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Salt Lake City  
Housing And Neighborhood Development  
**Capital Improvement Program (CIP) FY 19/20**  
12/9/2018 deadline

Transportation Division, Department of Community and Neighborhoods  
**McClelland Shared Street Phase 2a Improvements (2100 South to Sugarmont Ave)**

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**\$ 500,000.00** Requested

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**Project Contact**

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**Application Questions** [top](#)

**1. Project address location**

*If the project is city-wide please specify.*

McClelland Street, from 2100 South to Sugarmont Avenue

**2. Category**

- New
- Asset Renewal

**3. Type of project**

- Land
- Building
- Improvement
- Equipment
- Infrastructure

**4. Is this project requesting an annual standing item that will be requested each year?**

*Such as bridge improvements, traffic signal upgrades, street improvements.*

- Yes
- No

**5. Is this project phased?**

*The project will take 2+ years to construct and/or finance.*

Yes

No

**6. How many phases are expected for this project?**

The McClelland Trail Phase 1, north of 2100 South, was built in 2016. This section, Phase 2, may be done in three sub-phases: 2a, this budget request; 2b, additional "interim improvements"; and, 2c, ultimate buildout. Phase 3 is south of Sugarmont Ave.

**7. What phase of the project would this application fund, what phase is the project in currently (at the time of application)?**

This application would fund Phase 2a of this project's extents (2100 South to Sugarmont Ave). There has not been any capital implementation for this section of the McClelland Trail preceding this application.

**8. Are there known public health and safety issues surrounding this project?**

Yes

No

**9. List the public health and safety issues**

Currently, only about 10' (or 15%) of the 65' right-of-way on McClelland Street (2100 South to Sugarmont Avenue) is dedicated to walking, while no space is dedicated to a comfortable bicycling environment. The dominance of vehicular traffic and parking on the street does not promote a walkable or bikeable environment, or one where people casually find themselves. The lack of "street life", which is often attributed to lack of opportunity or comfort, can have detrimental effects on an area's residents and businesses.

Increasing walking and bicycling, while facilitating lower motor vehicle usage and speeds, may help reduce the City's carbon footprint and air quality impacts.

Enhancing McClelland Street and its sense of place will enhance personal and public physical, social, economic, and community health.

**10. Priority #**

*only prioritize internal applications, constituent applications do not need to be prioritized*

n/a

**11. Is this a constituent request?**

Yes

No

**12. Constituent contact information (phone # and email address)**

Larry Migliaccio, 385-424-8301, ldmgliaccio@gmail.com, 1846 East 1700 South, Salt Lake City, UT 84108

**13. Request for Design and/or Construction: design only, construction only, design and construction**

Design

Construction

Design and Construction

**14. If "Construction Only" in question 13, what year was the design funded?**

n/a

**15. Estimated project start date**

January 1, 2020

**16. Estimated completion date**

November 15, 2022

**17. Project life expectancy**

25 to 50 years

**18. Scope of work**

Following nearly two years of public and business engagement, the City, property owners, and community organizations have agreed that the most effective way to achieve many of the economic, safety, and livability goals of McClelland Street is to convert it from a traditional roadway to a shared street. Motorists will be driving slower, increasing exposure to businesses on

the corridor. A calm shopping and living environment, and a gateway to Fairmont Park, are unique. McClelland Street, from 2100 South (Monument Plaza) to Sugarmont Avenue (Fairmont Park), is an ideal setting for a calm street where all users are equal.

This project enables the McClelland Trail to continue, from where it currently ends north of 2100 South (Phase 1, 2016) into Fairmont Park and points south (Phase 3). Elements of this project (Phase 2a) may include special paving, lighting, bicycle parking, green infrastructure and bioswales, landscaping, a more distinctive pedestrian space, public art, benches, and outdoor dining. Further proliferation of these elements is Phase 2b. Eventually, the project seeks to rebuild the street as a curbless street where all users share the same space (Phase 2c).

As stated in the Sugar House Circulation & Streetscape Amenities Plan (2013), "McClelland Street will become a gateway between the Business District, Sugar House Streetcar (S-Line), and Parley's Trail. The proposed [McClelland] Trail uses McClelland Street as a link between the section of the trail north of 2100 South and the section south of Sugarmont."

Since 2016, Salt Lake City's Transportation Division has sought community and stakeholder feedback regarding the design and function of this section of the street and Trail. The City wanted to ensure a balance between community desires, the needs of property owners and managers, and overall Sugar House and City goals for economic and community development, safety, and opportunity. The most common outcome from that outreach was the idea of the shared street.

Now is the right time to implement these changes. Opportunities are becoming rarer and more difficult as the core of Sugar House further intensifies. Signal improvements on 2100 South (2019) will facilitate more comfortable crossings by people walking and bicycling, expanding their reach and safety within the neighborhood. Fairmont Park improvements, coupled with this project, will enhance the vitality and cohesion of the park. Creating a more accessible, freer, and more flexible public street space will also encourage people to walk and bicycle more, reducing the need for parking and roadway widening as well as increasing the accessibility of the S-Line Streetcar and the Parley's Trail.

Transforming McClelland Street into a "place", rather than just a road, with bustling businesses and residences lining its edges, will afford residents, visitors, and others opportunities to shop, socialize, and enjoy their daily activities in a calm, beautiful, and comfortable env

**19. Is this project included in the Capital Facility Plan (CFP)?**

Yes

No

**20. Is this project included in the Impact Fee Facility Plan (IFFP)?**

Yes

No

**21. What percent of this project is impact fee eligible?**

n/a

**22. Sustainability Components - significantly advances City's renewable energy or sustainability goals**

*This information MUST be supported and provided by the Department of Sustainability*

The project will be enable a resilient, sustainable, and beautiful place: a transformation of the once-industrial backdoor to Sugar House, the former Granite Furniture Block. Converting what is now simply a street into a place where people can be and travel will enhance the business district and the neighborhoods to the west. It will help them maintain their distinct characters and ease the transition between land uses. Between 2100 South and Sugarmont Avenue, the street will improve connections to and from the S-Line Streetcar and the Parley's Trail, Fairmont Park's proposed grand entrance ("Main Entry and Event Area") and the McClelland Trail's Phase II, and the future development on the former Deseret Industries block.

Essential project elements will reduce motor vehicle speeds and promote people-scale activities, such as strolling, bicycling, outdoor dining, and festivals. These elements will help the City accomplish its goals of reducing automobile dependency and improving the sense of place and community in Sugar House.

Other elements that may be included in the design include stormwater filtration (green infrastructure), which reduces the load on the City's public utilities, increases green space, and reduces the square footage of non-permeable roadway that needs to be maintained. These elements may also reduce the need for drains and covers, which are causes of consistent maintenance cost concerns. In addition, electric vehicle charging stations could be integrated into the street's potential parking areas, if space for them is allocated, in order to prepare for an electrified vehicle future.

This project's process and benefits accomplish at least the following indicators within each of the Institute for Sustainable Infrastructure's Envision framework categories: "Improve community quality of life", "enhance public health & safety", "improve community mobility & access", "encourage sustainable transportation", "advance equity & social justice", "enhance views & local character", "enhance public space & amenities", "foster collaboration & teamwork", "provide for stakeholder involvement", "plan for long term monitoring & maintenance", "stimulate economic prosperity & development", "preserve water resources",

"manage stormwater", "protect surface & groundwater quality", and "maximize resilience".

### 23. Art Component

*This information MUST be supported and provided by the Public Art Program*

A shared street will have ample opportunity and space for public art, at different scales and with distinct purposes and aesthetics. Transportation is art. Through these artistic and aesthetic elements, the project aims to create a sense of place.

The project team envision three distinct opportunities to wholly integrate art into the three phases of McClelland Shared Street Improvements: (1) Design and color of the street's pavement, telling a story and indicating the purpose of the space; (2) Visual calming effect on traffic, through art on the periphery or in a traffic circle or similar plaza space at the intersection of Elm Avenue and McClelland Street; and (3) A grand entrance to Fairmont Park, which will not only ensure a seamless transition from McClelland Street and surrounding areas into the park (and vice versa) but also offer a unique visual terminus to the street (when facing south), an element that will encourage use of both areas and an identity to the newly created "place". The latter improvements may be part of a future phase or combined with Public Services' "Fairmont Park Main Entry and Event Area Improvements" FY 19/20 CIP application.

Opportunities for the Arts Council to offer an official letter of support will also be available in future phases, when some additional or all of the above elements may be incorporated into the street.

### 24. Will future maintenance and or operational expenses effect other departments or divisions?

Yes

No

### 25. Future Maintenance and or operational expenses

*Provide estimated costs of annual ongoing operating expenses that will impact the general fund.*

Depending on the maintaining entity and phase (to be determined based on the design process), additional maintenance and operating costs (beyond existing) ongoing may be between \$20,000 to \$100,000 per year. The high end is based solely on the ongoing maintenance costs of the Regent Street RDA project (which applies exclusively to the potential Phase 2c). Exact maintenance costs will depend on the outcomes of the design process, and the material choices and intensities of the design elements.

A beautified McClelland Street will seek urban design elements that are resilient and sustainable, avoiding less durable materials like the proprietary aluminum trench drain covers or the light-duty bollards on Regent Street (elements which have been difficult for Public Services' maintenance crews to keep up with). Utilizing sturdy and sustainable materials, as well as recommending sufficient ongoing funding for maintenance, may help assuage current concerns of the Public Services Department.

Applying the lessons learned from the Regent Street project, the McClelland Shared Street seeks an incremental approach to allow for better outcomes and more sustainable funding in the future.

### 26. List the departments divisions that are or will be effected with future maintenance and or operational expenses

Coordination with these divisions/departments, or assignment to another party or contractor, will be determined as part of the planning and design process, and will depend on the phase (2a, 2b, or 2c):

Public Services Department - Central Business District and Sugar House Business District, Trails & Natural Lands, and/or Parks will provide the maintenance of hardscape and landscaping.

Public Utilities Department will provide the maintenance of green infrastructure, landscaping, and utilities.

### 27. You are required to upload documentation showing proof of communication with the department and/or division effected with future maintenance and or operating expenses. Have you uploaded this documentation?

*Proof of notification must also include above department or division acknowledging how this will impact their future maintenance and/or operating expenses.*

Yes

No

### 28. Is the project located within an RDA area or have an RDA component?

Yes

No

### 29. If the answer to Question 28 is 'Yes' what RDA project area is the project located within?

n/a

**30. What are the RDA components of the project?**

Although it is no longer within an RDA project area (Sugar House, 1986-2016), the McClelland Shared Street Improvements will continue to fulfill the RDA's goals for Sugar House: "a thriving integrated residential and business district serviced by new public transit, benefiting from increased walkability, and enhanced by new areas of open space." (RDA Annual Report 2016, p. 20). After its sunset date, the Sugar House area has continued to develop, with more transportation options, housing, and public spaces. This project will ensure that the additional people and opportunities in Sugar House are well-connected.

**31. Are other funding options being leveraged for this project?**

- Yes
- No

**32. If Question 31 answer is 'Yes' describe the amount of funding and sources being leveraged**

n/a

**33. Have the leveraged funds been secured? Please describe and provide any additional information necessary for the CD/CIP board to consider.**

n/a

**34. Are there any partner organizations associated with this project?**

- Yes
- No

**35. List the partner organizations associated with the project**

Boulder Ventures Development, Developers

Cowboy Partners, Developers

East Liberty Park Community Organization (ELPCO)

Lowe Property Group, Developers

Parley's Rails, Trail, and Tunnels (PRATT) Coalition

Sugar House Chamber of Commerce

Sugar House Community Council

Utah Transit Authority (UTA)

Salt Lake City Department of Public Services (CBD, Parks, Trails & Natural Lands)

Salt Lake City Department of Public Utilities

**36. Does this project implement a master plan(s)?**

- Yes
- No

**37. List the master plan(s) and reference specific sections of the applicable master plan(s).**

Pedestrian & Bicycle Master Plan - Section 5.4.3.3, Page 52; Figure 6-4, Pages 77-78; Figure 6-7a, Pages 83-84; Figure 6-8, Pages 89-90.

Sugar House Circulation & Streetscape Amenities Plan - Pages 12, 14, 19, 30, 44, 50, 53, 57, 58 (Design Recommendations, see below), 82-90, and the Site Furnishings Cutsheet Appendix. On page 58, under "Design Recommendations", the Plan states that, "McClelland Street will become a gateway between the Business District, Sugar House Streetcar (S-Line), and Parley's Trail. The proposed Jordan and Salt Lake Canal (McClelland) Trail uses McClelland Street as a link between the section of the trail north of 2100 South and the section south of Sugarmont." Improving McClelland Street will ensure that all users are comfortable in a constrained and densely developed space, while enabling the development of the trail into and south of Fairmont Park.

Sugar House Master Plan - Pages 6 (first complete bullet), 8 (Fairmont Community Park section and Figure 6), 9, and 14 (Trails section).

Fairmont Park Concept Plan - A grand entrance to the park, routing the McClelland Trail through Fairmont Park, connecting McClelland Street at Sugarmont Avenue with Ashton Avenue at 1100 East.

Jordan and Salt Lake City Canal (McClelland) Trail Implementation Plan (Page 30; Figure 15, Page 38; Page 46; Page 49; Pages 56-57; Appendix D, Jan 24, 2012 meeting).

**38. Is there community support for this project such as community councils or petitions? If so, upload documentation**

Yes.

Since late 2016, a multi-departmental coalition of City staff has facilitated at least seven community engagement opportunities regarding this section of the McClelland Trail, including an online survey and webpage, door-to-door business surveys, Sugar House Community Council meetings, several meetings with developers and property owners on McClelland Street, a Sugar House “Jane Jacobs Walk”, and a July 2018 community workshop. The most consistent outcome from those outreach activities was the idea of a shared street (see attachments).

Particularly during the July 2018 workshop, attendees (which included community council representatives, property owners and developers, property managers, City advisory committee members, and Salt Lake City staff) proposed short-term and long-term elements that could be implemented in different phases (2a and 2b for the former, 2c for the latter) (see attachment). From those small and large group brainstorming sessions, the three subphases of Phase 2 were developed.

The project is also supported by the following community organizations, individuals, and property owners and developers. This latter group is also interested in pursuing improvement district or similar funding mechanisms in order to enhance and maintain the attractiveness of the street. See attached letters of support from those listed below.

Boulder Ventures Development, Developer (letter forthcoming)  
Cowboy Partners, Developer  
East Liberty Park Community Organization (ELPCO)  
Lowe Property Group, Developer  
Parley’s Rails, Trail, and Tunnels (PRATT) Coalition  
Sugar House Chamber of Commerce  
Sugar House Community Council  
Soren Simonsen, Former Salt Lake City Councilmember for District 7  
Utah Transit Authority (UTA)

### **39. Which communities does this project serve?**

This project serves all Sugar House users: long-time residents (particularly those between 900 East and Highland Drive), those living in the thousands of new housing units, local and regional visitors, Fairmont Park patrons, people walking and bicycling on the McClelland Trail, transit riders, and businesses. It creates a street space place in Sugar House that is not principally for motor vehicles.

This project is located in the heart of the Sugar House Business District and the Sugar House Community Council’s boundaries, within Council District 6.

Ancillary beneficiaries are the residents and businesses in the communities connected by the McClelland Trail. By enhancing the comfort of the most densely-developed section of the trail (Phase 2), its utility and that of other sections will also increase. These areas include Brickyard, Westminster College, and the 9th & 9th neighborhood in Central City. In addition, access to and from the 9th & 9th area also enhances regional mobility for those bicycling on the McClelland or 9-Line Trails.

### **40. What are the benefits if this project is funded?**

The project will create a “place”, and not just a street. It will slow vehicular traffic, enhance exposure to businesses on and near the street, provide a calm shopping and living environment, and provide a gateway to and from Fairmont Park.

For many years, the smaller businesses and storefronts on McClelland Street have struggled in part due to lack of visibility and casual foot traffic. By enhancing and facilitating the continuation of the McClelland Trail, in addition to offer a people-scale environment for hyperlocal users who live and work on the street, this project seeks to solve the issue of low exposure and lack of pedestrian frequency on McClelland Street.

A shared street, where all users are equal, will encourage more walking and bicycling because, by design, it increases comfort, safety, and utility. Active transportation use is space- and resource-efficient, reducing the need for parking and roadway expansion. It also increases the utility of transit and other surrounding trail, bike lane, and sidewalk networks. More walking and bicycling supports more affordable and more compact development, such as transit-oriented development, while helping to bolster property values.

McClelland Street also will be a gateway between distinct areas of Sugar House, eliminate the “border vacuum” of the former Granite Furniture block, and ease the transition between commercial and residential. The benefits are myriad for the residents of the single-family homes bounded by 900 East, the S-Line, McClelland Street, and 2100 South. Reducing the likelihood of speeding on nearby neighborhood streets is one of the goals of this project.

Lastly, McClelland Street will be a beautiful place. More than just a street, it will enrich the livability for all people in a people-scale environment.

### **41. What are the consequences if this project is NOT funded?**

As McClelland Street fills in with residences, motor vehicle usage is also likely to increase. If changes are not made to the nature, comfort, and design speed of the street, safety and livability may decline as more space is dedicated more often to motor vehicles rather than to people.

Without these improvements, the McClelland Trail will be disconnected and unimproved in the densest section of its alignment. To date, the City has invested more than \$1,000,000 in the McClelland Trail north of 2100 South. Funded and design signal improvements on 2100 South will be implemented in 2019. One of the most critical missing pieces is this project's 1,000 linear feet between 2100 South and Sugarmont Avenue. Leaving the street as-is will allow it to continue to serve the purpose it has served for many years and failing to improve it will not only reduce the utility of existing and future improvements.

In addition, the Parley's Trail (along the S-Line) will remain disconnected from the McClelland Trail and the greater active transportation network in Sugar House.

Opportunities for such a transformative project will only become more difficult and fewer and farther between as the Sugar House Business District continues to build up and add more people to a confined space.

**42. Are there any legal requirements/mandates/obligation tied to this project?**

No.

**43. Provide any other information that should be known about this project**

n/a

**Budget Details [top](#)**

<b>Budget Breakdown Detail (Funding Sources)</b>	General Fund	Class C	Impact Fee	Other
McClelland Street Design Workshops & Construction Document Preparation	\$ 75,000.00			
Public Space Improvements (lighting, bicycle parking, landscaping, benches, outdoor dining, public art)	\$ 295,000.00			
Pavement Improvements (color, pavers, asphalt, curb work)	\$ 130,000.00			
<b>Total</b>	<b>\$ 500,000.00</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>	<b>\$ 0.00</b>

**Budget Details Narrative**

Phase 1 of the McClelland Trail, north of 2100 South, was funded by the Capital Improvement Program and completed in 2016.

This project seeks Capital Improvement Program funds for Phase 2a of the McClelland Shared Street Improvements, from 2100 South to Sugarmont Avenue. This phase will include further design workshops, construction document preparation, and capital improvement implementation. The project will enhance and widen the currently-narrow pedestrian realm, allowing for additional and more comfortable opportunities to walk, sit, dine, and enjoy the street. The vehicular space in the roadway will be enhanced in order to calm speeds and increase crossing comfort.

Future subphases of Phase 2 will seek to improve the street incrementally until it is a truly shared street. During several meetings in the spring and summer of 2018, and in correspondence since, developers and property owners have discussed and expressed their interest in exploring improvement district, or similar, funding mechanisms that would help fund enhancements and maintenance of an attractive street that elevates the beauty and utility their infrastructure investments in the public and private realms.

Phase 2a seeks to include "short term" improvements recommended and prioritized by the attendees of the July 2018 McClelland Street Ideas and Design Workshop (see attachments). The workshop sought to prioritize the short and long term investments that could be made to accomplish the five goals for McClelland Street: parking management, economic success, vulnerable user comfort and safety, placemaking, and circulation.

**Documents [top](#)**

**Documents Requested \***

Required? **Attached Documents \***

Map of the project

[McClelland Shared Street Improvements - Project Map](#)

Pictures of the project area

[McClelland Street - Looking south from 2100 South](#)  
[McClelland Street - Existing Narrow Pedestrian Realm](#)

Supporting documents

[Example Shared Street Improvements - Bell Street, Seattle, WA 1](#)

[Example Shared Street Improvements - Bell Street, Seattle, WA 2](#)

[Example Shared Street Improvements - 4th Street, Columbus, OH](#)

[Example Shared Street Improvements - Outdoor, Street Dining](#)

[McClelland Street Open City Hall Survey Summary \(March 2017\)](#)

[March 2017 Business Survey \(4 Options\)](#)

[April 2018 Sugar House Community Council SWOT and Design Agenda](#)

[April 2018 Sugar House Community Council SWOT and Design Results](#)

[April 2018 Sugar House Community Council SWOT and Design Recap](#)

[Apr 16 Developers and Property Owners Meeting Minutes - McClelland Street](#)

[July 8 2018 McClelland Street Design and Ideas Workshop - Invite](#)

[July 8 2018 McClelland Street Design and Ideas Workshop - Agenda](#)

[July 8 2018 McClelland Street Design and Ideas Workshop - Attendees](#)

[July 8 2018 McClelland Street Design and Ideas Workshop - Photo 1](#)

[July 8 2018 McClelland Street Design and Ideas Workshop - Photo 2](#)

[July 8, 2018 Workshop Needs and Design Solutions \(Green Short Term, Red Long Term\)](#)

[July 8, 2018 Workshop Needs and Design Solutions \(Green Short Term, Red Long Term\) Condensed](#)

[July 27 Developers Design Meeting Agenda - McClelland Street](#)

[Aug 8 Developers Design Meeting 2 Agenda - McClelland Street](#)

[McClelland Shared Street Improvements LOS \(Public Services, Public Lands\)](#)

[McClelland Shared Street Improvements LOS \(Public Services, Trails & Natural Lands Maintenance\)](#)

[McClelland Shared Street Improvements LOS \(Public Utilities, Maintenance Discussion\)](#)

[McClelland Shared Street Improvements Discussion \(CBD, SHBD Maintenance\)](#)

[McClelland Shared Street Improvements Discussion \(Dept of Sustainability\)](#)

[McClelland Shared Street Improvements LOS \(Cowboy Partners\)](#)

[McClelland Shared Street Improvements LOS \(ELPCO\)](#)

[McClelland Shared Street Improvements LOS \(Lowe Property Group\)](#)

[McClelland Shared Street Improvements LOS \(PRATT\)](#)



[McClelland Shared Street Improvements LOS \(SH Chamber\)](#)

[McClelland Shared Street Improvements LOS \(SHCC\)](#)

[McClelland Shared Street Improvements LOS \(Soren Simonsen\)](#)

[McClelland Shared Street Improvements LOS \(UTA\)](#)

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