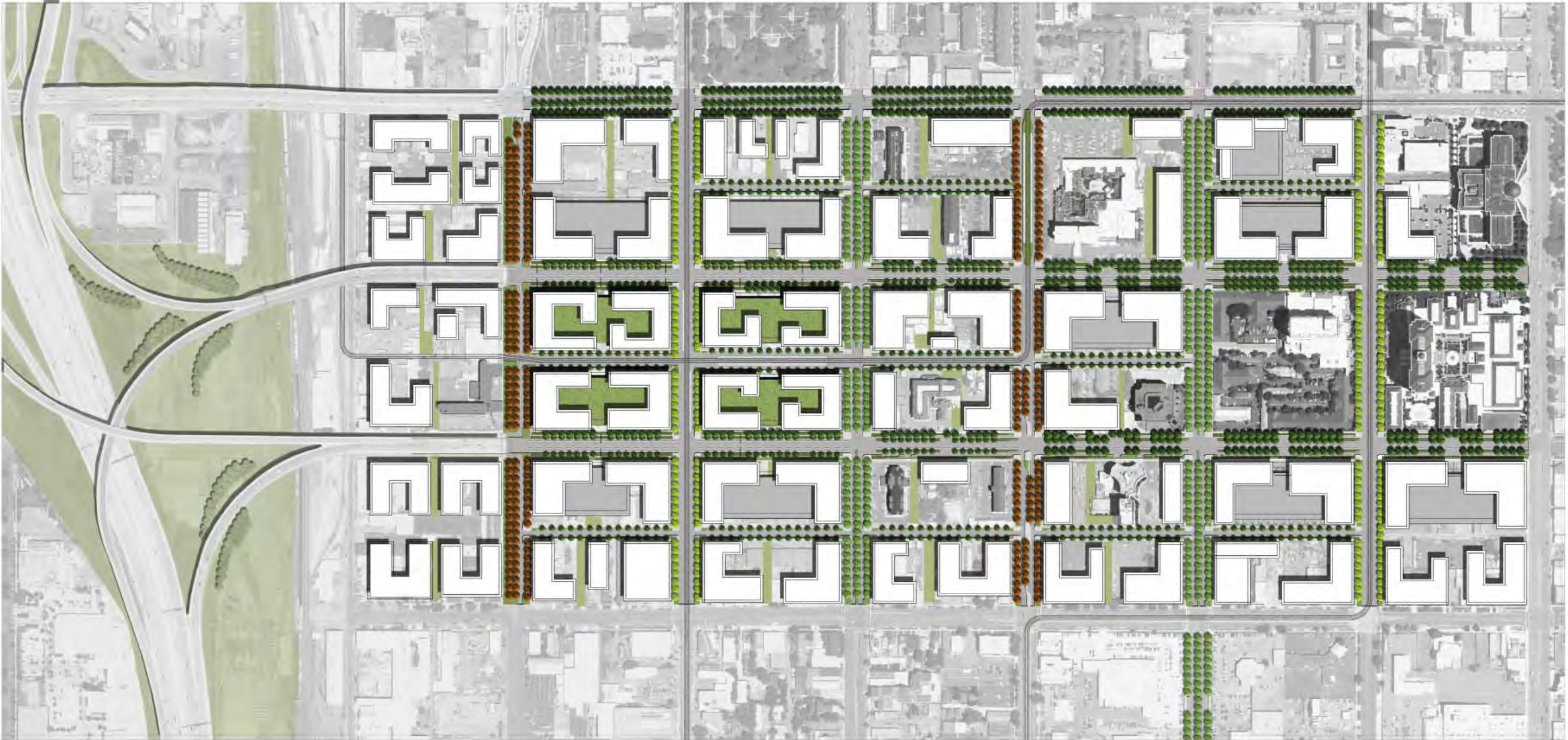
Land Use Vision

The mid-block streets have been envisioned by the design team to have fifty eight foot right-of-ways with two way traffic, parallel parking and ten foot wide streetscapes. Some of these mid-block streets will need to accommodate Light Rail, which will require a larger right-of-way.



Land Use Vision

The 500 and 600 South boulevard improvements can become a catalyst for redevelopment. This plan illustrates those possibilities.



Land Use Vision

This diagram illustrates the overlaid land use patterns as envisioned by the design team.

