

July 8, 2011

ITEM#: 8.C.

RE: DISCUSSION AND APPROVAL OF A PROPOSAL TO REDESIGN THE 200 SOUTH ACCESS ROAD AT THE GALLIVAN UTAH CENTER

PROJECT AREA: Central Business District Project Area

PREPARED BY: Jill Wilkerson-Smith

FUNDING: To be determined.

EXECUTIVE SUMMARY: As part of the Gallivan Center Renovation Project, the Mayor's Office has requested the RDA consider redesigning the 200 South access road to emulate an extension of the plaza. The proposed design would create a friendly pedestrian experience for large events that require temporary closure of the 200 South access road. Tom Brennan, the RDA's architect for the project, will present renderings and discuss options with the Board.

ALTERNATIVES:

1. Select and approve one design option, and direct staff to proceed with a formal design, cost estimate, and budget request.
2. Direct staff to retain the original concrete curb/gutter/sidewalk design.

ANALYSIS AND ISSUES: During the design process last year for the Gallivan Center Renovation Project, the RDA contemplated building a rolled back curb from the sidewalk to the 200 South access ramp that would result in permanently closing the road to vehicular access. While reviewing the design with the City's Design Review Team, the RDA and its architect were informed that the road must remain open to accommodate emergency vehicles, and provide a right hand turn lane onto State Street for eastbound traffic on 200 South. The current design for the roadway is to reinstall the original concrete, and construct the City's standard sidewalk design with trees and brick paver pattern.

Mayor Becker's office has requested the RDA reconsider the design maintaining its current vehicle access, but explore a design that enables a permanent extension of the plaza in the future and temporary extensions of the plaza in the short term. If the road remains a City right-of-way, Salt Lake City's Community and Economic Development Department prefers the RDA install stamped concrete in lieu of pavers for easier

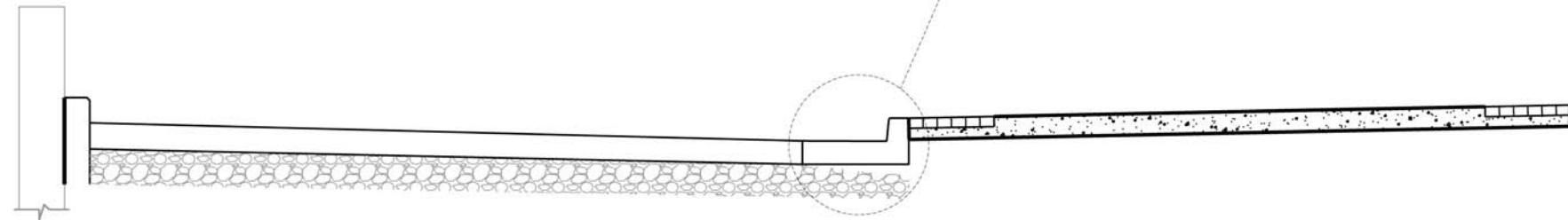
maintenance. This design could contemplate carrying out the City's sidewalk pattern in colored and stamped concrete into the roadway. If the Board prefers the existing granite paver pattern be used for the entire area, the newly laid concrete sidewalks would need to be reinstalled with pavers. While this is the most costly option, the look of the pattern would be more consistent with the appearance of the plaza. However, the pavers would require substantial ongoing maintenance if the road continues to regularly accommodate vehicular traffic.

The renovation of the Gallivan Center is nearing completion. Due to this request, and other issues that have delayed replacement of the roadway, staff has directed the contractor to temporarily patch the east side of the access road with asphalt to match the grade of the new building in lieu of pouring new concrete. If the Board wishes to proceed with a new design, the RDA would hire a contractor to build the new road at the end of the concert season. In the meantime, the RDA will install a temporary asphalt road to accommodate large events and vehicle access during the summer months.

Attached are four renderings depicting the design options for the 200 South Roadway. The first, entitled "Contract Design" demonstrates the layout of the roadway under the current design and construction plans. The second, "Concept A," shows a "laid back" curb design that continues the City sidewalk pattern from the sidewalk into the roadway. The third option, "Concept B," highlights a design incorporating a similar "laid back" curb with the Salt Lake City standard sidewalk design intervening between the plaza and a stamped concrete roadway patterned to emulate the treatment of the plaza. The fourth option, "Concept D," shows the plaza paver pattern included in the sidewalk and the roadway, using either stamped and colored concrete or pavers. All of these options take into account necessary elevation changes to allow for drainage.

At the same time, we will explore the possibility of keeping the 200 South roadway elevation level with the plaza. EDA Architects will investigate whether there are any drainage issues with this scenario and be prepared to discuss it at the meeting.

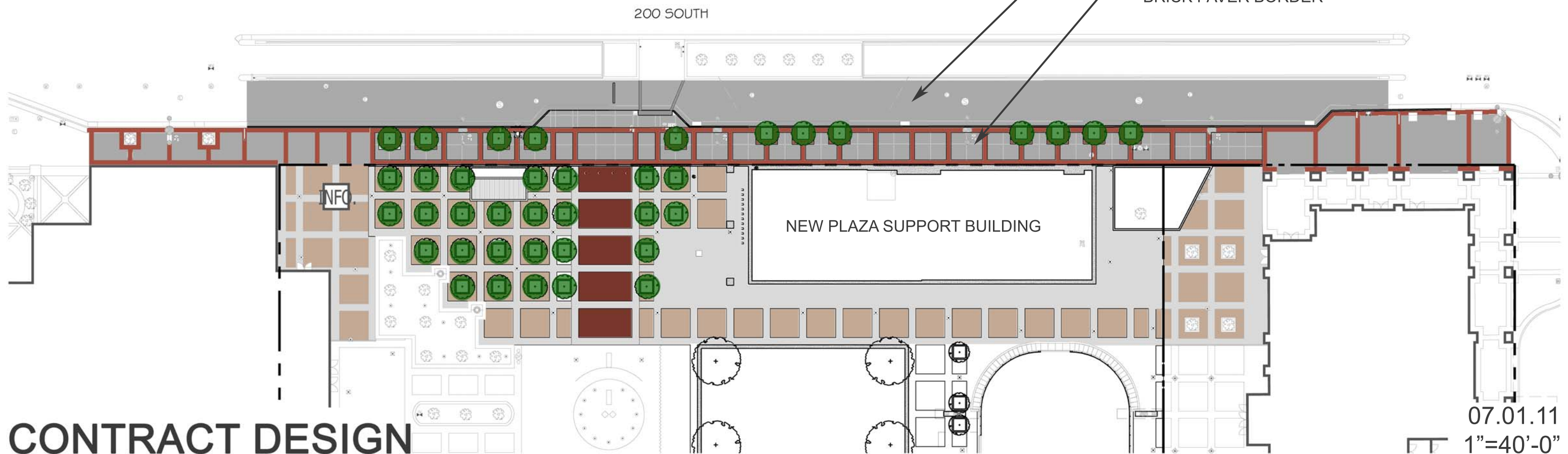
ATTACHMENTS: 200 South Access Road Design Renderings



ROADWAY+SIDEWALK SECTION
1/4"=1'-0"

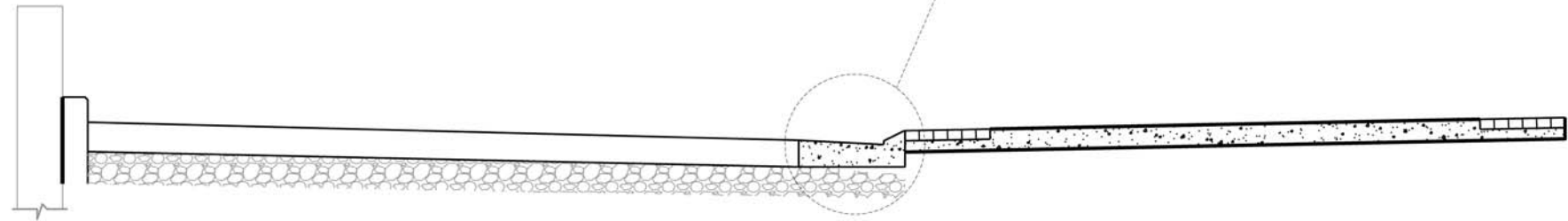
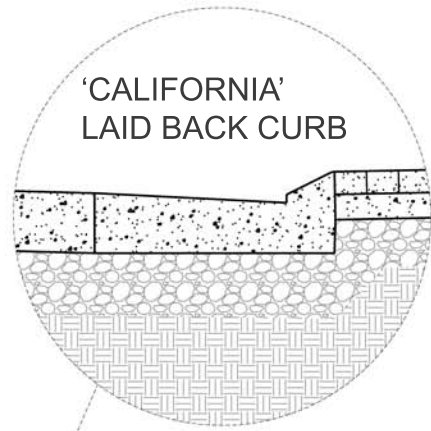
ROADWAY
NEW CONCRETE

SIDEWALK
SALT LAKE CITY STANDARD CONCRETE WITH
BRICK PAVER BORDER--



CONTRACT DESIGN

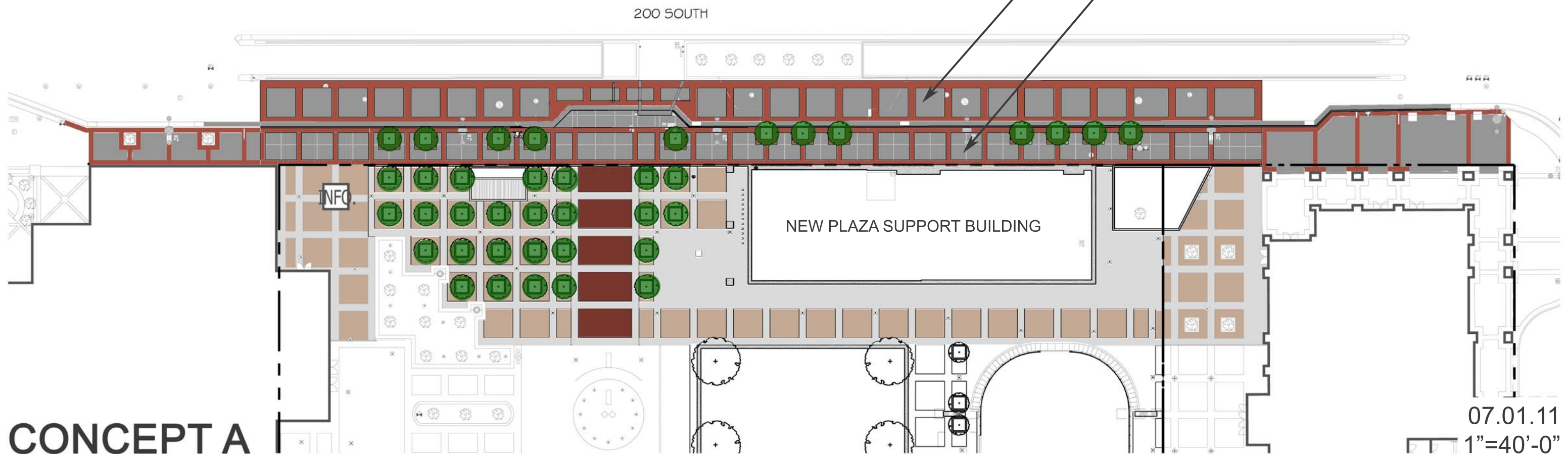
07.01.11
1"=40'-0"



ROADWAY+SIDEWALK SECTION
1/4"=1'-0"

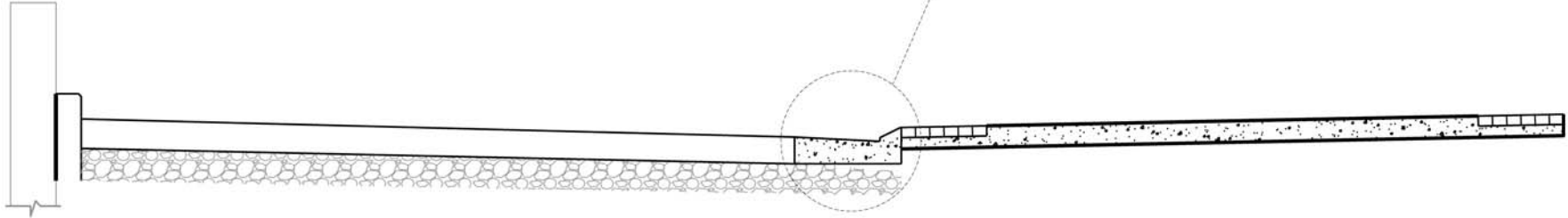
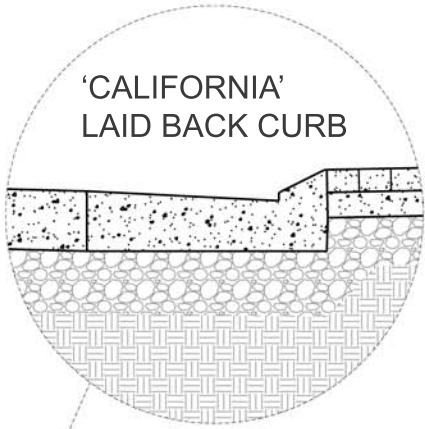
ROADWAY
CONCRETE WITH COLORED BORDER TO EMULATE BRICK PAVERS

SIDEWALK
SALT LAKE CITY STANDARD CONCRETE WITH BRICK PAVER BORDER



CONCEPT A

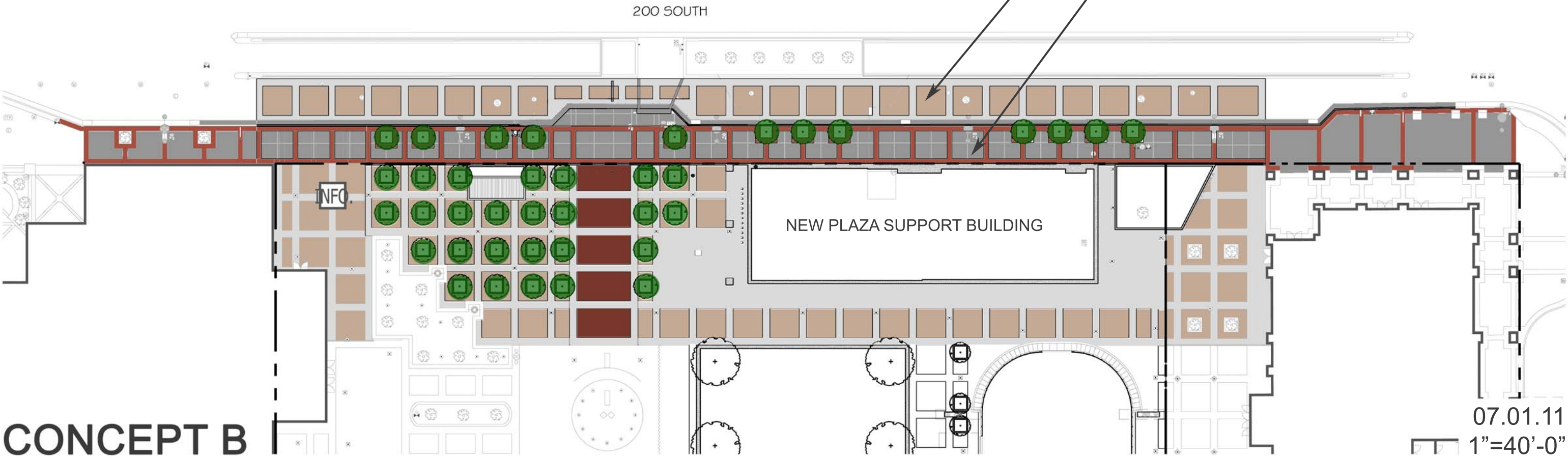
07.01.11
1"=40'-0"



ROADWAY+SIDEWALK SECTION
1/4"=1'-0"

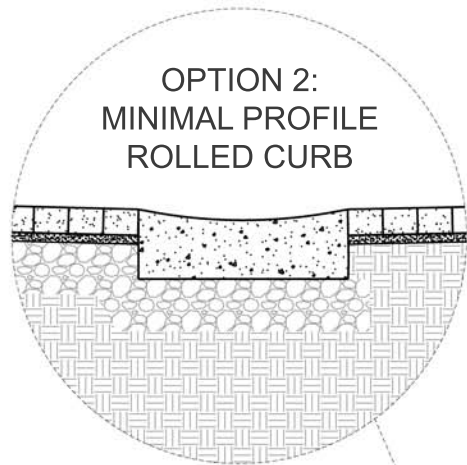
ROADWAY
CONCRETE STAMPED & COLORED TO EMULATE
PLAZA PAVERS & PATTERN

SIDEWALK
SALT LAKE CITY STANDARD CONCRETE WITH
BRICK PAVER BORDER



CONCEPT B

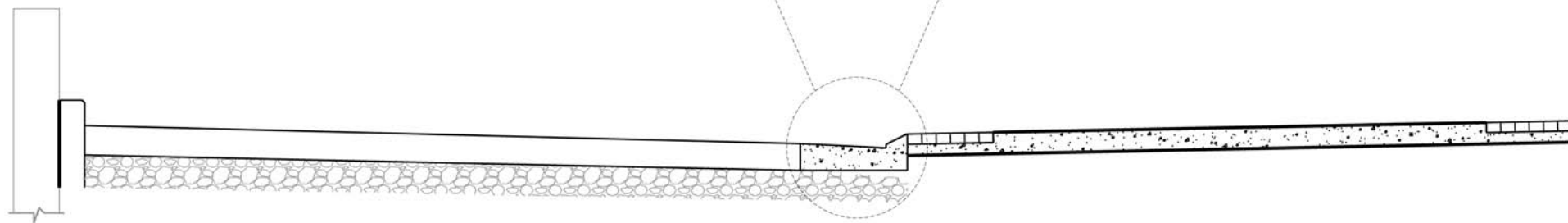
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1"=40'-0"



OPTION 2:
MINIMAL PROFILE
ROLLED CURB



OPTION 1:
'CALIFORNIA'
LAID BACK CURB



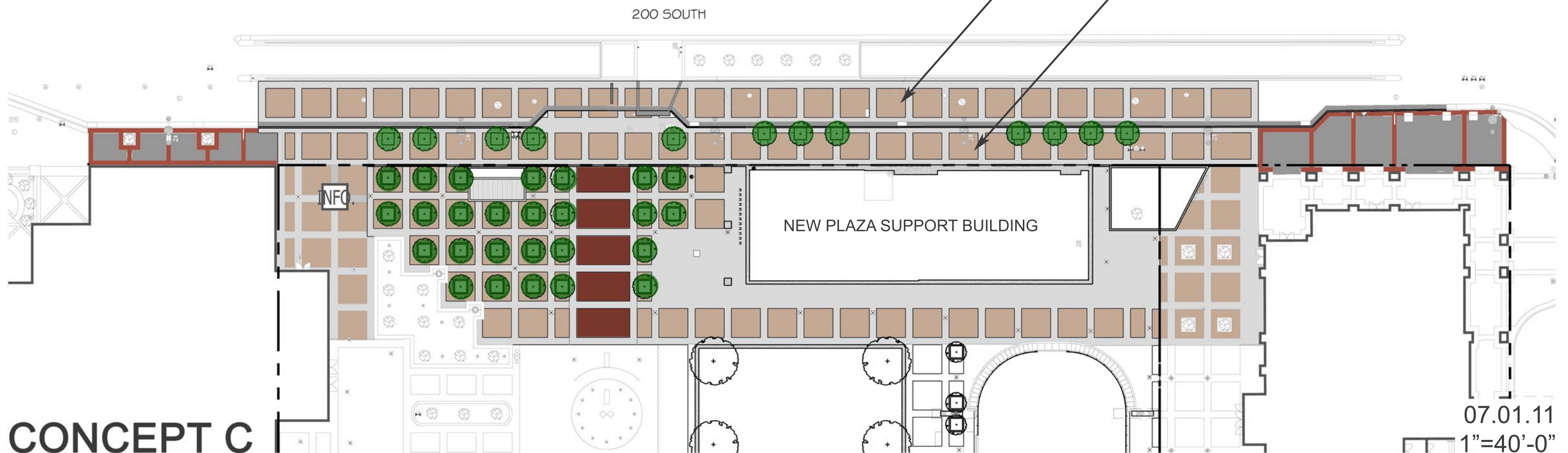
ROADWAY+SIDEWALK SECTION
1/4"=1'-0"

ROADWAY

OPTION 1: CONCRETE COLORED & STAMPED TO EMULATE PLAZA PAVERS & PATTERN
OPTION 2: EXTEND PLAZA PAVERS INTO ROADWAY (CONTINGENT UPON DRIVE LANE CLOSURE)

SIDEWALK

EXTEND PLAZA PAVERS INTO SIDEWALK



CONCEPT C

07.01.11

1"=40'-0"