



The Wasatch Front needs to add 700,000 jobs by 2030 most within Salt Lake County. Non-residential construction may be as much as 900 Million SF. 2/3<sup>rd</sup> of that number will be reconstruction. All the current malls will be rebuilt. When the malls are rebuilt they will come at a higher intensity of use. When you approve a residential development you are taking that area out of the future. Life of residential is 170 years. Retail commercial has a 20 year lifespan. We need to reposition commercial to accommodate the future. According to Dr. Nelson, 2011-2012 will be banner years. Demand for single person households is much higher. 75% will be single person households. Zoning may change to accommodate the next generation demand. This could mean smaller units, higher density, etc.

### ***Adapting to this change***

---

How should society change to meet this demand? Because we are trending two generations behind the rest of the country, we need to learn from the mistakes of those leading and not repeat the mistakes. There are plenty of good examples for us to follow.

New communities need to focus on walkability, housing mix, transit access options, mixed use neighborhood. 1/3<sup>rd</sup> is looking for these types of neighborhood. The other 2/3<sup>rd</sup> will continue with single family detached

Daybreak analysis what is the biggest difference between daybreak and Salt Lake City. Daybreak has 10,000 people per Sq mile. SLC has 4,000 people per.

What is our role in absorbing the fair share of growth? What is the solution? Develop along the corridors transportation and transit corridors is one scenario. Develop around TRAX stations. How much intensity can we accommodate in the TOD areas.

Large sites present opportunities growth and development.

Transit ready development is the goal being able to turn NIMBY's into YIMBY's.

### ***Transit***

---

How do you shift worn out commercial into Mixed-use residential. We can direct future market demand toward rail. TOD

¼ mile radius planning area is 125 acres. A ½ mile radius planning area is 500 acres. The public is typically willing to walk ¼ - ½ miles for transit option.

Car/LRT. How do we leverage the rail 25% of the population want to live around rail.

### ***DJ Baxter/ Robin Hutchinson Street Cars***

---

Taken for a ride video presentation

Presentation on Street Cars -- Charlie Hales

Street Cars are more about economic development than transportation. The saying is "people don't buy a home they buy a neighborhood".

Street car can extend walking distances and provide additional transit options. Street cars have more frequent stops and can run in the same lane as automobiles.

Downtown Street Car Studies goal is to choose a line in the downtown area.

Funding and implementation is still in process

Advance the City's Land-use goals

Must be extendable – Function as a circulator. Assist in walkability

Alignments

200 south 500 east to Intermodal Hub, 400 West alignments 400 west to 900 South, Hybrid alignments, 200 south and a granary district alignment. Stay tuned for additional information on the Salt Lake City Street Car Study. The study is very fluid right now.

Still a work in process

## **Panel Discussion—Question and Answer**

**Luke Garrott (Salt Lake City Council),  
Tim Harpst (Salt Lake City Transportation),  
Robin Hutchins (Fehr and Peers Consultants),  
Dr. Nelson (University of Utah Planning),  
DJ Baxter (Salt Lake City Redevelopment Agency)**

## **Question and answer period**

### **Does the City have a preferred alignment? -- Robin Hutchinson**

They are considering all four options or a hybrid of two.  
Robin Hutchison of Fehr & Peers suggested that the 200 south to 400 W. hybrid is being looked at closely.  
The line for now will stop at 500 east. on 200 south

### **What is the impact of the Trolley lines on residential areas? – Answer -- Robin Hutchinson/DJ Baxter**

As far as they know they don't believe it impacts the residential neighborhood values and in many cases the values have gone up. Different residential densities along street car lines are typically unaffected.

### **Who will decide the best alignment? -- Answer. –Luke Garrott**

This is a process and additional citizen input will be available. In the end the City Council will make the decision.

### **Are there obstacles to a 100 South Street Car alignment? -- Answer. –DJ Baxter/Robin Hutchinson**

Currently not being considered however the 200 south alignment could turn north to 100 south or South Temple

### **What is the Cost/mile. -- Answer. -- Robin Hutchinson**

30 million or approximately  $2/3^{\text{rds}}$  or  $1/2$  the cost of light rail.

### **Is the City considering station area plans as part of the Study? – Answer. -- Luke Garrott**

The City is considering station area plans along the 400 South corridor.

### **What are the City's transportation policies for transit? -- Answer—Tim Harpst.**

The City is looking at policies regarding intersections and stop locations. Tim Gave some technical information on how bus and Street Car stops are set.

### **How does the City absorb it share of the projected growth? – Answer—Dr. Chris Nelson**

There is capacity in existing parking lots to absorb the projected growth.

Meeting adjourned 9:20 PM