



# SALT LAKE CITY TRANSMITTAL

**To:**  
Salt Lake City Council Chair  
Salt Lake City Redevelopment Agency Chair

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**Chief Administrator Officer's Signature \***

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**Director Signed Date**  
07/30/2024

**Chief Administrator Officer's Signed Date**  
07/30/2024

**Subject:**  
Green Loop Update

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**Presenters/Staff Table**  
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**Document Type\***  
Information Item

**Budget Impact\***  
☐ Yes  
☒ No

**Budget Impact:**

**Recommendation: \***  
None

**Background/Discussion (?)**

The purpose of this transmittal is to provide an update for the City Council related to the Green Loop project. See the attached document, which includes a summary of work completed to date.

**Will the City Council need to hold a public hearing for this item? \***  
☐ Yes  
☒ No

**Public Process**

**Chief Administrator Officer's Comments**

# Green Loop Update



## INTRODUCTION

Salt Lake City has a bold vision for sustainable growth that retains the unique balance of urban nature that has long defined Utah's capital city. The Green Loop will be Salt Lake City's signature thoroughfare — easing traffic, lowering heat, and offering countless opportunities to connect, relax, and play.

*The Green Loop will add green and park spaces in the Central Community, which is the area in the City with the greatest need and highest frequency of visits.*

*Brings up to 60 acres of green space of the 94 acres needed by 2040 to keep up with growth.*

*Includes up to 50 trees per block, cooling our streets down and creating an urban forest.*

*Transforms 5.5 miles of streets with pathways, bikeways, and additional mid-block crossings to create safe, inviting walking and biking routes for all ages and abilities, from kids to seniors.*

*Connects to the city's urban trails, neighborhood byways, and transit network to encourage lighter car use downtown and throughout the city*

*Creates spaces that are designed to be inclusive and welcoming for all to use and enjoy.*

The idea for a Green Loop has been around for a while, starting with a concept in the Chamber of Commerce's 2007 Downtown Rising Vision Plan and more fully described in the 2016 Downtown Master Plan adopted by the City Council.

### The SLC Green Loop is an opportunity to incorporate:



An assessment of the entire route along with the concept design for the 200 East portion of the project is currently underway and intends to better understand the components of what a Green Loop could be and to confirm opportunities, barriers, and implementation costs. Feeding into this work is feedback from engagement efforts, which included a pop-up park on 200 East between 300 and 400 South in the Summer of 2023.

This document highlights where we have been, what is in progress, and next steps to implement the Green Loop.



## VISION

The Green Loop is a revolutionary approach to the city's public realm, converting portions of right-of-way to a transformative green space and a valuable community asset. Adding greenery alongside gathering spaces and multimodal pathways will help cool downtown, provide more travel options, better manage stormwater, and improve water quality.



While innovative within Salt Lake City, other cities around the country have recently constructed similar projects, transforming their downtowns, strengthening their economies, and providing transformative transportation options for their residents. Examples include Boston's Rose Kennedy Greenway, the Indianapolis Cultural Trail, Atlanta's Beltline, Lexington's Town Branch Commons, and Ogden Utah's Grant Avenue Promenade.

## GUIDING PRINCIPLES

These guiding principles for the Green Loop have been distilled from public input on the project, compiled during the

200 East Green Loop pop-up in 2023. They are in priority order, based on what has been heard from constituents.

- Develop a **robust downtown urban forest**
- Serve as an **active transportation corridor** for walking and biking
- Improve **water quality** through stormwater management
- Create **inviting social spaces** that provide a variety of amenities and attractions
- Create **public front yards and gardens** within the Downtown that support the needs of all users.



## GREEN SPACES

The Green Loop would integrate up to 60 acres of green space/infrastructure in our downtown neighborhood, a neighborhood experiencing rapid population growth with very little existing green space. Significantly reducing the hardscape along the green loop corridor to make way for

trees, shade, plants, people, play and recreation will create a more livable and family-friendly downtown.

The Green Loop will increase the density, diversity, biomass, and cooling capacity of the downtown urban forest by adding thousands of trees. More space for larger varieties of trees to grow to maturity means more shade and cooler temperatures.

Integrating permeable pavements and gardens to accept surface stormwater reduces flash flooding from large storm events and supports a diversity of native and naturalized plants that bring birds and pollinators to our doorstep. Plants treat water where it falls to improve water quality. Shaded green spaces can be as much as 10-15 degrees cooler than nearby sunbaked paved areas, extending the time we can enjoy being outdoors. Plants help filter air, remove pollutants and produce oxygen.

Green spaces make life better for people. The Green Loop improves connectivity for active transportation in and around downtown, it can be a place to exercise, relax, play, and enjoy nature. The mature trees and diverse plantings make commercial areas more vibrant and neighborhoods appear nicer. It connects us to nature, the plants provide homes to birds, insects and other animals. The green loop brings nature to downtown to make better living spaces through resiliency, beauty and connections.

## **MULTIMODAL CONNECTIVITY**

The project will provide vital transportation connections, especially for people of all ages and abilities traveling by foot and bicycle. The Green Loop itself, and via connections to other trails and byways, will connect neighborhoods throughout the city to downtown. For those commuting to work

on foot, by bike, or from public transportation, the shade and cooler environment of the green loop will support a more hospitable travel experience even in the hotter days of summer.

Transportation connections created through this project are vast, thanks to the bike and path networks throughout the City that will be linked together through this project. One could begin their journey near or on the Jordan River Trail, connect to the Green Loop on the 9-Line or Folsom Trail, and stop in downtown or continue to a destination in Sugarhouse via the McClelland Trail or continue traveling east on the Parley's Trail. The Green Loop fills the missing middle in the heart of downtown to a network that already connects people to destinations across the City.

## **RESILIENCY**

Stormwater quality areas are integrated along the Green Loop to infiltrate surface stormwater and improve water quality. These infiltration areas also mitigate the impact of frequency of surface stormwater flooding during large summer storms. Infiltration areas support a diversity of plant species and add nature to the urban core.

Incorporating a private utility vault in the redesigned corridor will improve management of the private utilities and offer better access for the utilities to manage their infrastructure. Collaboration with Public Utilities has defined access requirements to manage underground utilities and design strategies to reduce below ground conflicts.

## HISTORY OF THE GREEN LOOP

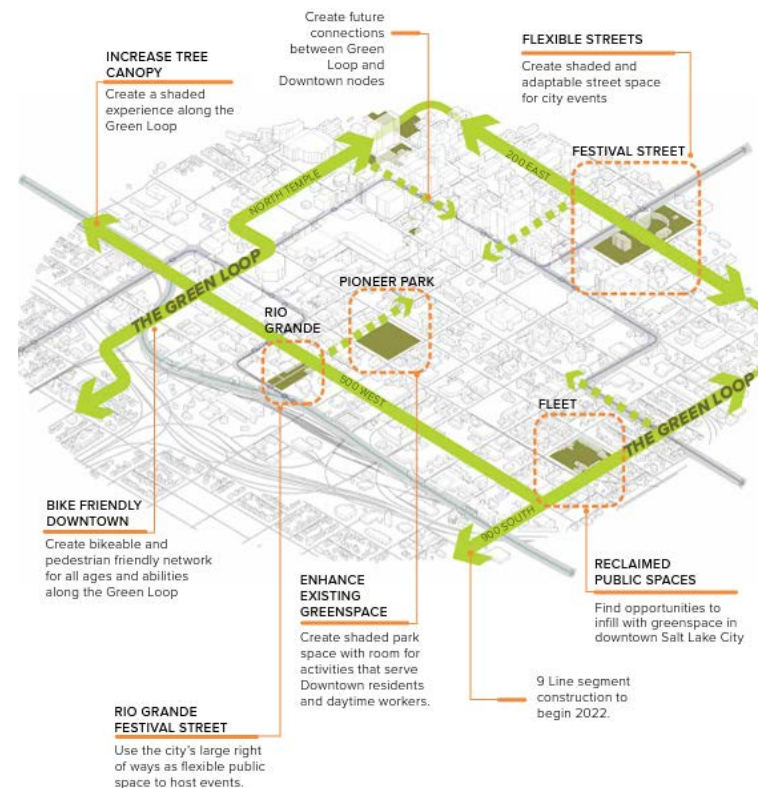
The concept of the Green Loop was first proposed nearly 20 years ago, in the Salt Lake Chamber of Commerce's 2007 Downtown Rising Vision Plan. More recently, the concept has been further refined in two adopted city plans: the Downtown Master Plan (2016) and Reimagine Nature Public Lands Master Plan (2022).

The 2016 Downtown Master Plan, created with public input and adopted by the City Council, identifies an interconnected park network as one of five key projects for a vibrant and thriving downtown. Salt Lake City's biannual residents' poll consistently ranks open space within the top three most valued urban amenities. The Downtown Plan recommends the Green Loop as one of five "key moves" that would make important green space improvements for people and vehicles in the downtown, with the next step being investigating wide streets with low traffic volume for feasibility: "The Green Loop introduces new urban landscapes through the downtown, linking important open spaces" and in some locations, "it will serve as an important social and recreational amenity where none currently exists. It will serve ecological and public health purposes, too, providing shade, stormwater infiltration, and filtering pollutants." The Green Loop has the potential to add up to 60 acres of green space with space for thousands of new trees downtown.

Reimagine Nature, adopted in 2022, identified the alignment of the Green Loop shown in the next image and calls it out as a key near-term investment to grow the park system and an addition to our green spaces that are specifically needed to

keep pace with increased downtown residential growth. This plan from Public Lands recommends the Green Loop as a transformative project to meet level of service goals for park

Figure 31: Activating downtown SLC diagram.



acreage per resident in the downtown area. An action step in this plan included the need to provide leadership in the planning, public engagement, design and implementation of major greenway projects such as the Folsom Trail and Green Loop. The Administration relies on the approval of plans like Reimagine Nature to prioritize workload and projects.

In FY22, Public Lands received funding through the CIP process to study the Green Loop concept further through conceptual design which includes survey, community and stakeholder engagement, and 30% design for 200 East, one of the high priority sections of the Green Loop. This work will be substantially complete in late summer 2024.

The consultant team has also begun a technical study of the Green Loop's northern (N/S Temple) section and western section (500 West) to determine preferred alignments and location of proposed green space in the right-of-way. This work, supported by FY22 CIP funds approved for urban trail development, is the first step in conceptual design.

Full conceptual design on these legs is awaiting additional funding for the community and stakeholder engagement, design drawings, and review process to complete a 30% design and cost estimate equivalent to the work currently underway on 200 East. The technical study will develop framework alternatives for northern and western legs of the green loop to be ready to evaluate the pros and cons of each with public and stakeholder input.

## NEEDS & CONDITIONS

### NEEDS ASSESSMENT

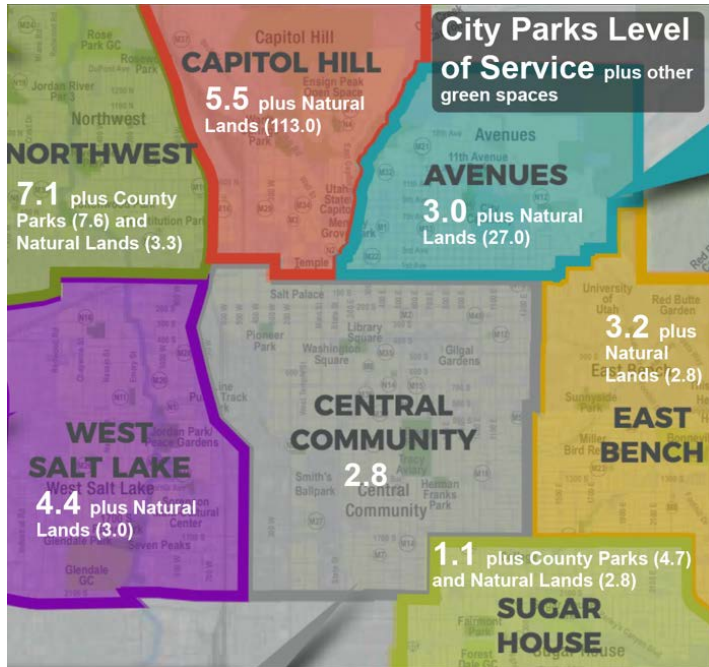
The 2019 Public Lands Comprehensive Needs Assessment identified key deficiencies in the public lands system, as well as trends in population growth and access to green space. The assessment recommended adding 94 acres of open space to the city by 2040 to meet projected population growth and maintain park level-of-service that residents are accustomed to. Additionally, "High Needs Areas" of the city were identified by evaluating population density, household income, percentage youth ages 0-17, percentage of seniors, and areas of potential growth. Areas of high need indicate the need for new parks, where there is a higher lack of access to existing parks, and where capital investment in existing sites should be prioritized.

The Central Community showed the greatest concentration of High Needs Areas, while also having less than half the level-of-service (LOS) than the citywide average of green space. The LOS tells us how many acres of green space are in an area per 1,000 people. The low LOS in the Central Community indicates that this area has fewer green space per 1,000 people than other areas with higher LOS ratings. The Central Community has these low service levels of parks and green spaces, but it also has the parks that are most frequently visited.

Downtown population growth continues to outpace projections with nearly 4,000 housing units permitted since 2019. Recent



zoning changes now allow for unlimited building height in the Central Business District. Downtown residents rarely have private green space and depend on public green space for leisure, recreation and connection to nature.



	Land Area	Total Park Acres	Park Area as Percent of Land Area
Portland	85,393	13,480	15.8%
Sacramento	62,666	5,811	9.3%
Denver	97,920	5,900	6.0%
Portland Central City	3,000	126	4.2%
Downtown SLC	1,474	28	1.9%
Salt Lake City	69,703	1,221	1.8%

No new significant green space has been added to meet the needs of these new residents, and the lack of green spaces in the City's most dense area is a particularly crucial downfall for attracting families into downtowns. Other components that are currently being addressed through redevelopment of City owned properties include prioritizing family-sized homes, adding local daycares, and designing streets for families and kids.

## URBAN HEAT ISLAND

Salt Lake City's summer temperatures this year were often 10 degrees higher than average with many days over 100 degrees. In July of 2023, a heat mapping campaign measured temperatures across the city to identify urban heat islands. In places where tree coverage is low, temperatures can be as much as 15 or 20 degrees higher than areas of the city with large mature trees and green space. Heat concentrates in areas of the city with wide asphalt streets that have little to no canopy cover and the impacts of extreme heat are likely to continue increasing. Green spaces provide cooling throughout the day and extend the time when people can be outdoors.

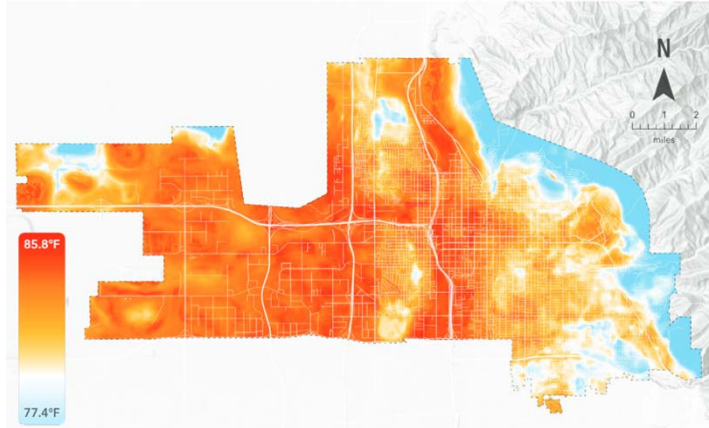
The following map visualizes field measured temperature data collected in July 2023 as part of a heat mapping study, that Sustainability partnered on. The map is a detailed analysis of the distribution of heat in the morning, afternoon and evening with highly urbanized areas suffering most. The section of the 500 West leg of the Green Loop is in the center of an area in the city that is at the highest temperatures.





### Average Area-Wide Model

The average model is produced by averaging together the morning, afternoon and evening models with equal weight.



Public Lands is also moving forward on several projects that will invest in creating green spaces, that offer relief in other areas that see urban heat island impacts, through the General Obligation Bond. This bond allocated more than half of the \$85M funds to west side projects including major investments in Glendale Park for \$27M; Jordan River Corridor investments for \$9M; Folsom Trail from 500 West to 10000 West for \$5M; and an additional \$3M for the two council districts for a total of \$44M in Westside projects.

## ROADWAY RECONSTRUCTION

When Salt Lake City reconstructs roadways, city ordinances and state laws both direct the reconstruction project to include the implementation of the City's Complete Streets ordinance and appropriate City general plans. Recent reconstructions, such as 200 South Downtown, Highland Drive in Sugar House, and 300 West just east of I-15; and upcoming reconstructions

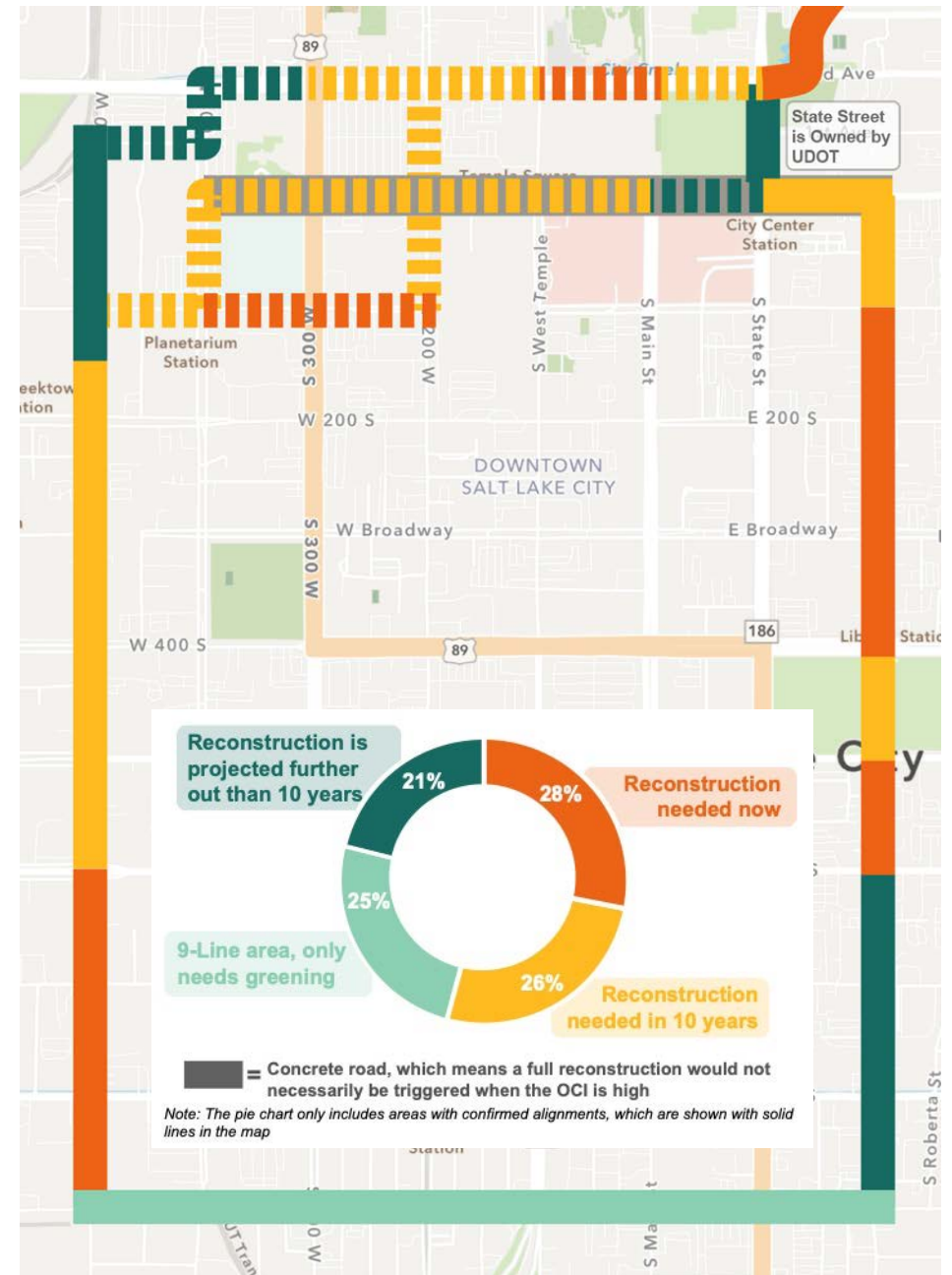
such as 600 North and 900 West have all made transformative changes to the look, feel, and function of our streets. The Engineering Division makes recommendations for streets to be reconstructed based on their estimated Overall Condition Index (OCI), which applies a degradation factor to information gathered in the 2021 citywide street condition survey.

The blocks that most need capital maintenance overlap with sections that would be most desirable to lead the construction of the Green Loop for a variety of reasons:

- 200 East from 100 South to 400 South needs to be reconstructed and would also greatly benefit from the addition of downtown green space in an area that has had intense redevelopment and addition of new dwelling units. Reconstruction is ultimately needed for the entirety of 200 East from South Temple to 600 South.
- The south part of 500 West from 600 South to 900 South needs to be reconstructed. It's located in the Granary District, where property owners have been very enthusiastic about the Green Loop as a part of the area's economic development strategy. This also makes a strategic connection to the 9-line Trail.
- The 9-Line Trail and 900 South reconstruction, in final stages of completion, form the south leg of the loop. This segment was already prioritized back in 2018 for the Streets Bond based on the confluence of pavement condition with the then-recently completed 9-Line Trail Extension Study, and also knowing that the 9-Line would become part of the Green Loop.
- The north part of 500 West already hosts the "Park Blocks" constructed in the early 2000s. These public-

way green spaces have recently been revitalized by new apartment buildings on their west side. Enhancing active transportation connections through the park blocks, especially to reach the Folsom Trail and the North Temple / Guadalupe Frontrunner Station, will complete the loop in this area.

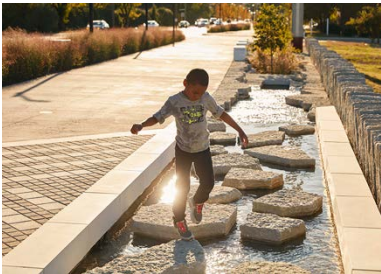
200 East from South Temple to 500 South has already been included in the Engineering Division's notice of Street Construction for 2024-2026. The upcoming notice extending to 2027 is likely to include 500 West as a possible candidate street for reconstruction in 2026 or 2027.



## CASE STUDIES

Infrastructure investments like the Green Loop vision have been successful all over the world. A few projects with similarities to the Green Loop are highlighted below:

### *Lexington's Town Branch Commons*



The Lexington Town Branch Commons project is an urban revitalization project for a historic waterway that reconnects the city to its historic roots. The project includes a surfaced waterway, green space, scenic view and trails for walking and biking and supports urban livability, new businesses and economic development. The new green space hosts a variety of community events such as festivals, farmers' markets, and outdoor concerts. It is a draw for tourists interested in outdoor recreation and urban exploration that benefits local hotels, restaurants and shops, evidenced by the opening of new businesses along the greenway.

The Project had both public investment and private contributions totaling \$100 million. The project attracts thousands of visitors a year and led to increased property values, higher tax revenues and enhanced business opportunities.

### *Atlanta Beltline*



The Atlanta Beltline is a significant urban redevelopment project in Atlanta, Georgia and managed by a non-profit. It transforms 22 miles of historic railroad corridors into a greenway with multi-use trails, transit and parks and green space. The project is being implemented in phases. The Beltline mission is to revitalize neighborhoods, promote sustainability, enhance connectivity and foster community. As of 2024, the Beltline has sections that have been completed with design and construction with full completion anticipated in the mid-2030's. The Atlanta Beltline Inc. is responsible for maintenance and operations costs through a combination of public funding, private contributions, and revenue from the Beltline's assets. The Beltline promotes local small businesses through initiatives like the Beltline Partnership Program, which

offers support and resources to local entrepreneurs and businesses. The Beltline has spurred over \$10 billion in private investment that includes residential, commercial and mixed-use developments.



## *Indianapolis Cultural Trail*



The Cultural Trail is an 8-mile-long urban trail that connects neighborhoods, cultural districts, and landmarks in downtown Indianapolis with trails for walking and biking. It is renowned for its public art installations and hosts various events and festivals throughout the year. It has contributed \$1 billion in economic impact to the city with increases in property values, new business investments and increased tourism. It has brought over \$500 million in new construction and renovation projects along its route, bringing restaurants, retail and new businesses along its route. The trail attracts more than 1.5 million visitors annually. Developers have invested in properties adjacent to the trail due to

the increased foot traffic and the attractiveness of the area. For every dollar invested in the Cultural Trail, there has been a return of about \$8 in economic benefits. The project was constructed in City right of way and was supported by both city funds and significant private contributions from corporations, foundations and individual donors. Operations of the Cultural Trail are handled by a non-profit.

## *Boston Rose Kennedy Greenway*



The 1.5-mile-long greenway was created as part of the Central Artery Project (colloquially known as “The Big Dig”), a project that involved routing a major interstate into a tunnel beneath the city. Named after prominent Bostonian Rose Fitzgerald Kennedy, it is a celebrated example of urban renewal and offers a blend of nature, art and community activities in downtown Boston. The greenway opened to the public in 2008. Greenspace, gardens, public art, events markets and historic markers highlight the rich history and development of the greenway. The public park is managed by a non-profit established by the state legislature and an annual budget comes from a Business Improvement District and other private funding sources.

## *Salt Lake City's S-Line and Sugar House Greenway*



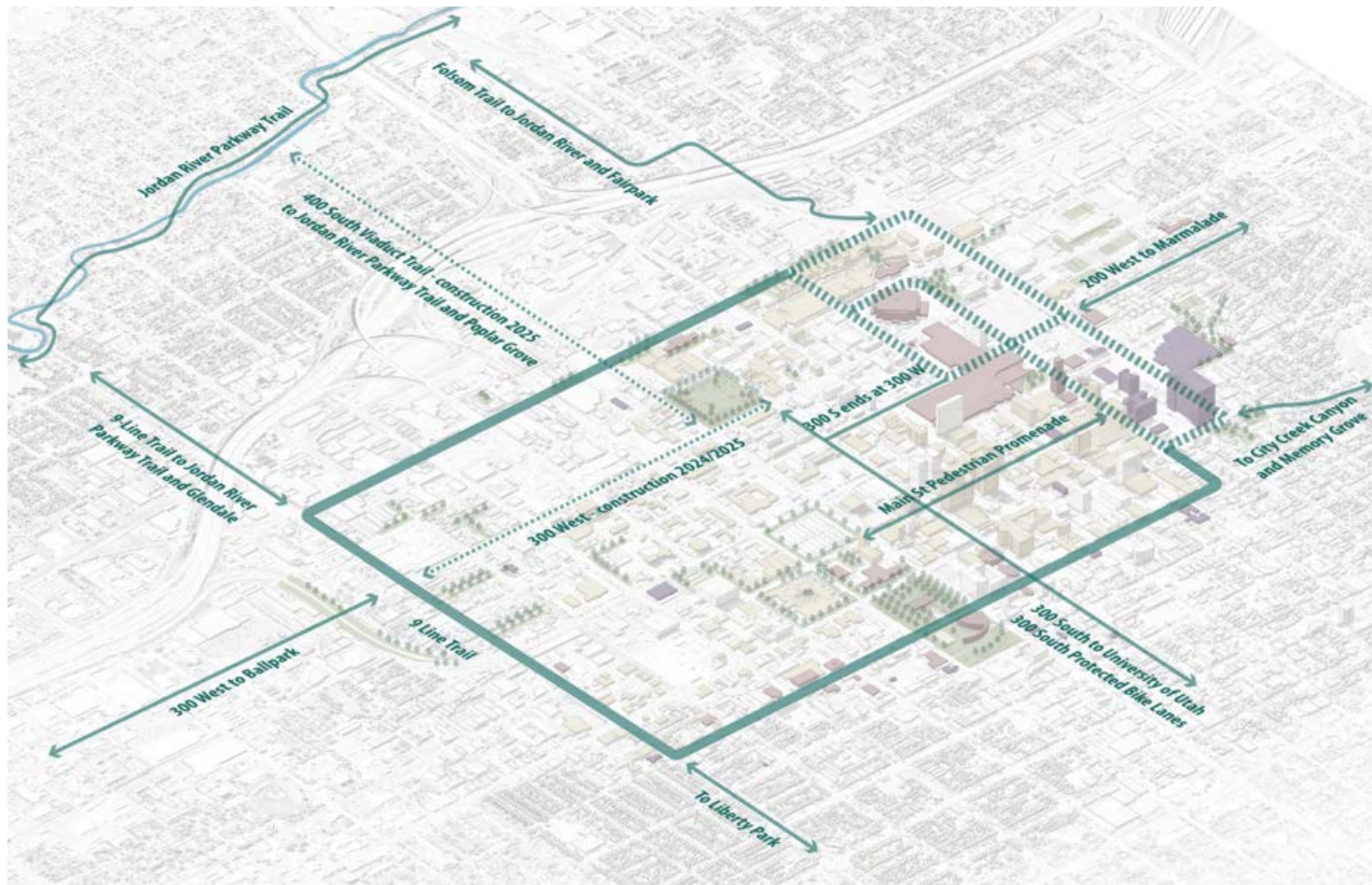
The S-line urban redevelopment transforming a former railroad corridor providing space for the S-Line streetcar and adjacent Sugar House Greenway. The 1.4-mile long greenway along much of the 2-mile streetcar line has public art, multiuse trails and diverse vegetation. Salt Lake City's 5.5 blocks of greenway, set into the foundation created with the completed transit corridor, cost \$7.6 million in 2014.

A recent study by the University of Utah showed the streetcar and greenway project has spurred more than \$2 billion dollars of economic development over the last 10 years. This includes over 2,000 new high-rise apartments along the corridor, new retail and office spaces on land within ½ mile of the corridor, and boosted property values in the area. Growth along the S-line has been in the form of higher density, mixed use neighborhoods. The project cost \$55 million with nearly half of that coming from federal transportation grants.

Use of the Sugar House Greenway corridor is all about motion – people and dogs walking, bicycling, and strolling – in addition to the streetcar itself. A summer evening sitting along the path has revealed senior citizens with rollators (wheeled walkers), teenaged mountain bikers, middle-aged sport/fitness bicyclists, bicycling families heading out to dinner at one of the Sugar House restaurants, parents pushing strollers, and people of all ages walking dogs. This is a true all ages and abilities facility.

## CONCEPT

The Green Loop will add access, green space, and connectivity. This greenway will counteract the urban heat by creating a downtown oasis of trees and water wise native plants, create recreation opportunities for the 10,000+ residents anticipated in downtown core by 2025, and develop gathering places for business lunches, evening dinners, and entrepreneurial networking. By connecting to many of Salt Lake City's major trails such as the 9-Line, Folsom Trail, and Jordan River Trail, the greenway will link east- and westside neighborhoods and provide access to popular downtown destinations such as the Main Library, Memory Grove, City Creek Center, the Gateway, the Delta Center, Temple Square, and Frontrunner commuter rail.





As the project has moved from vision towards concept, the ways it has become more clear how the Green Loop could transform Salt Lake City's roads.

### OUTDOOR PLAY & LEISURE



### FLEXIBLE PLAZA & COMMERCIAL PATIO



The Green Loop could redesign our straight and wide streets into spaces that help improve water quality and stormwater

retention while also creating spaces to gather or sit outside for lunch. It has the potential to turn right-of-way into a place for residents and visitors to travel more safely on protected multi-modal paths, but it can also transform our downtown into a backyard in places where higher-density leaves many without their own outdoor spaces.

Compare conditions on the road today (examples from 200 E and 500 W are shown below), to the conceptual renderings (from the work completed on 200 E) on the left. Moving from what exists on today to the Green Loop will be a major change in how the roads look, feel, and operate.



These spaces currently serve many functions for the City and community, and they will serve more functions in the future as

the Green Loop. Naturally, there will be conflicts and challenges in making sure roads serve all functions well. This will need to be explored in detail as each section moves forward through conceptual design and further design. A few of these include:

- Greening while continuing to provide access to underground utilities,
- Adding green spaces and plazas while maintaining fire access for tall buildings,
- Configuring the many roadway elements in ways that meet the project vision while also working within complex technical realities, and
- Adding more functions in our right-of-way with consideration for future maintenance realities.

The concept design for 200 East has been a study in overcoming these conflicting priorities to show how the Green Loop vision can be implemented. Throughout the concept development the project team engaged the community, stakeholders, and City to work through the details and resolve conflict.

## 200 E CONCEPTUAL DESIGN

Based on pavement condition and the need for a future street reconstruction on 200 East, the Public Lands Department and the Transportation Division requested funds in FY22 Capital Improvement Program to take the first step in Green Loop design, which has included developing a vision with community and stakeholder input, through a phase called Conceptual Design. The Salt Lake City Council funded the Public Lands design-focused 200 East project along with a

Transportation request to undertake a quick-build or pop-up project as part of the community engagement for the full build.

### Before: 200 E Today



### An Aspirational Tomorrow



Conceptual Design (otherwise known as 30% design drawings for this work) for 200 East from South Temple to 900 South will soon be complete. The conceptual design goes beyond the high-level concepts and explores the following items in detail by:



- Reimagining 200 E from South Temple to 900 S with technical, public, and stakeholder input,
- Exploring options for feasibly increasing the tree canopy and creating a robust urban forest amongst engineering and public utility constraints,
- Identifying roadway configurations that work amongst these constraints while also creating safe spaces for bicyclists and pedestrians,
- Outlining opportunities for creating a vibrant and inviting downtown public realm where you can meet your neighbors and experience the city, and
- Seeking solutions for increasing biodiversity and resiliency.

The concept has been informed by both feedback from the community and stakeholders as well as by technical constraints from experts in this type of work and within the City. Engagement began in Spring 2023 through a pop-up park on 200 East that showed visitors what opportunities could



exist in a space traditionally thought of as only for cars. Of the 1000+ people who responded to a survey about the pop-up, more than 60% of respondents said they supported a concept

that provided more features to reduce air and/or noise pollution, and would increase pedestrian only space, street trees, and green space downtown.

More than 150 people attended the public open house, walking and bike tours in November 2023. Participants shared ideas about specific amenities, improvements, and programs they'd like to see along 200 East and generally around the Green Loop. They also asked questions and shared concerns about traffic congestion, security, and maintenance.



The project team hosted a series of walking tours and on-site engagement in November 2023. A second project survey opened to the public at the same time and closed at the end of January 2024. Of the 1000+ survey participants, 76% like or



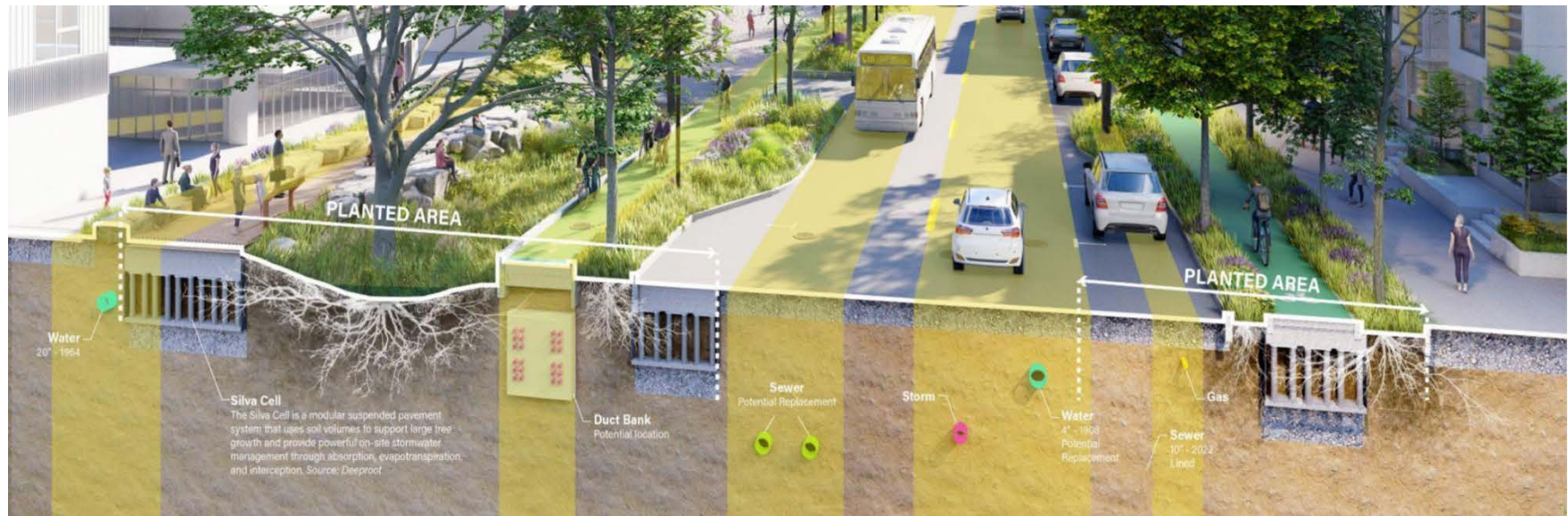
strongly like the concept with 63% saying they'd use it daily or weekly. 90% of those survey respondents live or work downtown.

The project team has also met with some adjacent stakeholders including the Heber Wells and Olene Walker State office buildings, Metro Condos and Salt Lake Arts Academy to engage those communities in more detailed conversations about their frontages on 200 East.

Future engagement will continue as current and future project phases move forward, and the input received thus far is being combined with information from engagement with departments across the City and the project team's understanding of technical needs to further conceptual design.

Technical considerations, several of which were previously identified, are being explored more deeply through conceptual design. Along 200 East specifically, those that are rising to the top include Public Utilities, Fire, and long-term maintenance of the Green Loop.

Coordination with all departments will continue, but higher levels of coordination have been occurring with those who are impacted by these complex technical considerations. The image at the bottom of the page highlights some ideas being considered that could make the Green Loop more compatible with future development and needs related to upsizing utilities.



Diving deeply into the most complex issues through conceptual design has been key to understanding the full costs, constraints, and required collaboration needed.

The goal throughout this project thus far has been to bring all that has been learned from other recent roadway reconstructions and green space projects to the table, identify challenges early, and seek collaborative solutions.

## **NORTH/SOUTH TEMPLE & 500 W SECTION UPDATE**

The consultant team has begun to study the Green Loop's northern (N/S Temple) section and western section (500 West) to determine preferred alignments and location of proposed green space in the right-of-way. The study will develop framework alternatives for northern and western legs of the green loop to evaluate the pros and cons of each. Alternatives of each street will be developed in plan and section, and will include the proposed location, type, and size of trails and sidewalks; street and lane configuration; on-street parking; connections and adjacencies; and the open space program areas, trees, and landscape types. The alternatives will also evaluate existing and proposed utilities, potential conflicts, and make recommendations for upgrades or replacement, if needed. In this process the consultant will work closely with the City and project stakeholders.

The project scope area is defined as:

- The six full blocks of North Temple and South Temple in between State Street and 500 W, with the addition of connections or extensions for those walking or bicycling

to reach the Frontrunner Transit Station and the Folsom Trail;

- Northwest corner options including 200 West (N Temple to 100 S), 400 West (N Temple to 100 S), 500 West (50 South to 100 S), 100 South (200 West to 500 West), and/or 50 South (400 W to 500 W); and
- Eight additional blocks of 500 West (100 S to 900 S) (with collaboration with RDA consultants 200 S – 400 S to provide consistent approach but prevent duplicate work).

## **PHASING & FUNDING**

Draft recommendations for phasing of the Green Loop have been grounded in knowledge of pavement condition and reconstruction needs, current tree coverage and open space, technical feasibility, and funding opportunities. Reconstruction of City streets opens the door for major transformations like what has been seen on 300 W and 200 S and therefore the blocks most in need of reconstruction easily rise highest in priority for seeking funding. This includes most northern blocks of 200 East (100 S to 600 S) and southern blocks of 500 West (600 S to 900 S) and of 2024, these blocks are currently in need of reconstruction, based on the Engineering Division's estimated Overall Condition Index (OCI).

Anticipating the federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), in 2021, staff initiated a technical and conceptual design of the Green Loop, in order to take the project from the broad vision described in master plans to a more refined conceptual design and cost estimates that are appropriate for seeking state and

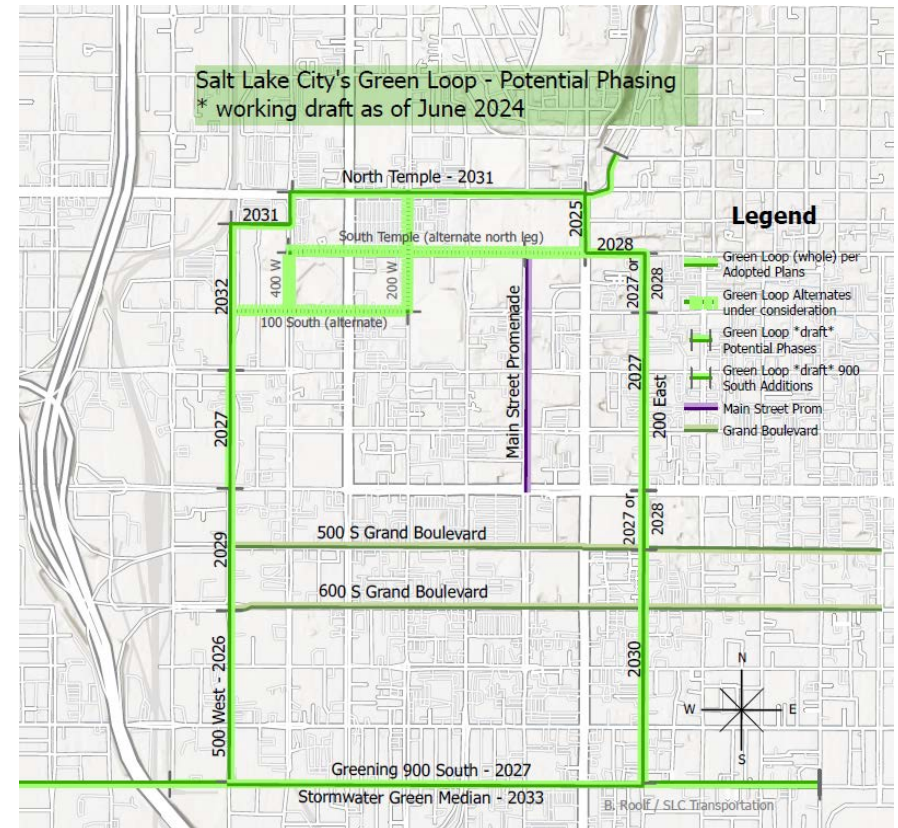
federal funding for final design and/or construction. Each segment of the Green Loop will need to go through conceptual design, including public engagement, before it is ready to seek construction funding. This is quite simply because conceptual design is needed to develop an accurate budget, to know how much funding is needed to construct the loop.

Ultimately, each phase of the loop to be constructed will need a conceptual design, a cost estimate, and then a funding package likely assembled from multiple sources – state, federal, private, philanthropic and city. The respective sections may have unique elements that qualify for different funding types or allow specific sections to leverage external funds in ways that couldn't be leveraged elsewhere.

Applications for federal funding for one or more segments of the Green Loop is likely. As the new federal grant programs made available by IIJA has been rolling out, it has become clearer that these highly competitive sources are likely to fund portions of the loop with amounts in the \$15-30 million range. The federal transportation bill is 5-year authorizing legislation and expires in September 2026; continuation of IIJA programs will be determined by the new authorization. Larger contributions of state and private funds may be more likely.

A working draft of potential phasing over 10 years is shown below. This draft is likely to change over time. First, cost estimates are still under development. Second, the way funding packages come together will influence the phasing. And finally, over 10 years, many changes are anticipated in Salt Lake City and the United States. Large construction projects in a thriving downtown (which already has many large

construction projects) continually need to be coordinated to maintain access and optimize design opportunities to create a seamless urban fabric. As much as is possible, the phasing plan will seek to remain flexible to these opportunities while skirting around any challenges.





To date, the Green Loop has received funding or applied for funding from:

- Capital Improvement Program – design only
- UDOT included a connection between downtown TRAX and Memory Grove / Avenues in a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. This includes a block of State Street (North Temple to South Temple) that is vital to the Green Loop. \$2.8 million awarded for design and construction.
- Utah Transit Transportation Investment Fund (TTIF First Last Mile)
  - 200 East (100 South to 500 South) – top ranked project in the state, \$9.8 million award still pending.
  - North Temple (State to 500 West) – this project was awarded \$3.3 million based on a nomination in 2020. At the time, TTIF was a new funding source; it turns out that due to Temple Square work and the 200<sup>th</sup> Anniversary of the LDS Church, this North Temple project will be withdrawn and will be resubmitted after a conceptual design is completed. This will line this project up in the right year for eventual construction in the early 2030s.

## OPERATIONS & MAINTENANCE

The Administration is prioritizing operations and maintenance costs at the front end of this concept to ensure the City has a long-term and sustainable strategy for taking care of this asset. To that end, a preliminary study was completed to begin identifying options for how to approach operations and maintenance of the future Green Loop.

### CLASSIFICATION

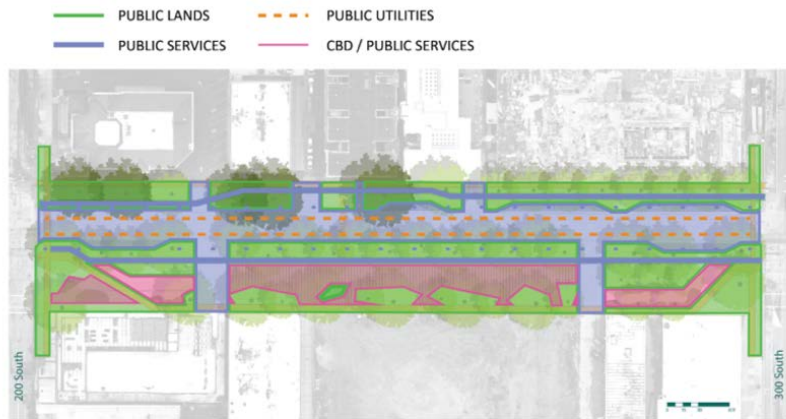
The classification options for the Green Loop are key in understanding the potential benefits and impacts for long-term operations and maintenance. Maintaining the Green Loop could be supported by departments within the City, and if several are engaged in the operations and maintenance, a Memorandum of Understanding (MOU) would be needed to formally outline responsibilities and funding allocations for each team involved. There is also a potential for external partners to lead or support operations and maintenance long-term, depending on the selected classification. Each of the options are outlined below.

Separately from classifications and management structures related to the operations and maintenance of the Green Loop, land use classification is not explored in depth here, but will also be an important consideration for future operations and nearby commercial development opportunities and limitations.

### The Green Loop as a ROW

If the Green Loop remains as public ROW, it will be available and accessible 24/7. There will be little limitation on the types

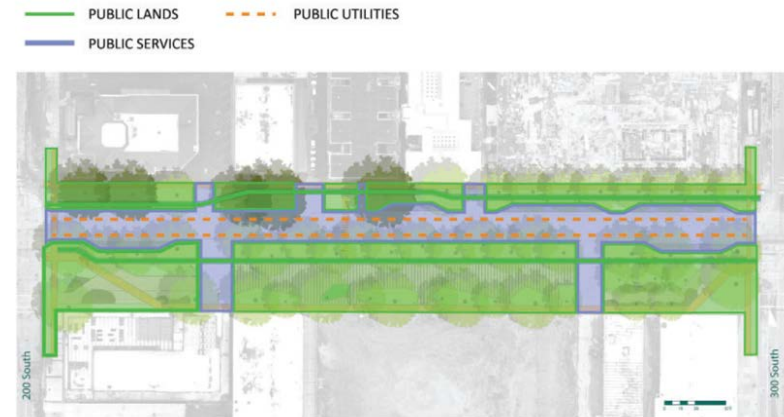
of businesses that can be established near the Green Loop. Maintenance responsibilities in the ROW are shared between many departments and although they share good working relationships, there are no formalized work agreements. Oftentimes, as a community member, it is not clear who to contact when there is a problem. Annual expenses to manage the ROW are typically allocated to owner/managers of the asset, but not necessarily towards the departments that maintain it. Departments that have current roles in maintaining the ROW include Public Services (Streets and Facilities), Public Lands (Urban Forestry and Parks), and Public Utilities; the way the ROW would be split up is shown below.



### The Green Loop as a Greenway or Parkland

Classifying the Green Loop as a greenway or parkland simplifies the responsibilities. Public Lands would have most of the responsibilities, and their operating budget will need to increase significantly to take on that responsibility. Additional maintenance facilities will be needed downtown to

accommodate equipment, tools, offices, and general operations.



### The Green Loop as a Special Assessment Area (SAA)

A third classification for the Green Loop, and one that is already in use in SLC, is the Special Assessment Area (SAA). The funding for this type of area would come from an assessment collected from properties that are within the boundary. The SAA would keep the assessment for maintenance and capital projects, unlike the other two classifications, in which any collected revenues will be returned to the General Fund. The SAA must be approved by at least 61% of property owners and is typically administered by the City or a single, private entity. The SAA would be responsible for funding capital projects and maintenance as well as costs for activations, events, site security and other operational needs. The SAA would require a manager, whether it is through the City or by a single, private entity. Similar to an SAA is a sports, entertainment, cultural, and convention district (SECCD) where there are allowable

changes to the buildings and setbacks within the district to accommodate their uses.

### The Green Loop managed by one entity

The Green Loop could also be managed by one single entity, whether it is led by one of the existing departments within the City, or a new agency/ organization. A single entity will ensure an advocate is in place dedicated to the mission and care of the Green Loop, in contrast to other departments, which have other responsibilities throughout the City and cannot guarantee the Green Loop will be their first priority. The single entity could be an existing department, an SAA or a BID or managed by a (newly formed) non-profit organization.

## ESTIMATED MAINTENANCE REQUIREMENTS

An analysis of maintenance requirements was done for a typical block along 200 East. The list of amenity types is indicative of skill sets that will also be required. The estimated annual hours required to maintain a block of 200 East is between 827 (lower) to 1,734 (higher) hours includes many trades and disciplines. Looking at just the hours, it is roughly equivalent to .5 to 1.0 full time staff person will be required per block of the Green Loop.

Downtown public spaces in dense neighborhoods are more heavily used and often require higher levels of care to achieve the same outcome as neighborhood parks in other areas of the city. Allocating disproportionate resources to certain areas of the city can be challenging for departments who have a citywide focus. Looking at the allocation of resources per population rather than just acreage could help balance the

equation. Still, new approaches are needed to adequately fund maintenance and operations for the downtown realm. A quality downtown public realm also has the potential to generate high returns in economic development. When we think of the identity of a city is, it is the images of our downtown public spaces that come to mind.

	Unit	QTY	Hours/ Unit (Lower)	Hours/ Unit (Upper)	Total Hours (Lower)	Total Hours (Upper)	Notes
<b>200 East (Typical Block)</b>					<b>827</b>	<b>1,734</b>	
Multi-Use Path	Acre	0.3	200	300	56	84	
Bike Path	Acre	0.2	150	250	29	48	
Paved Area	Acre	0.3	300	650	105	227	Plaza space or gathering space
Roadway	Acre	0.6	300	450	171	257	
Parking	Acre	0.1	300	450	22	33	
Trees	Each	52	3	5	156	260	
Planting Area	Acre	0.6	150	550	89	326	Planting such as grasses will require less maintenance, but display gardens with seasonal interests will require more maintenance
Site Furnishing/ Assets	Allowance				200	500	Maintenance of site furnishing can vary significantly depending on the amount, type, and material.
<b>Other Potential Landscape Types</b>							
Soft Paving	Acre	1	125	225			Such as Decomposed Granite
Water Quality Area	Acre	1	200	300			
Nature Play	SF	2,500	25	60			An unit is 2,500 SF
Dog Run	Acre	1	250	450			Hard paved areas or DG will require less maintenance vs turf
Water Play	SF	2,500	100	250			Such as a splash pad, an unit is 2,500 SF

Figure 4: Preliminary high level estimated annual maintenance needs for a typical Green Loop block.

Funding for ongoing maintenance will be greatly impacted by the model chosen, which has yet to be determined. Future work will include learning more about the maintenance models that can be used, and a consultant could be engaged to support us in learning more about the feasibility of a preferred option.



## NEXT STEPS

- Identify routes for the north leg and the northwest corner of the loop and adjust the cost estimate. This is needed to finalize costs estimates for the project.
- Complete concept design (30%) for 200 East.
- Continue the technical analysis of three corridors: 500 West and North and South Temple sections.
- Continue work on the State Street corridor with UDOT, who has received a RAISE grant for this section.
- Further explore management and operations solutions by learning from other Cities and consider contracting out a feasibility study for the preferred option.

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