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**COMMUNITY FORUM NEWSLETTER**

585-9244

Next Community Forum Meeting:

**Thursday, October 23**

**4:15 p.m.**

**Room 645 Rice-Eccles  
Stadium Tower**

**Parking is free at the stadium lot  
after 4 p.m.**

Call Kate at 585-9244 with questions.

### **New Format!**

In August, there were a number of topics discussed in great detail at the community forum meeting. We have included answers to these questions in addition to other topics we hope would be of interest to members of the university community. We welcome any feedback—please let us know if you like this format. We are committed to providing consistent, informative, and interesting newsletters to our neighbors after each community forum meeting. We need your help to do so.

## **Questions Raised by Neighbors**

*We often miss the Community Forum meeting notices. Is there something the U can do to better promote the meeting times?*




In addition to mailing the meeting notices via the community forum newsletter to a list of over 600 people in the surrounding neighborhoods, the date and time of meetings are posted on <http://unews.utah.edu/?action=neighbors>. E-mail reminders also are sent to those who have asked to be notified via email. Call 801-585-9244, or e-mail [kate@ucomm.utah.edu](mailto:kate@ucomm.utah.edu), to be added or removed from these distributions.

Despite these efforts, however, the issue was raised at the August meeting. University staff will look at ways to heighten awareness of the meetings, including printing on more noticeable paper, sending out public service announcements, listing in community council newsletters, and listing on the U's campus calendar.

*There is a need for more sidewalks, especially from health sciences to main campus. Is that being considered in the Campus Master Plan (CMP)?*



The master plan will help improve pedestrian and bicycle pathways. Specifically, the interdisciplinary corridor will facilitate this. It is planned from the engineering quadrant to the health sciences. We will know more specifics about how the pathway will cross TRAX once facilities management gets to the precinct level of the planning process. Right now, we are in the master plan level.



***How does CMP address the Physical Facility Community Impact (CI) 1-6 policy? Does the CMP fulfill its obligation to consider, propose and mitigate the impacts of its growth?***


The University's Campus Master Plan effort included three separate meetings beyond the quarterly Community Forums. These meetings were an opportunity for open dialogue to identify and discuss issues relevant to particular interested parties. The received input informed the planning process. Zones exist currently, and in the future as represented in the CMP, at various edges of the campus to enhance the quality of neighborhoods. Recent urban planning developments, similar to those being considered in Salt Lake City and other major metropolitan areas, show a shift to Transit Oriented Development (TOD). TOD represents an intelligent planning effort that attempts to mitigate traffic challenges by capitalizing on transit services. On campus, this opportunity presents itself at the campus edges where the TRAX light rail stations abut neighboring communities. The CMP also provides for a buffer at the northern edge of campus, where it is anticipated that new Health Science Center buildings and the Interdisciplinary Quad with its USTAR development will be built.

The University has sought ways to minimize adverse impact in a manner consistent with the attainment of its missions and goals. Although Policy 1-6, III B states that the University is not required to obtain public approval, we have engaged in efforts as best as we can to obtain community input beyond the intent of this policy.

While the CMP does not include a specific section that addresses mitigation, many of the efforts outlined in the plan do address this issue. Neighbors are encouraged to review the plan's language on traffic, increasing bicycle and pedestrian pathways, and better incorporation of open space. The Campus Master Plan can be found at <http://campusmasterplan.utah.edu/index.html>

Infrastructure considerations are a major issue and have been addressed in great detail by the engineering and associated consultants retained by Skidmore Owings and Merrill (SOM), the primary consultant for the Campus Master Plan. Presentations and discussions have occurred with representatives of SLC utilities and public services who understand and agree to the ability and strategies for campus development as noted per the CMP.

Along with these continued efforts, the U took the lead to commission a study conducted by DMJM Harris, in association with Wilkinson Ferrari & Co. (traffic consultants) to assess options and opportunities to reduce and assist traffic along the Foothill Drive corridor. This study, purposely pursued in conjunction with the CMP, is a joint effort of the Wasatch Front Regional Council, UDOT, UTA, Salt Lake City and the University of Utah.



***What happens now that the CMP has been approved by the U's Board of Trustees? What is the future approval process and will there be more opportunities for public input?***

The official Campus Master Plan process involving the consultants and final documentation for the report is complete. Apart from this, the CMP is a living document and guideline for university development. Call facilities planning at 581-6510 with questions. Any and all comments regarding CMP and university development are always encouraged. The CMP is available for viewing at the University Web site, <http://campusmasterplan.utah.edu/>.

## Other Items Discussed...

### 1. Annual Planning presentation – Eric Browning

At each annual meeting, facilities management provides a list of projects slated for the future. This year, Eric Browning, campus planner, presented the information in a revised format. At the April community forum meeting, he requested written feedback on this format. No feedback was received. At the August community forum meeting, it was suggested that facilities planning also include responses to and suggestions from past discussions, as part of the list of what the university plans to do. The university will continue to refine this process to meet the needs of neighbors and the university.

### 2. Transit – Alma Allred

In 1991, the U was spending \$18,000 - \$22,000 per year on shuttles, primarily for medical students to get from health sciences to anatomy classes on main campus. Since then the U now has 18 routes and is the second-largest transit system in Utah, second only to UTA. We now spend about \$5m / year on mass transit. The U is focused on providing options to single-occupancy vehicles and getting people to campus.

In August, an email went out to all faculty and students letting them know we realize the cost of gas has made more people than ever before use mass transit. UTA has all their buses on the roads and has increased the number of trains coming to campus. Here are some of the measures the U has taken as part of a new “go green, save green” campaign to try to change the culture and encourage people to use alternative forms of transportation:

- Installing more bike racks at the stadium and research park
- Making campus shuttles more user-friendly through GPS locators on every shuttle. You can see the real-time shuttle tracker at <http://www.parking.utah.edu/shuttles/map.html>
- Partnering with UTA on carpooling program for employees living outside of Salt Lake County.
- Switching to new proximity tracker access card for employees and students so that UTA can better track passengers
- Looking at alternative fuel sources to save money. Currently, one shuttle runs on used vegetable oil. Commuter services recently got hit with a fuel surcharge. This meant the cost for parking permits had to be increased by 10%, the first time students' parking permit costs have increased in 7 years.

### 3. Universe Project – Tami Cleveland

The university is in the pre-development phase of the Universe Project, a transit-oriented mix-use development proposed for the stadium lot. The university is looking to create a vibrant center for campus life and has engaged a Salt Lake City sponsored special advisory task force. This task force is made up of members from the University neighborhood, planning commission, historic landmark commission, and Vest Pocket. Part of the process was designed in order to get neighborhood input. As the project goes forward, that information would be brought into design meetings with the developer. At the moment, the university has determined two finalists for the development. A final determination will be made in early fall. The public is encouraged to refer to <http://www.facilities.utah.edu/universe/index.html> for updates to the Universe Project.

In addition, any questions can be answered at 801-581-6510. Here are some key points that were among neighbors' thoughts regarding the Universe Project:

- **Perceived loss of parking.** Most of the proposals for the project maintained the current amount of parking or even in some cases increased the amount of parking currently available to the university.
- **Perceived traffic congestion.** We are very early in the planning, but there will be a traffic study prior to development of the Universe Project. It will be a transit-oriented development, so the idea is not to remove elements like traffic and mass transit, but to see how they function together.
- **Types of retailers.** It is in the best interest of the developers to choose retailers who will keep the needs of the clientele they are serving in their business plans so that they can maintain a successful business. The task force has looked at many locally owned businesses that may be interested in utilizing this development. The determination of the retailers will be developer-driven, but the university has issued guidelines in the RFP to ensure that the needs of the university and its constituents are met.
- **Joint task force.** One neighbor commended the university and the city for creating the joint task force and said that this is an example of the way the relationship among university, neighbors, and city officials should work. He offered three suggestions for improvement to the process, however: 1) Provide for more public input on the choice of location prior; 2) City officials to take a more active role in evaluating the project and maintain a position of authority; and 3) Provide for more public input into the design of the task force itself, assuring that there is a representation of shared as well as contrary views.

THE UNIVERSITY OF UTAH



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