

900 South Reconstruction

Community Parking Questions

May 8, 2019

Salt Lake City has received a lot of questions from residents and businesses about the loss of parking due to the 900 South reconstruction project. We have tried to compile all the questions heard, and corresponding answers, here to better inform the community.

- *Why is on-street parking being removed from this project? It affects the 9th & 9th area.*
 - All project parking changes are intentional and will enable safety and access improvements. The parking reductions allow the construction of the roundabout, the construction of the 9-Line Trail, ADA bus stops for Route 9, and improved crosswalks.

This section of 900 South will now be more accessible to those that choose not to drive with improved bus service and bike trail connections. This will free other parking spots for those that still want or need to drive.

The changes do not extend east or west of the project boundaries (Lincoln Street to 1300 East), or on side streets beyond the corner properties. The parking changes occur primarily at the 1100 East intersection, with only three other spaces changed at all other intersections combined. Two of those reductions are in front of residences, the other is front of one business.

- *The 9-Line Trail is planned to continue west, how will parking be impacted in future phases?*
 - All projects have tradeoffs and the City doesn't know specifically how parking will be affected until it gets to the design phase of future projects. The City will engage the community about parking earlier in the process for future projects in this area. Improved ADA bus stops and trails are expected for 9-Line projects farther west. However, no roundabouts are expected, so the number of parking spaces impacted should be reduced compared to the current project.
- *When will the neighborhood parking study begin, what is its timeline, what kind of community discussion will we have?*
 - Scoping and the first community listening meeting will be in June. The study will begin after that. Community input and feedback will also be considered in the evaluation of existing data. No scope of work has been developed nor is a consultant employed. The City will have a community listening meeting and then bring in a consultant.

- *Why is this project not placed on hold until the parking study is done?*
 - There has been a 16 month engagement process for this project. Every day the project is placed on hold will potentially cost \$5,000 to \$7,000. The parking study will address larger neighborhood parking concerns and take into account the changes from this project. The parking study may also not bring the results some members of the community hope for. The study may support these project changes. If that is the case, that would only have cost the City money without benefit.

- *How will businesses survive construction because of on-street restrictions?*
 - The City will support businesses during construction by providing predictable access, helping with signage as needed, and accommodating special events and deliveries as much as possible.

- *Is the City going to pay for business revenue losses?*
 - The City has not paid for revenue losses for similar projects in the past. The City will support businesses by providing predictable access, helping with signage as needed, and accommodating special events and deliveries as much as possible. The City's business development team will meet with area businesses to come up with a common parking plan that hasn't existed before.

- *Too little parking is already the complaint I hear most from my customers. How can you hurt my business by reducing parking further?*
 - By improving alternate transportation options, those that need the parking spaces will have better access to them. Gaining a multi-use trail and a frequent bus line will give people an option to visit the district.

The City's business development team will also meet with area businesses to develop a common parking plan. This area is successful due to small scale development, it is not a traditional strip mall model.

- *Why isn't the City going to add angled parking where it can?*
 - Angled parking was studied, but the City also has to consider the concerns of adjacent property owners and balance the needs for businesses and residents. The City has heard many different opinions about potential angled parking. Potential physical constraints also have to be considered with angled parking. These include: street trees, canals and other underground infrastructure.

- *Why did the City cave to businesses and put angled parking in the residential section of the project?*

- Some area businesses have developed a parking plan that includes new angled parking east of 1100 East. The City has not adopted that plan, there is no final decision on converting parallel spaces to angled spaces.

The City must balance the needs and desires of businesses and residents in the area. The City wants people to continue to come to this area. However, the City wants to accommodate multiple modes of transportation and not limit visitors to using private automobiles to access the district. Extending the 9-Line Trail, building ADA accessible bus stops and increasing bus service on this corridor will allow more access for people that want to use different modes of travel.

- *If angled parking is added, what will happen to existing street trees?*

- The specific impact on street trees will depend on the location of angled parking. If angled parking is added to the area proposed by some businesses, seven street trees will be lost. At other locations, like the new angled spaces in front of Fire Station #5, one non-native tree will be removed for the five spaces.

- *If you remove parking spaces from this area, won't it increase the number of people parking in front of my house?*

- This project is adding additional ways to get to this neighborhood, including extending the 9-Line Trail and new frequent bus service. The City will work with businesses on a common parking plan that will lessen the impact. Additionally, the City will begin an area parking study in the next few months to look at overall parking concerns.

- *Why good engagement overall, but secretive parking discussions?*

- When the final project design was completed in January and it was determined parking spaces would be lost, the City made a decision to do property by property engagement. This is because the parking loss was mostly concentrated at a single intersection and would displace those residents and businesses. Outreach to those individual residents and businesses started immediately.

The City now recognizes that it should have done wider outreach about parking and will do so in future projects in the area.

- *Will the City require developments who counted on-street spaces as part of their minimum to build more off-street parking in order to comply with City standards?*
 - Currently, the City credits any on-street parking to the minimum required for a particular development. It does not include those on-street parking in the minimum. The developer does not “own” those on-street parking spaces.

Changes the City makes to the right-of-way will not make a particular development noncomplying. Intensifying a use will require new parking standards, as it does in any area of the City.

- *Do the property owners need to pay the City for any design changes to the project?*
 - No, this misconception came because the City was requesting that a property owner pay for desired angled parking stalls when the addition of those stalls did not change the net gain or loss of parking within the project area. The City’s standard is to ask the adjacent, requesting property owner to pay for the implementation of any NEW angled parking that did not exist before. This was the case in 2006 when properties were assessed through a special assessment area for new angled parking areas.

- *Doesn’t the City recognize the parking issues in the area?*
 - Absolutely, the parking loss in this project primarily occurs away from where most parking is utilized, the core of 9th & 9th. The City also recognizes a significant friction/tension between commercial/office and residential parking use and properties (residents vs. businesses). In order to ease that tension, the City would like to convene a parking study and management plan to ensure that uses are compatible and that future growth remains possible even after additional parking cannot be added.

- *What parking changes can be done, and would the City need another funding source to do so?*
 - Change orders and contingencies are for unexpected surprises, not for changing design after it have been decided. More design changes could cause the project to go over budget.

- *How is this different than the case that caused the lawsuit?*
 - The Mutual Beauty Supply development is in the memory of many, but the lawsuit over that project was because of the disagreement between the community (plaintiff) and the City and developer (defendants) about how much parking should be required on-site as part of the development's building in order to not have a negative impact on existing on-street parking in the area. It is not a comparable lawsuit or based in the same statutes as the City is redesigning public right of way.
- *Can the City help businesses expand off street parking?*
 - The City's business development team will meet with area businesses to develop a common parking plan that could develop additional off street parking spaces in the area.
- *What are some parking management ideas that have been developed so far?*
 - The City has heard from the community and thought of different parking management strategies to address the parking concerns in the area.

Ideas from the community include:

- More and/or different parking time restrictions
- Residential permit parking zones
- Metered parking
- Private developers converting land to more off-street parking, including the vacation of existing alleys
- Employee parking management

The City has also considered:

- Working with area businesses to approach larger sites in the area (Smiths, East High, others) to determine their supply/demand and willingness to share parking
- Possibly creating a Transportation Management Area, Business District or Alliance
- Frequent transit service
- Improved bicycling environment (9-Line Trail)
- Improved walking environment (raised, shorter, high visibility crosswalks)
- Proposed GREENbike stations
- Electric scooters
- Circulator pedicabs, shuttles