

STATEMENT OF THE COMMUNITY COUNCILS WITHIN SALT LAKE CITY COUNCIL DISTRICT NO. 6:

Adoption of the University of Utah's Research Park Vision Plan will substantially impact each of the neighborhoods within Salt Lake City Council District 6. The Vision Plan projects that over the life of the Plan, traffic to and from Research Park could increase by 50% compared to current levels. To mitigate this increase, the Vision Plan includes an aggressive set of transportation demand management tools; however, even with these measures, the University projects a 28% increase in traffic.

When the City of Salt Lake's East Bench Master Plan was adopted in 2017, it stated that traffic on Foothill Drive and Sunnyside Avenue was already at capacity. This means that new development in Research Park will put additional pressure on infrastructure which is already at its limit.

The University's Real Estate Administration (REA) has solicited input on the Research Park Vision Plan from the Community Councils within District 6 and has committed to work with UDOT, UTA and the City of Salt Lake to implement the traffic infrastructure and demand management improvements called for in both the East Bench Master Plan and the Research Park Vision Plan. Each of the Community Councils in Salt Lake City Council District 6 joins with the University to demand implementation of the East Bench Master Plan's approach to tying future development to traffic infrastructure and demand management:

- “The existing development pattern of the Park is auto-oriented with large surface parking lots and minimal pedestrian and bicycle infrastructure. Redevelopment should allow for and encourage pedestrian, bicycle and transit uses to and within the Park. Research Park's major contribution to the State's economy should be highlighted and used as a tool for requesting additional public transit options that tie into the regional and local transportation network.” EBMP, p. 79
- “The facilities in the Regional Activity Center will continue to grow. This growth is a positive contribution to the State and Region; however, it can strain City resources and impact the livability of the adjacent neighborhoods. Growth of the regional facilities should be managed according to the ability of the transportation and utility infrastructure to meet that growth. When studies and projections related to future projects show that the project will impact the infrastructure level of service, the facilities should work with the City and any other partnering agencies for a solution prior to construction.” EBMP, p. 78

In order to allow assessment of the Research Park Vision Plan, the Community Councils request immediate publication of all transportation and other impact studies undertaken by Nelson Nygard. This needs to occur *prior* to the adoption of the Vision Plan, so that the Community Councils are able to assess the potential impacts of the Plan and provide their input before the Plan is adopted.

The Community Councils support the following infrastructure improvements and traffic demand management measures outlined in the Research Park Vision Plan, and join with the University in

requesting that these improvements be put in place as a condition to the development of Research Park envisioned in the Vision Plan. This includes an agreement from UTA, UDOT, the City of Salt Lake and the University to fund these infrastructure improvements:

- Implementation of parking fees, free transit passes, encouragement of rideshare through parking benefits and rideshare passes for Research Park tenants;
- Implementation of measures to encourage multimodal transportation within Research Park;
- Construction of a “transit-only” access point from Foothill Drive into Research Park supporting UTA buses and University shuttles;
- Construction of a “Small Mobility Hub” connected to the existing UTA TRAX Red Line and integrated with the University’s Campus Circuit, connecting Research Park with the main Campus and Health Sciences Campus;
- An HOV Lane on Foothill Drive, to be constructed during years 5-10 of the Vision Plan.

In addition to these improvements, the Community Council’s support of the University’s adoption of the Vision Plan is conditioned upon:

- A commitment by the University to cap the number of residential units within Research Park so that there will be no net increase in the number of residential units currently located within the Park; and
- Formalization of the commitment in the Vision Plan that “buildings within Research Park fronting Sunnyside would be limited to three stories.” Vision Plan, FAQ: Covenants, Conditions & Restrictions.

Finally, the Community Councils request that the University identify a person to act as an advocate, in partnership with the community, to work with UDOT, UTA, and the City to assure that the necessary improvements are put in place to reduce strain on existing infrastructure prior to any development within Research Park.

Adopted by the Trustees of the:

Sunnyside East Association

East Bench Community Council

Foothill/Sunnyside Community Council

Yalecrest Community Council

Bonneville Hills Community Council

Sugar House Community Council

Wasatch Hollow Community Council