



**CITY OF HOLLADAY
GENERAL PLAN
2015-2035**

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NOTES

This General Plan document is based on the larger General Plan Update Study produced by the City's consultant team headed by Landmark Design Inc. The Study, which is composed of more detailed and in-depth information, is a companion document to the General Plan and is codified as part of this effort as Appendix A, of the General Plan.

The General Plan was funded by the City of Holladay and a generous LPRP grant from the Wasatch Front Regional Council, Salt Lake's regional planning and transportation agency.

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Appendix A- Holladay City General Plan Update Study

1
2

1 **CHAPTER 1: INTRODUCTION AND BACKGROUND**

2
3 **INTRODUCTION**

4
5 This Holladay General Plan – 2015 - 2035 is intended to guide future development and growth according
6 to broad goals and visions for Holladay during the next 10 to 20 year period. The adoption of a general
7 plan is mandated by Utah State code and must contain three specific elements; 1) a land use element, 2)
8 a transportation element, and 3) a plan for the inclusion of moderate income housing. A city may
9 include those other elements that it deem necessary. Under Utah State Code, a general plan is an
10 advisory document, unlike the Land Use and Development Regulations, or zoning ordinance, that
11 requires strict compliance. The elements of this general plan, as outlined below, are tools to help
12 evaluate land use, transportation and traffic, quality of life and livability, infrastructure needs, and other
13 components of the City’s future growth patterns.

14
15 The community of Holladay has grown from a distant outpost occupied by the Mississippi Company
16 pioneers into its recent designation as one of the most recently incorporated municipalities in the Salt
17 Lake Valley. The boundary of Holladay has changed several times since the original General Plan was
18 adopted in 1999, accommodating three adjacent unincorporated areas into the City. With these
19 dramatic annexation changes, the City's future growth patterns have needed to change to
20 accommodate the increase in land and people. Therefore a new General Plan document was called for
21 and under the direction of the City Council and Planning Commission; this plan is intended to implement
22 the vision of the City's future.

23
24 **VISION STATEMENT**

25
26 *The City of Holladay is a community composed of unique neighborhoods that exist in harmony with the*
27 *environment, history, and culture of the area. Holladay is a place where residents and visitors can enjoy*
28 *the City’s natural amenities and open space, as well as its built environments and cultural amenities.*

29
30 *The vision of the City’s future development, articulated in this General Plan, supports high- quality,*
31 *responsible growth that is sensitive to the City’s unique history and environment while inviting new*
32 *development and directed change. Any future changes should contribute to the growth and*
33 *redevelopment of a community that is culturally diverse, economically viable, and environmentally*
34 *sustainable. Future changes should also enhance the walkability within the community, and foster a high*
35 *quality of life for all its citizens.*

36
37 The primary goal of this General Plan is to provide clear and accurate policies that will help the City
38 make important planning decisions in the future envisioned above. In order to achieve this goal, the plan
39 has been formulated to meet the following objectives:

- 40
41 **OBJECTIVE 1: To Strive for Fiscal and Environmental Sustainability**
42 **OBJECTIVE 2: To Address Development and Other Physical Changes**
43 **OBJECTIVE 3: To Document Past Accomplishments and Incorporate New Priorities for the Future**
44 **OBJECTIVE 4: To Meet the Needs of an Evolving Demographic Situation through Careful Land Use**
45 **and Transportation Changes**

1
2 To meet these objectives, the general plan and its supporting study describes existing conditions,
3 analyzes important community issues and ideas, and proposes a future vision and direction for the City.
4 In order to ensure the General Plan accurately represents the anticipated future, a comprehensive
5 public involvement process was utilized to capture the ideas and vision of the citizens of Holladay.
6

7 The General Plan is composed of eight chapters which serve as a guide for future development.

- 8 1. Introduction and Background
 - 9 2. Land Use, Urban Design, and Neighborhood Preservation
 - 10 3. Transportation Network and Streets
 - 11 4. Economic Stability and Resilience
 - 12 5. Moderate Income Housing
 - 13 6. Parks, Recreation, Trails, and Open Space
 - 14 7. Natural Resources, Public Services/Facilities and Sustainability
 - 15 8. Small Area Master Plans
- 16

17 Although each chapter is specific in its focus, all eight chapters are intended to work as a coordinated
18 system. Specific recommendations are provided in each chapter as a series of Goals, Policies, and
19 Implementation Measures to help guide the City's future growth and are based on the demographic
20 data gathered and public input detailed in the supporting General Plan Study documents.
21

22 **BACKGROUND**

23

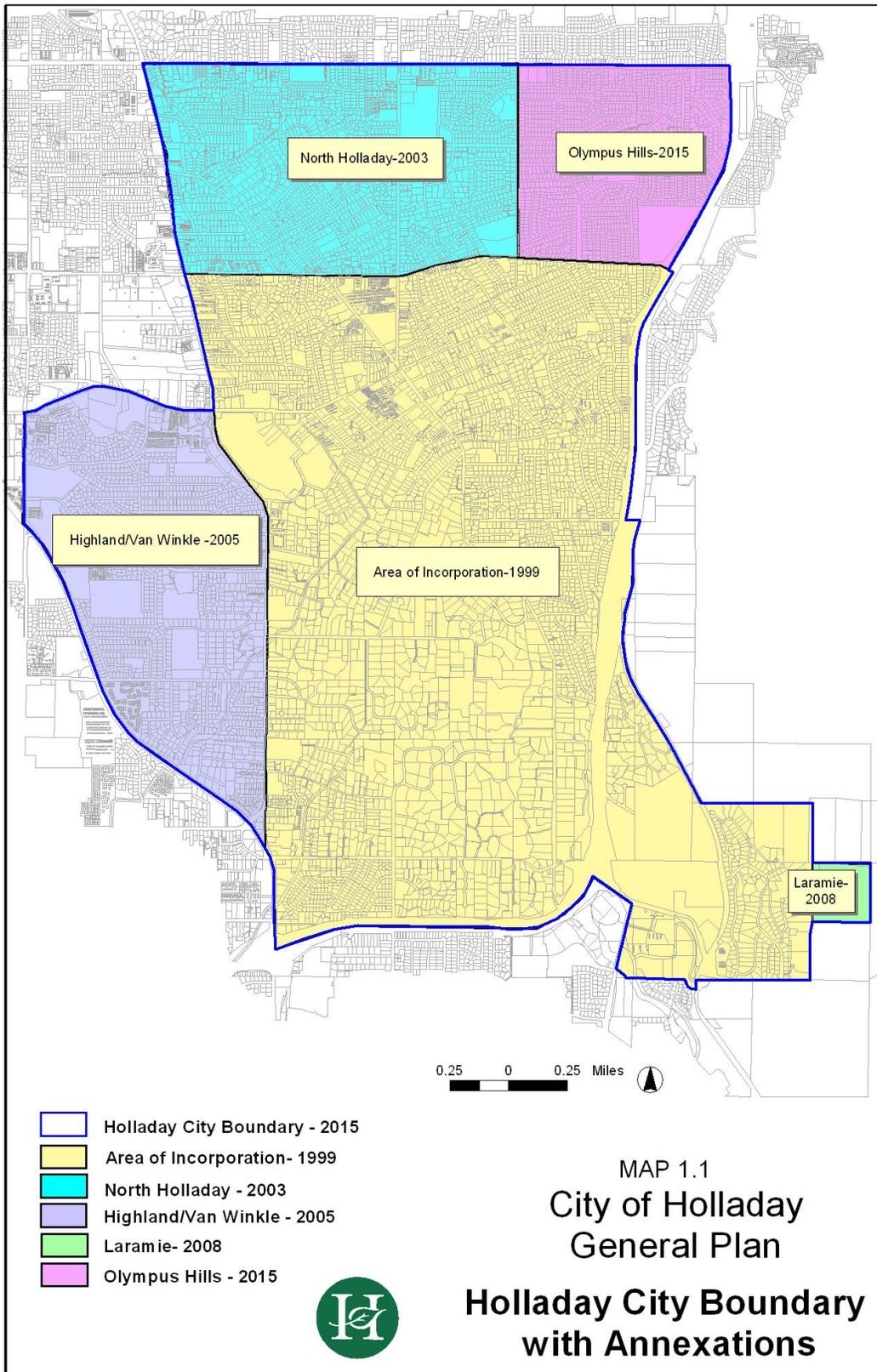
24 The City of Holladay incorporated in 1999 after years of petitioning and debate, soon after creating, then
25 adopting, its first General Plan in June 2000. The original General Plan has subsequently been amended
26 five times during the ensuing fifteen years, in March 2005, March 2006, September 2006, October 2007,
27 and most recently in February 2012. The boundary of Holladay has also changed several times since the
28 original General Plan was adopted. The key area additions are as follows:

- 29 • Annexation of the North Holladay area into the City in 2003, which extends from Highland Drive
30 to 2700 East and 3900 South to 4500 South;
 - 31 • Annexation of the Highland Drive/Van Winkle area into the city in 2005, which added the area
32 along Highland Drive from Murray Holladay Road south to Van Winkle Expressway; and, most
33 recently;
 - 34 • Annexation of the Olympus Hills neighborhood, which extends from 3900 South to 4500 South
35 and between 2700 East and I-215, which was finalized in January 2015.
- 36

37 All told, these annexations increased the total city area to just over 8 square miles, which is an increase
38 of approximately 70% from the original City extents. With recent changes to annexation and
39 incorporation policy in Salt Lake County in the 2015 Legislature, it is unlikely the City boundaries will
40 change in the future. Map 1.1 shows the current city boundary and the annexation areas with the
41 pertinent year.
42

1 Map 1.1: Annexations

2



3
4

PUBLIC INVOLVEMENT -- 2014-2015

Establishing the community vision is a critical step to ensure the General Plan accurately represents the anticipated future. A comprehensive public involvement process including print media, social networks, the City's website, including a link to the Landmark Design Inc. website, temporary banners around City Hall, and several outreach activities by City staff was utilized to help meet this goal. Multiple options were provided to gather input as the new General Plan was drafted. The following is a summary of the process.

A public meeting was held early in the process to help define community needs, issues, concerns, and preferences. The meeting took place at Holladay City Hall in November 2014. Turnout was relatively low, with approximately 19 people in attendance. The detailed results of this meeting are documented in Appendix A of the General Plan Study document.

A "Plan Advisory Committee" was established in the early stages of the project, consisting of a broad variety of stakeholders, City Staff, Administrators, and elected and appointed officials. This group of nearly 30 advisors provided a deep level of guidance, thoughtful input, and review as the plan was developed. The Planning Team met with the Plan Advisory Committee December 2014, February, and May 2015. Plan Advisory Committee members also provided comment via email throughout the planning process.

A General Plan Alternatives Workshop was held in February of 2015. This event was also sparsely attended. However, the input gathered from those who participated was rich and varied. The workshop began with a presentation that summarized the existing conditions analysis and presented key ideas to consider for the General Plan. The public hearing on July 21st, 2015, resulted in a few public comments regarding the document. This hearing was kept open on each Planning Commission agenda until a recommending vote was taken in December 2015 to send the Plan to the City Council.

In order to distribute planning information and receive broad involvement and advice for the General Plan, the City of Holladay General Plan webpage was established. The webpage was well used by members of the public, the Plan Advisory Committee, and other interested persons.

POPULATION AND POPULATION CHANGE

The City of Holladay has a relatively small population compared to surrounding areas, but has experienced above average change over the past 13 years, due strictly to annexations. The City has expanded 86 percent from a population of 14,561 residents in 2000 to approximately 27,137 residents in 2013. In a strictly statistical calculation, the average annual growth rate (AAGR) in Holladay between 2000 and 2013 can be set at 4.9 percent. However, if the populations of each of the annexation areas are reviewed from the 2000 census data, regardless of whether the areas were actually in the City in 2000, the population growth is less than 1 percent.

Population growth from incorporation to present is:

- In 2000 the population from the US Census was 14,561
- In 2004, the North Area Annexation added 6,616
- In 2005, the Highland/Van Winkle Annexation added 6,301
- In 2010 the population from the US Census was 26,461
- In 2015, the Olympus Hills Annexation added 3,655

- Currently the Governors Office of Planning and Budget estimates the total population at 31,413
- As of this writing, the projected Annual Average Growth Rate through 2040 in the City of Holladay is projected to be less than one percent, as the City is primarily built-out. Future increases in population will primarily result from re-development of existing properties.

DEMOGRAPHICS

The following is a demographic snapshot of Holladay’s residents.

TABLE 1.1: DEMOGRAPHICS-2015

	Holladay
Population Est.	31,413
Average Household size	2.62
Median age	38.3
Median household income	\$66,368
Per capita income	\$38,097
Population in workforce with a Bachelor’s Degree or higher	51.7%

From the table above it is clear that, in comparison to other communities in the county, Holladay citizens are slightly older, live in smaller households, have a higher median household income, and are well-educated.

In order for a General Plan to continue being relevant for years to come, it should be reviewed and updated regularly. Modifications and amendments should be carefully evaluated to determine how they affect the greater vision expressed in the plan. Changes should therefore be considered during special meetings entirely devoted to that process that provide the time and focus necessary to fully understand and evaluate the impact of proposed changes. This will help ensure that the General Plan is not compromised as a result of hasty decisions, development pressure, or inadequate information.

Currently, several Master Plans for specific areas of the City have been adopted as appendices of the overall General Plan. The various Master Plans are intended to be re-adopted as part of this plan, however several are currently under review and updates to these master plans is anticipated in the near future.

1 **GOALS AND POLICIES**

2
3 **Goal: To create a General Plan that reflects the vision of the community.**

4
5 Policy: Ensure that the General Plan addresses immediate needs during the next five to ten years,
6 as well as those up to twenty years in the future.

7
8 *Implementation Measure:* Update the General Plan every five to ten years to ensure it remains
9 current and reflects new developments and changing community priorities.

10
11 Policy: Ensure that the vision expressed in the General Plan addresses important growth and
12 development implications.

13
14 *Implementation Measure:* Review the General Plan regularly to ensure it is being implemented
15 as proposed. If not, make adjustments and modifications as required.

16
17 Policy: Ensure that the Annexation Map reflects future growth needs and desires.

18
19 *Implementation Measure:* Review the Holladay Annexation Policy Plan and accompanying map
20 to ensure it reflects future growth directions.

21
22 **Goal: To create a General Plan that is easy to understand, implement and utilize.**

23
24 Policy: Revise existing City of Holladay Policies to match the vision and ideas contained in the
25 General Plan.

26
27 *Implementation Measure:* Modify the existing land use and development ordinance,
28 development guidelines, and other implementation tools to ensure they are aligned with the
29 vision contained in the General Plan vision.

30
31 Policy: Create and utilize tools to promote action and to ensure implementation matches the vision
32 contained in the General Plan.

33
34 *Implementation Measure:* Prepare and utilize Actions Plans and Capital Facility Plans that
35 support the ideas and enhancement concepts contained in the General Plan.

36
37 **Goal: To meet the goals and policies contained in the General Plan while accommodating future
38 modifications and changes.**

39
40 Policy: Consider potential amendments and modifications to the General Plan only within the
41 context of a comprehensive, community-wide view.

42
43 *Implementation Measure:* Consider potential amendments to the General Plan only during
44 special meetings devoted solely to that purpose.

45
46 *Implementation Measure:* Hold special meetings to consider potential General Plan
47 amendments on a limited basis only.

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Goal: Ensure that the vision contained in the General Plan is maintained despite uncertain growth and change.

Policy: Direct future development to appropriate sites within the current municipal boundary as a first priority.

Implementation Measure: Monitor the City’s population growth on a regular basis and reflect those changes in the General Plan.

CHAPTER 2: LAND USE, URBAN DESIGN and NEIGHBORHOOD PRESERVATION

INTRODUCTION

This element of the General Plan Update provides policy direction and guidance for land use, urban design, and neighborhood preservation. It also includes a Future Land Use Map and addresses the image, character, and livability of the City.

LAND USE AND PHYSICAL FORM OF HOLLADAY

The City of Holladay has transitioned from a lightly populated agricultural settlement to a nearly built-out bedroom community. The physical structure of the City is unique. Older neighborhoods reflect their coveted location along the edges of the Big Cottonwood Creek. Newer neighborhoods exhibit more typical suburban patterns. Other features that define the character of the City include the following:

- The lack of a discernible street grid typical of other valley centers;
- Creeks and canals that wind through the maze of lowland cottonwood forests;
- Sinuous public and private lanes that connect residential areas and commercial developments in a gentle, lived-in fashion;
- Long connecting roadways that provide access to heavily-wooded private lanes that lead to large-lot single-family estates;
- Finely-detailed walls and fences, mature vegetation, and high-quality landscaping that provide privacy and transition between neighborhoods;
- A variety of housing styles and types;
- Distinct neighborhoods; and
- Diverse commercial nodes including the redeveloping Holladay Village area, the historic commercial center of the city, and the Cottonwood redevelopment site redevelopment area.
- Together, these features help establish the unique "sense of place" that makes Holladay one of the most desirable communities in the region.

EXISTING LAND USE

The existing land uses illustrated in Map 2.1 are dominated by low-density, single-family **residential** uses, which comprise slightly more than two-thirds of the total area (67-percent). When duplexes, planned unit developments (PUDs), and multi-family residential uses are added to the total, residential uses comprise approximately three-quarters of the total land uses in the City, verifying the City's primary function as a "bedroom community."

The next largest category, with just over six-percent of the total land, is **vacant land**, which includes the Cottonwood redevelopment site redevelopment site as well as steep slopes of the Wasatch Mountains on the southeast edge of the community.

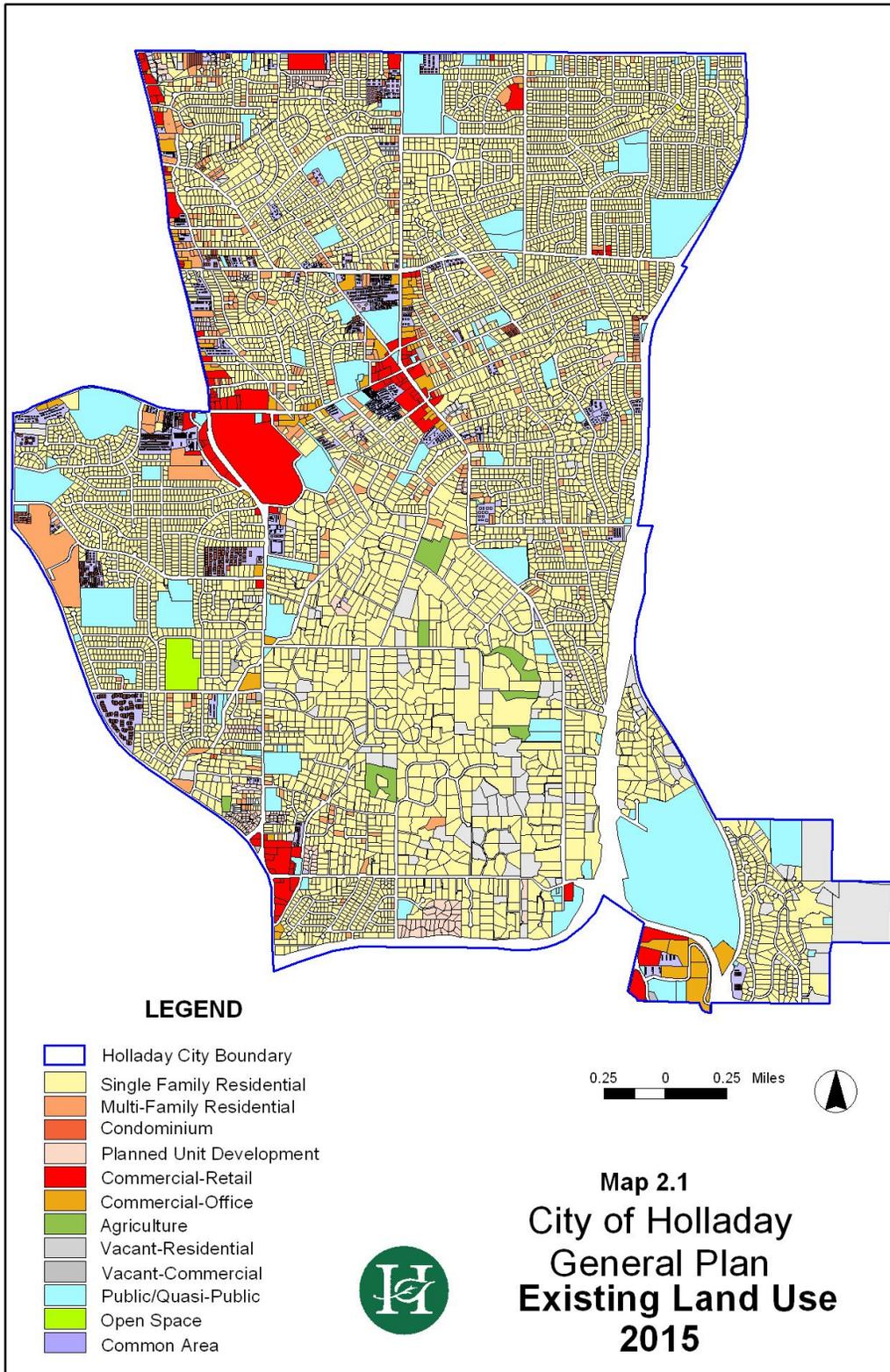
1
2 **Commercial** uses comprise less than three percent of existing land area, and are generally situated
3 around key intersections along Highland Drive, Murray-Holladay Road, and 6200 South. Key commercial
4 sites include the rapidly-transforming Holladay Village area; the Highland Drive/Murray Holladay node,
5 the Cottonwood redevelopment site redevelopment site, and the complex surrounding Highland Drive
6 and 6200 South. The Black Diamond Campus on 3900 South is an example of several smaller, more
7 isolated commercial sites found in the northeast quadrant of the City. There are also a number of even
8 smaller commercial office/mixed-use sites that comprise less than 2 percent of the total land area, the
9 largest being the Millrock/Old Mill Village Commercial Area, which is a Class-A office complex located
10 just east of Interstate 215 near 3000 East.
11

Existing Land Use	Acres*	Percentage of Land Use
Single-Family Residential	3002.6	67.26%
PUD	60.6	1.36%
Duplex	162	3.63%
Multi-Family Residential	183.5	4.11%
Commercial	119.5	2.67%
Office	74	1.66%
Public	47.6	1.07%
School	121.3	2.72%
Church	116.2	2.60%
Exempt/Non-Profit	11.2	0.25%
Agricultural	29.8	0.67%
Park	64	1.43%
Golf Course	142.9	3.20%
Private Recreation	18.4	0.41%
Cemetery	12.8	0.29%
Utility	8	0.18%
Vacant	290	6.49%
TOTAL	4464.4	100.00%

12
13 * The city covers approximately 8.39 square miles. The total acreage of the City is approximately 5,369 acres, including roads.
14 The acreage of roads (approximately 903.8 acres) was excluded from the GIS data layer that was used to calculate existing land
15 uses in the table above. Roads comprise approximately 16.8 percent of the total land area within the City.
16

17 Other existing land uses include public buildings and facilities, schools, and churches, which together
18 encompass approximately six percent of the total. Parks, recreation, and cemeteries encompass five
19 percent of the City, with public utilities covering less than one-percent of the total area.
20

1 Map 2.1, Existing Land Use



2
3

1 **EXISTING URBAN DESIGN**

2
3 Urban design describes the physical structure of the City – from the buildings and structures to the
4 spaces that separate and surround them.
5

6 Holladay is defined by its natural cottonwood forests, riparian vegetation, as well as the nearby Mount
7 Olympus, linear roads and meandering lanes that crisscross the City, and the street edges lined by trees,
8 walls, and fences that buffer the manicured yards and gardens they contain. Sensitive design is the rule
9 rather than the exception in Holladay, with carefully conceived monuments marking key entrances to
10 the City and a unified signage system announcing one's arrival at Holladay Village. The various trails,
11 pathways, and road edges provide places to walk and cycle, connect neighborhoods, and lead to nearby
12 nodes and destinations.
13

14 **URBAN DESIGN and THE HOLLADAY CITY CODE**

15
16 The existing Holladay City Code promotes water conserving landscape design and low water-use plant
17 materials, and discourages landscape design that requires the excessive use of applied water. It
18 encourages the implementation of multi-modal transit to link commercial nodes and supports
19 preservation of the tree canopy that makes Holladay such a unique place. The City code also includes
20 zoning districts and establishes zoning standards that control land use and urban design. These
21 measures address landscape buffers, the protection of street trees, and the integration of sustainable
22 storm water systems.
23

24 **NEIGHBORHOOD PRESERVATION**

25
26 Existing historic neighborhoods - were identified by members of the public as requiring better
27 protection and preservation. This desire for protection extends beyond the buildings, to trees, large lots,
28 fences, walls and the small town qualities these elements exude. This is particularly important in older
29 residential areas where there is pressure to densify. Current policies regulate the teardown of older
30 units as well as allow homeowners to remodel or add responsible additions to their homes.
31

32 **HISTORIC PRESERVATION**

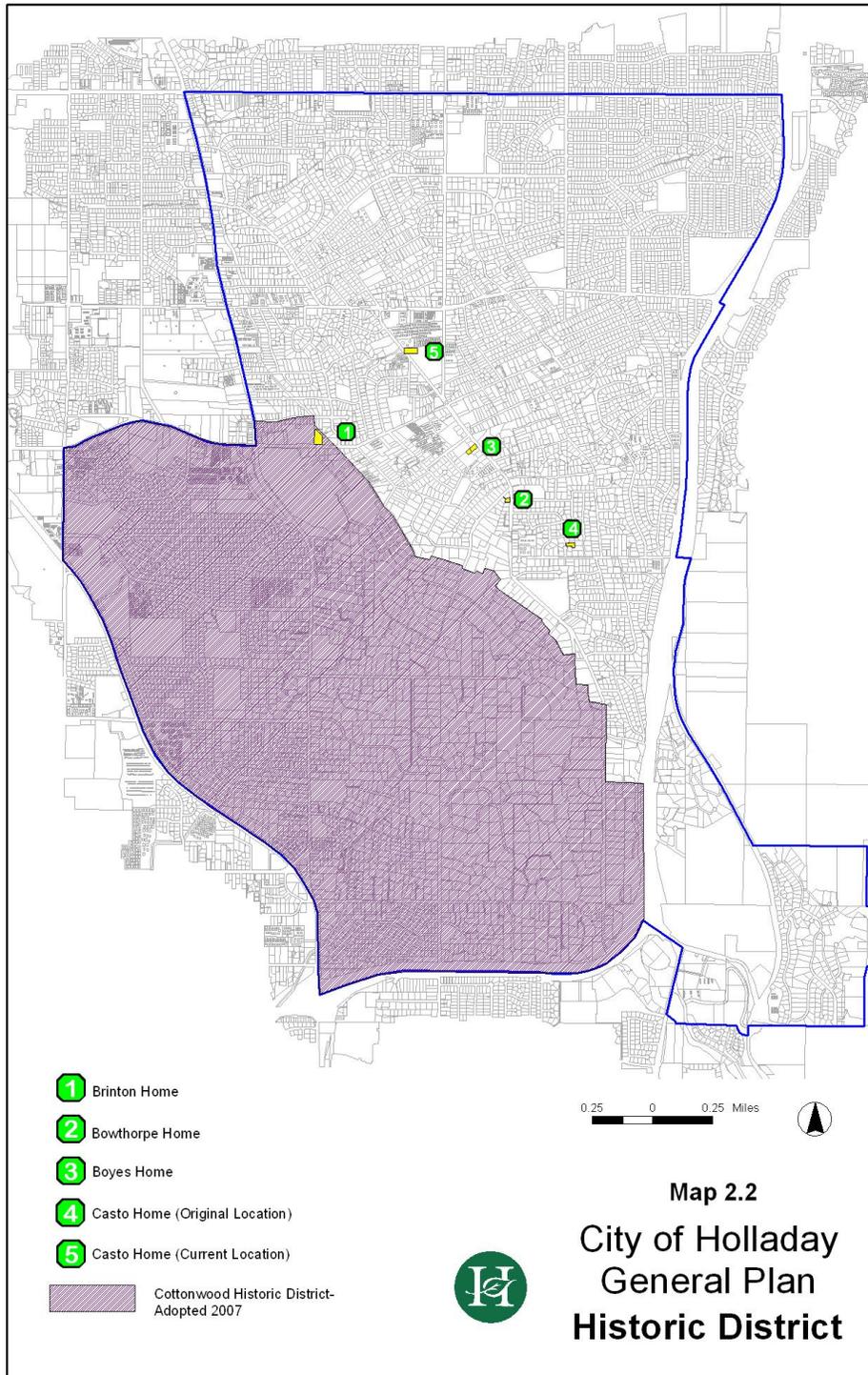
33
34 The preservation of historic places and structures ranked high in the public involvement process, and it
35 is an essential component of maintaining the qualities that make the City such a desirable place to live.
36 To help ensure that Holladay's historic resources are preserved, the Historic Preservation
37 Commission (City Code 2.24.060) was established to make recommendations to the City Council in the
38 creation of historic districts and adoption of standards and guidelines for historic properties.
39

40 In 2006, the **Cottonwood Historic District** was established to protect a specific portion of the
41 Cottonwood Ward, known as the Brinton Ward, as illustrated on Map 2.3. Furthermore, the following
42 structures and sites have been designated as being historic:

- 43 • David Branson Brinton home, 1981 East Murray-Holladay Road, Holladay
- 44 • Santa Anna Casto home, 2731 Casto Lane, Salt Lake City (original location, now at City Hall Park)
- 45 • William J. Bowthorpe home, 4910 Holladay Boulevard, Holladay
- 46 • George Boyes home, 4766 Holladay Boulevard, Holladay

1 An historic walking tour was developed to encourage public knowledge and awareness of the City's
2 historic resources. The tour locates historic structures, markers and trees, the latter of which are
3 particularly important when considering Holladay's special designation as a **Tree City**.

4
5 Map 2.2, Cottonwood Historic District
6



7
8

1 **KEY LAND USE AND URBAN DESIGN ISSUES**

2
3 After analyzing existing conditions, reviewing existing plans, and considering public input, it is clear that
4 the key planning issues facing the community are related to stability and change. There is general
5 satisfaction with the existing patterns, uses, and densities that currently exist, and the general direction
6 of growth. However, a certain amount of angst exists concerning densification and the impact this might
7 have on individual properties, traffic, and character of the City.

8
9 It is the intent of this plan to continue that general vision, which has guided development in past
10 decades. In consideration of projections that significant growth pressure is likely to occur, the plan
11 strives to accommodate new growth without jeopardizing the development patterns that have made
12 Holladay a unique and desirable place to live and work. This plan recognizes the need for a greater
13 variety of shopping options and an improved tax base for the community, similar to the Holladay Village
14 model. Higher-density residential uses could be introduced as part of mixed-use developments in
15 underutilized areas, providing a greater range of housing options and creating a more diverse place over
16 time. Although there are no simple answers, preserving what is best about Holladay and avoiding the
17 negative impacts of unplanned growth is the key issue to be resolved as the City moves forward.

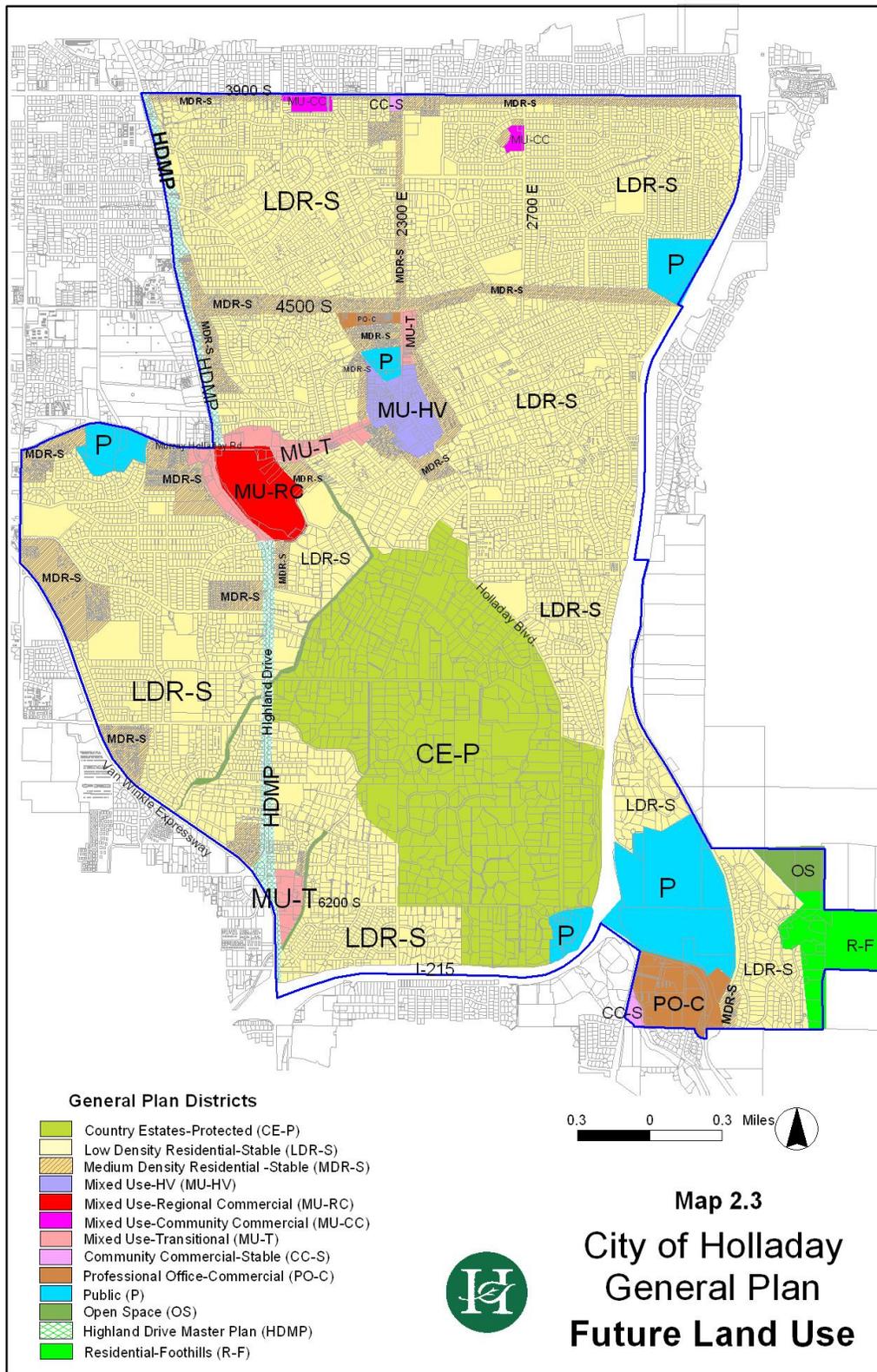
18
19

20 **FUTURE LAND USE AND URBAN DESIGN CONCEPT**

21
22 The City's future development patterns must include the preservation of low-density residential
23 neighborhoods, protection of historic structures and places, maintenance of the special community
24 character, and the accommodation of growth and economic development at focused locations and
25 nodes. This goal is supported by the land use districts as shown on Map 2.3 - Future Land Use.

26
27

1 Map 2.3, Future Land Use



2

1 The Urban Design Concept illustrated in Map 2.4 further builds upon the land use vision, focusing on
2 three core principles of growth and development:

- 3 • Principle 1 - Supporting Stable Neighborhoods
- 4 • Principle 2 - Transforming Key Commercial Nodes into Better Functioning Destinations
- 5 • Principle 3 - Redeveloping Smaller Commercial Sites to Meet Future Needs

7 **PRINCIPLE 1 – SUPPORTING STABLE NEIGHBORHOODS**

8
9 Controlling change in established residential neighborhoods is particularly important. This priority is
10 successfully supported by the existing ordinance, which includes a range of residential zones to help
11 ensure residential growth matches the vision and expectations of the community.

12
13 The following General Plan Districts are intended as a guide to any future zoning changes. Zone change
14 requests should be carefully considered to accommodate expected future growth to prevent the
15 destabilization of the existing neighborhoods and loss of the existing established density or intensity.

- 17 • **Country Estates-Protected (CE-P)** Suggested zones: R-1-87, R-1-43
18 *This district is intended to preserve the existing large lot development patterns, the mature tree*
19 *canopy, and the ambience created by single family development on private lanes. New*
20 *development should be accommodated through capturing unclaimed density and not by*
21 *rezones.*
- 23 • **Low Density Residential-Stable (LDR-S)** Suggested Zones: R-1-8, R-1-10-, R-1-15, R-1-21
24 *This district is intended to support a mix of single family residential development that has been*
25 *established by historic development patterns. New development should be accommodated*
26 *through capturing unclaimed density. Rezones within the suggested zone list may be*
27 *appropriate where increased density will not destabilize the existing neighborhood.*
- 29 • **Medium Density Residential-Stable (MDR-S)** Suggested Zones: R-2-8, R-2-10, RM
30 *This district is intended to accommodate traditional multi-family developments where increased*
31 *density has been previously established or where single-family development is no longer viable.*
32 *New development should be accommodated through capturing unclaimed density where*
33 *possible. Proposed rezones within the suggested zone list may be appropriate where existing*
34 *land use patterns support the increased density and do not conflict with other provisions of the*
35 *Plan.*
- 37 • **Residential-Foothills (R-F)** Suggested Zones: FR-1, FR-5 and FR-20
38 *This district is intended to accommodate residential developments within the Foothills and*
39 *Canyons Overlay Zone on properties that require special review for potential natural hazards*
40 *mitigation.*

41
42 The current City Code allows lots to be subdivided when there is unclaimed density within the zone, or
43 where rezoning is allowed by the City Council. In recent years, pressure to subdivide properties in
44 residential neighborhoods, particularly those with large lots near Big Cottonwood Creek, has escalated.
45 Since the impact of such changes could have significant repercussions on the existing character and
46 function of the City, it is envisioned that as residential development occurs, particularly in the large-lot

1 zones, established land use patterns should not materially change, and that existing density should
2 remain similar to those that currently exist.

3
4 The most significant residential land use change is likely to take place in areas earmarked for mixed-use
5 and multi-family development. Such development is supported at the Cottonwood redevelopment site,
6 in portions of Holladay Village, and at the 6200 South/Highland Drive/Van Winkle nodes. Growth in this
7 manner is expected to be most significant at the Cottonwood redevelopment Site, which currently
8 allocates 21% of the site to residential uses. The number of units at the site is projected to be between
9 535 and 614 households.

10
11 Higher-density housing is also supported at other under-utilized areas of the City, which can provide
12 greater housing opportunities for a wide range of income and age groups, and perhaps allow people to
13 reside in Holladay during all stages of their lives. Limited redevelopment of existing low density housing
14 into higher-density alternatives might also occur along 3900 South, 4500 South and 2300 East, due in
15 large part to the increasing traffic and transit envisioned along these roadways. Although the amount
16 and scale of such changes is likely to be relatively minor, care must be taken to ensure that
17 modifications do not conflict with existing residential uses.

18 19 **PRINCIPLE 2 –TRANSFORMING COMMERCIAL/MIXED-USE NODES INTO PLACES** 20 **and DESTINATIONS**

21
22 As already established, growth is envisioned to be significant in Holladay Village, at the Cottonwood
23 redevelopment site, at smaller nodes such as the 6200 South/Highland Drive intersection, and along
24 parts of Highland Drive and Murray-Holladay Road. One of the primary purposes of this plan is to ensure
25 that these areas develop in a manner that matches both the future vision and the established patterns.
26 The following General Plan Districts are intended to support this principal:

- 27
- 28 • **Mixed Use-Regional Commercial (MU-RC)** Suggested zones: RMU
29 *This district is intended to support the purpose and intent of the Cottonwood redevelopment site*
30 *Development Master Plan.*
 - 31
 - 32 • **Mixed Use-Holladay Village (MU-HV)** Suggested zone: HV
33 *This district is intended to support the purpose and intent of the Holladay Village Master Plan.*
 - 34
 - 35 • **Mixed Use-Transitional (MU-T)** Suggested zones: TBD
36 *This district is intended to support the development of a "Small Area Master Plans" such as the*
37 *"Holladay Half"(Murray-Holladay Road), the Holladay Village, the Cottonwood redevelopment*
38 *site, and the Highland/Van Winkle/ 6200 South commercial area.*
 - 39
 - 40 • **Professional Office-Commercial (PO-C)** Suggested zones: R-M, ORD, RO
41 *This district is intended to support the continued development of the city's economic sector and*
42 *occurs in those areas of the city where professional offices and their associated supporting*
43 *commercial uses are already established. Rezones in this district should only be considered if the*
44 *proposed development enhances the existing development patterns and where any negative*
45 *impacts on nearby residential uses are nominal or can be mitigated.*
- 46

1 **HOLLADAY VILLAGE**

2
3 This area is composed of four blocks located in the traditional downtown core of the City, which is
4 centered at the intersection of Holladay Boulevard and Murray Holladay Road. As detailed in the
5 **Holladay Village Master Plan**, the Holladay Village area is envisioned to be the heart of the
6 City, encompassing not only a viable commercial and activity core, but including integrated uses along
7 its edges to add life to the core "downtown" area. The **Holladay Village (HV)** zone was created to
8 specifically help control development in this area, establishing the vision for downtown Holladay. The
9 zone includes specific standards to control development and to establish a unified and inviting overall
10 appearance, which has worked well for Phase One. This zone should be maintained, with small
11 modifications made to further implement the purpose and intent of the Holladay Village Master.

12 13 **COTTONWOOD REDEVELOPMENT SITE AND THE "HOLLADAY HALF"**

14
15 The former Cottonwood Mall site has historically been Holladay's only regional commercial area and an
16 important asset for the community's tax base. Located one half-mile west of Holladay Village, the mall
17 was razed several years ago in anticipation of redeveloping the site into a new regional mixed-use
18 destination. Development has yet to occur, although it is anticipated that interest will be rekindled soon
19 in response to growing demand and a surging local, regional and national economy.

20
21 The City of Holladay has approved a Site Development Master Plan (SDMP) for the Cottonwood
22 redevelopment site, which also includes a traffic impact study. However, as of the end of 2015, changes
23 to the adopted plan are anticipated and an amended SDMP will be developed. Although the site is
24 zoned **Regional/Mixed-Use (R/M-U)**, a zone specifically crafted for this area, any future development of
25 the site should be designed to become a major mixed-use destination including retail, entertainment,
26 office, residential, and other various supportive uses. The currently adopted zoning ordinance supports
27 this general vision for the site, and describes the type of information required for the submission and/or
28 update of a Site Development Master Plan (SDMP) for the area.

29
30 The City envisions that, once developed, the new district will be linked with Holladay Village along the
31 short strip of Murray-Holladay Road that separates the two destinations, both visually and perceptually.
32 Known as the "Holladay Half", the roadway and adjacent properties are envisioned to be transformed
33 into a pedestrian-oriented corridor with a mix of pedestrian-friendly, multi-family residential,
34 commercial, and office uses. The transformation of the street will include design features, such as,
35 plazas/outdoor dining courts, street lighting, outdoor furnishings, and coordinated landscape areas.
36 Additionally, consistent gateway features and wayfinding elements that build upon the established
37 stone monuments and historic walls found in other parts of the City will give this corridor a unique
38 ambiance.

39 40 **SOUTH NODE: INTERSECTION OF BIG COTTONWOOD ROAD/6200 SOUTH, HIGHLAND DRIVE,** 41 **AND VAN WINKLE EXPRESSWAY**

42
43 This district has the potential to become a premier commercial/mixed-use destination, on par with
44 Holladay Village, albeit more closely aligned with the fast-moving roadways that define its edges. At
45 present the area is relatively dysfunctional and dominated by aging, suburban-style strip malls and
46 one-off "commercial pad" buildings. The area lacks continuity and the numerous parking lots are poorly

1 coordinated, causing confusion and making it difficult to navigate from building to building. The area is
2 poorly signed and lacks basic pedestrian amenities.

3
4 The South Node has been identified as a priority improvement area for the City, with the goal of
5 transforming it into a thriving, pedestrian-friendly, mixed-use place. Significant changes to Highland
6 Drive, Van Winkle Expressway and 6200 South intersection are required. At the time of this writing, the
7 City is investigating alternative intersection designs. In the near future, a “Small Area Master Plan” for
8 the area will be adopted as an amendment to this General Plan.

9
10 Future commercial development should be limited to existing commercial sites, office sites, and areas
11 slated for mixed-use redevelopment such as Holladay Village, the Cottonwood redevelopment site, the
12 "Holladay Half", and the South Node. Limited commercial uses might also be considered along 3900
13 South, 4500 South and 2300 East as part of Transitional Residential development. Limited uses should
14 be small and carefully developed to ensure they fit in with the surrounding residential patterns. Limited
15 commercial uses are also envisioned at Knudsen's Corner at a scale similar to that which already exists.

16 17 **MILLROCK/OLD MILL VILLAGE COMMERCIAL AREA**

18
19 The Millrock/Old Mill Village Commercial Area is the dominant office use location in Holladay, and one
20 of the most desirable, highest-rent office spaces in the state of Utah. The site is zoned **Office, Research**
21 **and Development (ORD) and C-2**. The area supports a mix of commercial uses that includes office,
22 hospitality, restaurant, banking and some retail uses, small scale medical, and an education/worship
23 use. New office space and/or commercial spaces should continue to build upon this successful tradition,
24 with high-quality buildings designed and located in a manner that captures the ambiance of the existing
25 development, strengthens the local job market, and contributes to the City’s overall economy.

26
27 One area that could be considered for additional class-A office development is the Old Mill Golf Course
28 site. The golf course is currently a highly-coveted recreational amenity however; there are several
29 factors that could modify the function of this large parcel in the future, including the following:

- 30 • Demographic changes;
- 31 • Shifts in recreational demand;
- 32 • Increasingly scarce water resources to maintain the golf course;
- 33 • The highly-strategic location at the 6200 South/I-15 intersection;
- 34 • Proximity to world-class recreational amenities such as the nearby Cottonwood Canyons and
- 35 • Wasatch Mountain range;
- 36 • Future transit improvements along I-215 and other regional roadways; and
- 37 • Increasing development pressure.

38
39 Any one of these could have significant impact on how the golf course site should be used in the
40 long-term. If the future use of the site changes, it is essential that plans are carefully prepared today so
41 the site can be developed in a manner that matches its surroundings.

42 43 **PRINCIPLE 3 – REDEVELOPING SMALLER SITES TO MEET FUTURE NEEDS**

44
45 In addition to the transformative ideas for the larger nodes discussed above, there are several smaller
46 commercial sites that are ripe for redevelopment. Examples include the Black Diamond campus on 3900
47 South and Oakmont Plaza on 2700 East. These sites are located in less-than perfect locations for

1 commercial operations. More evaluation is needed to determine the best use for these sites,
 2 considering residential and mixed-use redevelopment options. To assist with this process new and
 3 revised development controls are recommended to help convert these sites into improved assets for the
 4 community.

5
 6 The following General Plan districts are intended to support this principal:

- 7
 8 • **Mixed Use-Community Commercial (MU-CC)** Suggested zones: C-1, C-2, RM, NC, RO
 9 *This district is intended to support the introduction of mixed residential and non residential uses*
 10 *within the established commercial areas along Highland Drive, 6200 South, at the Black*
 11 *Diamond site on 3900 South, and at Oakmount Plaza on 2700 East.*
- 12
 13 • **Community Commercial-Stable (CC-S)** Suggested zones: C-1, C-2
 14 *This district is intended to support those stable, established commercial areas where*
 15 *redevelopment may occur but where the introduction of residential uses is not necessarily*
 16 *advantageous.*

17 18 **HIGHLAND DRIVE - LINKING DISPARATE LAND USES ALONG A BUSY STREET**

19
 20 A small area master plan has been adopted for Highland Drive. The plan divides Highland Drive into
 21 three sub-corridors, each of which is slated to be developed in deference to the character of
 22 surrounding neighborhoods. The small area master plan recognizes the northern portions of the corridor
 23 as having the greatest opportunity for commercial development, with professional offices and limited
 24 retail uses recommended on a case-by-case basis. The small area master plan should continue to direct
 25 future growth and redevelopment of the Highland Drive corridor.

26 27 **KNUDSEN'S CORNER - CONVERT INTO A PARK WITH OTHER PUBLIC FUNCTIONS**

28
 29 The Knudsen Park Master Plan for Holladay City's property in the 6200 South/Holladay Boulevard area
 30 was adopted in 2011, establishing a phased conversion of the area into a beautiful, historic nature park.
 31 In addition to the park, plans to include a potential new fire station have been contemplated. Existing
 32 commercial uses in the area are well established and should remain a part of the area's overall
 33 structure. An update of the existing Knudsen Park Master Plan is anticipated in the near future, and
 34 should be based on a respect for the natural and historic nature of the site and future needs of the
 35 community.

36 37 **ACQUISITION AND REDEVELOPMENT OF AGING AND REDUNDANT PUBLIC USES**

38
 39 Public and institutional uses include schools, churches and public offices, all essential features of a
 40 well-rounded community. The zoning ordinance includes a **Public Zone (P)**, which encompasses all
 41 public and quasi-public buildings and sites in the City. If these uses are discontinued in the future, the
 42 zoning classification requires future developers to seek new zoning, thereby allowing the City to review
 43 any proposed changes and to determine if the proposed change will be a good fit for the surrounding
 44 neighborhood.

1 The following General Plan districts are intended to support this purpose:
2

- 3 • **Public (P)** Suggested zones: P
4 *This district is intended to support the continuation of those public and recreational uses*
5 *established within the district. Any zone changes within these districts should be carefully*
6 *considered in light of the overall health, welfare, and safety of the community.*
7

- 8 • **Open Space (OS)** Suggested zones: P
9 *This district is intended to support the overall recreational goals set out in Chapter 6, Parks,*
10 *Trails, and Open Space, of this General Plan.*
11

12 **PARKS AND RECREATIONAL FACILITIES**

13

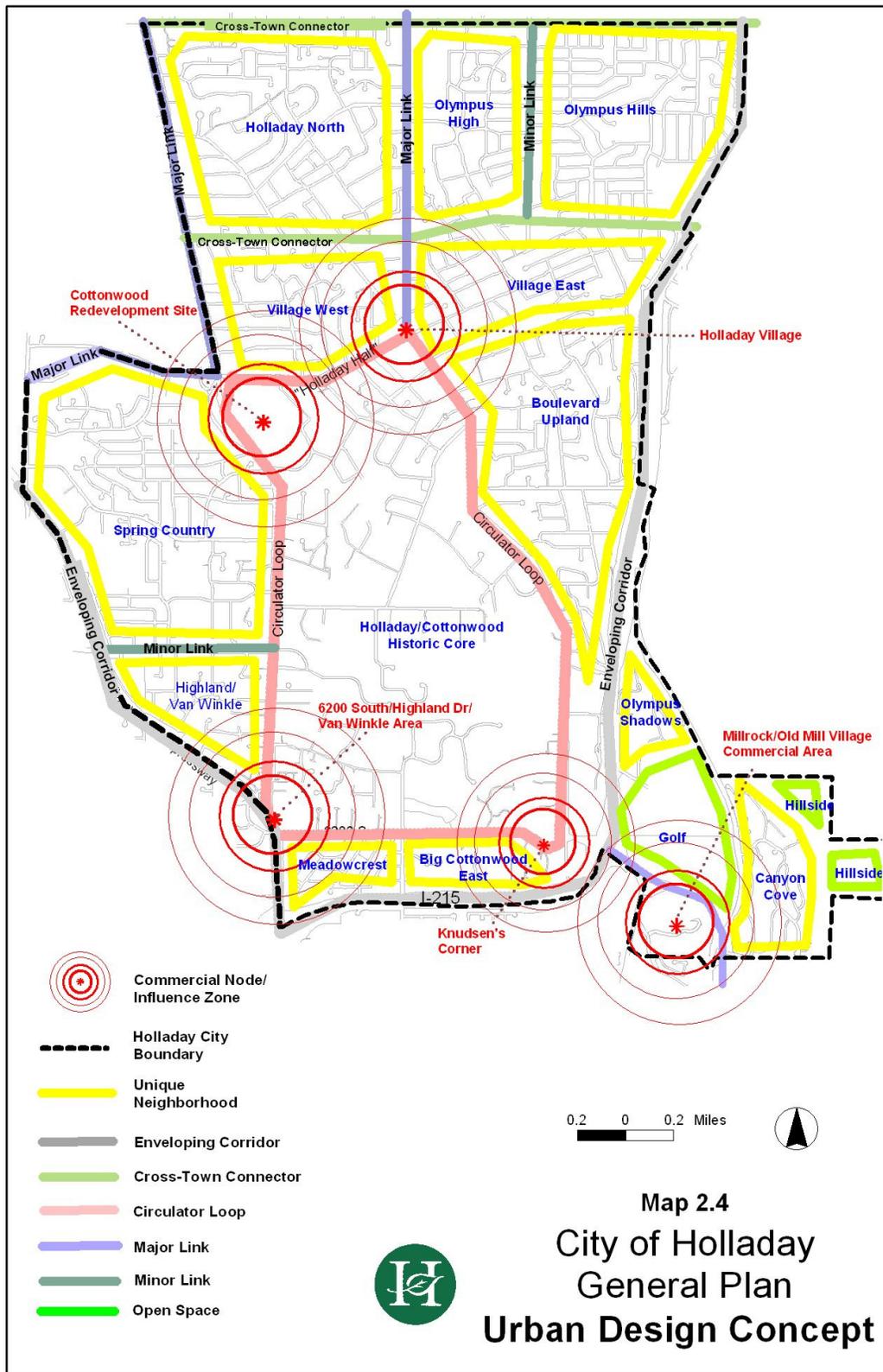
14 With little available land left for new parks and recreational facility development, future improvements
15 should focus on retaining those facilities currently in place and increasing the experiential qualities of
16 those places. A more detailed look at the goals for these uses can be found in Chapter 6 of this plan.
17

18 **UTILITIES**

19

20 Public utilities serve an essential need and should be accommodated as needed. Although no additional
21 utility uses are envisioned at present, potential utility sites should be identified and reserved if possible
22 to accommodate future needs. In particular, Rocky Mountain Power has expressed a potential need for
23 a new substation somewhere in the southeast part of the City. Utility sites should be carefully designed
24 and sited in order to minimize impacts to neighboring uses, the established community character, and
25 view corridors. A more detailed look at the goals for these uses can be found in Chapter 7 of this plan.
26

1 Map 2.4, Urban Design Concept



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GOALS AND POLICIES

Goal: To maintain the established pattern of development in the City of Holladay.

Policy: Ensure that new development and redevelopment projects in the City are compatible with and minimize impact to surrounding neighborhoods, including tree and habitat loss.

Implementation Measure: Establish, enhance, and maintain appropriate land use, architectural and/or landscape buffers to protect neighborhoods from encroachment where uses transition or have incompatible characteristics.

Implementation Measure: Ensure that new developments and redevelopment projects meet vehicular access management requirements and include traffic impact studies.

Implementation Measure: Require new developments and redevelopment projects to provide significant neighborhood/community amenities where appropriate, such as local and regional trail connections, public plazas or gathering spaces, or public open space.

Implementation Measure: Continue to allow limited densification of large-lot, single-family neighborhoods through established zone standards, subdivision and infill policies.

Policy: Revise existing policy to allow higher-density residential uses in mixed-use areas.

Implementation Measure: Create new mixed-use zones that allow higher-density residential uses in addition to commercial, office, parks, open space, and public uses.

Implementation Measure: Allow and encourage mixed-use development at the Cottonwood redevelopment site, Holladay Village, the 6200 South/Highland Drive/Van Winkle Expressway redevelopment area, in addition to other key areas of the City that are transitioning from commercial to mixed-use.

Goal: To ensure that new developments are high-quality and compatible with the surrounding neighborhoods.

Policy: Ensure that all new and redevelopment projects are developed according to the adopted general plan, zoning ordinance, and specific design guidelines for each site.

Implementation Measure: Follow adopted specific development plans for areas such as Holladay Village.

Implementation Measure: Create a specific development plan and design guidelines for the Cottonwood redevelopment site (if current plans for redevelopment fall through), the 6200 South/Highland Drive/Van Winkle Expressway redevelopment area, the “Holladay Half,” and other key commercial/mixed-use areas in the City, including Oakmont Plaza and the Black Diamond Campus.

1 *Implementation Measure:* Develop new standards for walls, fences, and other perimeter
2 features, ensuring that the desire to dampen noise and enhance privacy on the private property
3 side of these features is balanced with the need to maintain views and vistas and fit in with the
4 historically open, green, and verdant street edges.

5
6 *Implementation Measure:* Develop architectural design guidelines to help control the impact of
7 new development in residential and other areas of the City.

8
9 *Implementation Measure:* Expand the role of the Design Review Board to ensure that
10 development of multi-family and commercial developments meet this goal.

11
12 *Implementation Measure:* Support and enhance elements of the City code that encourage
13 redevelopment and reinvestment of sub-standard housing.

14
15 Policy: Distinguish neighborhoods and districts through unified urban design and development
16 standards.

17
18 *Implementation Measure:* Denote key gateways into the City through community branding and
19 design treatments that build upon existing logos, monument signs, and walls, specifically.

20
21 *Implementation Measure:* Buffer residential and nonresidential uses to clarify district
22 distinctions and to discourage inappropriate land use relationships.

23
24 *Implementation Measure:* Develop public gathering spaces where appropriate as part of private
25 development and public improvements.

26
27 Policy: Improve the pedestrian-friendly characteristics of the City while maintaining adequate
28 vehicular movement.

29
30 *Implementation Measure:* Modify street cross sections in an opportunistic manner, ensuring
31 that sidewalks, bike lanes, pedestrian trails, park strips, medians, landscaping, lighting, and
32 unified street furnishings are provided (see Chapter 3 for details).

33
34 Policy: Demand high-quality and unique character projects throughout the City's commercial nodes
35 and districts.

36
37 *Implementation Measure:* Create a unified design template for each commercial area to
38 facilitate consistent design and development.

39
40 Policy: Support the preservation and maintenance of historic structures, landscapes, and districts.

41
42 *Implementation Measure:* Evaluate options and select a preferred method for preserving
43 historic buildings, and sites. Some options to be considered include inclusion on the Utah State
44 and National Historic Registers or the creation of a Historic Conservation Area.

45
46 *Implementation Measure:* Identify areas where tear-down of existing structures is supported,
47 and other neighborhoods where greater restraint is required.

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Policy: Encourage all property owners to improve and maintain their properties.

Implementation Measure: Establish peer-oriented beautification and cleanup efforts throughout the City. Support these with official City recognition programs.

Goal: To maintain the environmental character of the City and its neighborhoods

Policy: Preserve and enhance existing vegetation as visual buffers to help control erosion and maintain community identity.

Implementation Measure: Consider the application of an overlay zone along Big Cottonwood Creek to preserve the environmental integrity and character of the area.

Improvements should include educational efforts that encourage affected residents to voluntarily apply the tools and concepts contained in the *Salt Lake County Big Cottonwood Creek Guide*.

Implementation Measure: Investigate the efficacy of existing ordinances and tools for minimizing the removal of mature trees and vegetation and adopt guidelines for responsible tree replacements.

Implementation Measure: Identify and evaluate new tools to protect trees on private and public sites from being unnecessarily removed or damaged as a result of development and site modification.

Implementation Measure: Investigate the implementation of a “Transfer of Development Rights” (TDR) to allow development to responsibly remove some trees by replacing them in other designated locations throughout the City, thereby preserving the existing historic tree canopy.

Policy: Strengthen drought-tolerant and xeric landscape policies to reduce use of limited water resources.

Implementation Measure: Promote programs that educate the public on the long-term prognosis of water shortages, the necessity to conserve water, and the options available to private property owners to conserve this valuable resource.

Implementation Measure: Utilize resources provided by the State of Utah, Salt Lake County, the Jordan Water Conservation District, Red Butte Arboretum, and similar organizations and agencies to promote and incentivize water conservation.

Goal: To ensure the zoning ordinance meets the goals expressed in the General Plan.

Policy: Modify the Residential Zones standards where necessary to reflect the General Plan Vision.

Implementation Measure: Maintain existing minimum lot size in areas where subdivision infill is allowed.

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Implementation Measure: Develop a Mixed-Use zone as described in the General Plan and address vertical and horizontal mixed-use.

Policy: Modify the Commercial Zones Standards to reflect the General Plan Vision.

Implementation Measure: Develop new commercial zones regulations including architectural controls and mixed-use development where appropriate.

Implementation Measure: Review and revise home business requirements to ensure such uses fit with the surrounding neighborhoods wherein they are located. Consider the provision of a greater level of flexibility that addresses changing market needs.

Implementation Measure: Build upon the Millrock/Old Mill Village Commercial Area model for future office developments, where possible.

Implementation Measure: Continue to monitor Public Zone uses, and exercise a "Right of First Refusal" where possible to acquire and transform aging public uses to ensure they continue to serve public purposes and meet public needs (parks and similar uses).

CHAPTER 3: TRANSPORTATION NETWORK

INTRODUCTION

Like many Wasatch Front cities with development patterns driven by the needs and possibilities of the automobile, Holladay is and will continue to be dependent on driving. But recently the City has made significant steps toward providing other alternatives. The City's development of Holladay Village creates an attractive center of pedestrian activity within walking distance for many residents. The City has been active in developing bicycle routes throughout Holladay. The City of Holladay General Plan 2015 – 2035 develops a road map and provides tools to further improve transportation alternatives, while ensuring that vehicle access and mobility in Holladay function well. It ensures that streets are easy to navigate and uncongested while improving the City's public realm.

As required by Utah State Code this transportation and traffic circulation element includes the general location and extent of existing and proposed streets, mass transit, and other modes of transportation correlated with the population projections and the proposed land use element of the general plan.

In particular, this element addresses both the ways in which Holladay residents, employees, and visitors get around the City – the transportation network – as well as the physical space in which they move – the streets and corridors. This element considers the safety, mobility, and access of all major transportation modes – vehicles, transit, bicycles, and walking. It also considers a wide variety of uses for Holladay streets, including for all transportation modes and as public space.

TRANSPORTATION NETWORK

The Transportation Network consists of four main elements; vehicles, transit, bicycles, and pedestrians. Each has specific demands and design considerations.

VEHICLE NETWORK

The Vehicle Network consists of the whole street system currently in the City of Holladay. Existing roadways are grouped in following Functional Classes:

- *Freeway* – A divided major highway with full control of access and no at grade crossings. These are regional routes for longer trips and need to ensure capacity of a high number of vehicles at high speeds.
- *Expressway* - A divided major highway with full control of access and at grade crossings. These are regional routes with higher traffic volumes and higher vehicle speeds.
- *Major Arterial* – Similar to the Minor Arterial below. Traffic volumes for these routes are higher and operate at higher speeds. Access onto these routes should be strictly limited.
- *Minor Arterial* –These routes serve as the principal network for through-traffic or traffic traveling across town. Direct access on these routes should be limited. These routes carry higher volume of traffic at higher speeds.
- *Collector* –This type of route is intended to collect traffic from local and residential collectors and distribute them to Arterial routes.

- 1 • *Primary Residential* – These routes collect traffic from residential local routes and distribute
- 2 them to Collector, and Arterial routes. These routes are intended for low volume,
- 3 inter-neighborhood trips, and lower speed limits.
- 4 • *Secondary Residential* – Routes used primarily to provide direct access to residential,
- 5 commercial, and other abutting properties. These routes are intended for low-volume, short
- 6 trips, and lower speed limits.

7

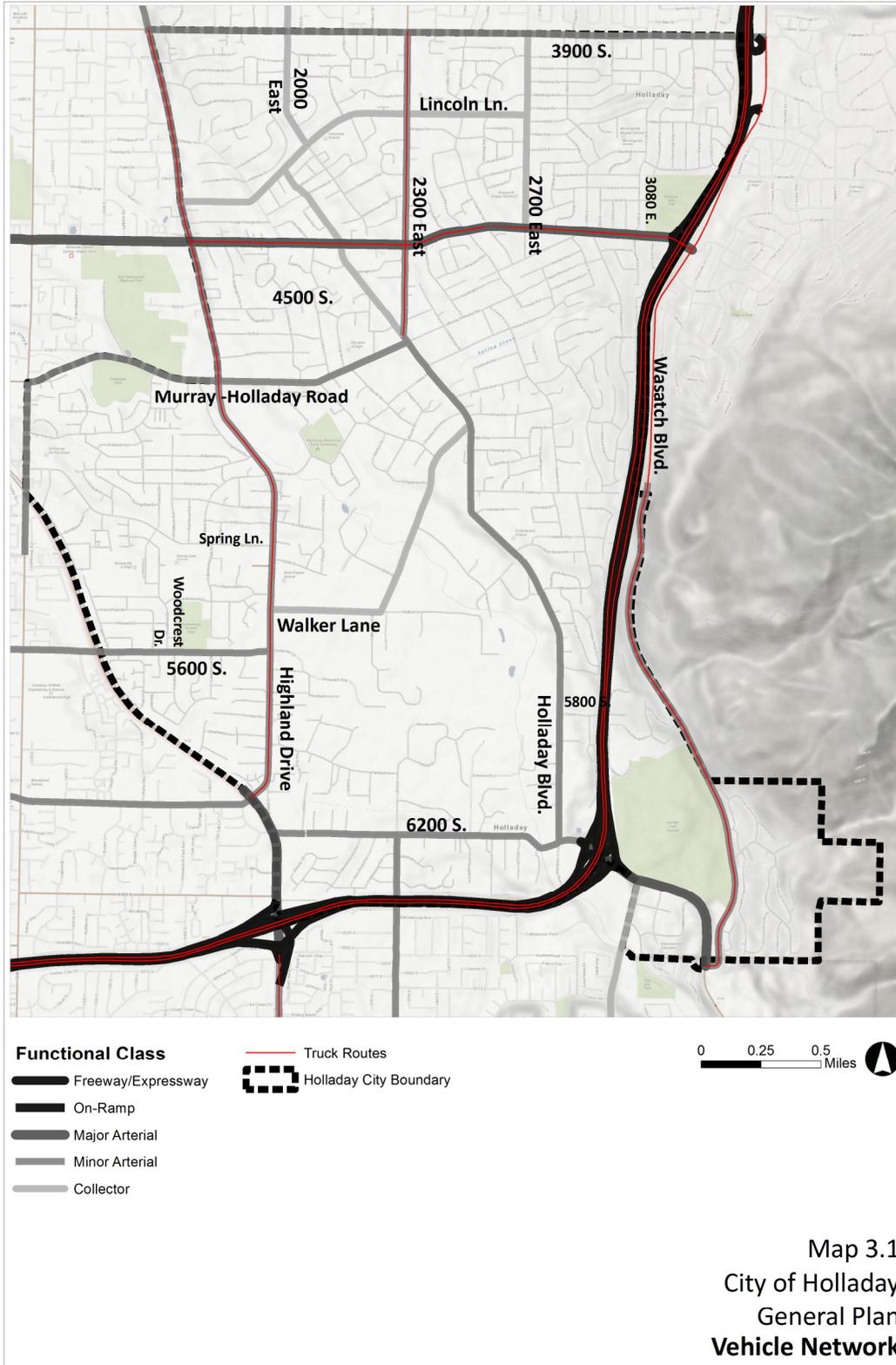
8 In addition some of Holladay’s streets have state highway and truck route designations. Holladay’s

9 vehicle network also includes parking, though this need in Holladay is largely provided on private

10 property. Map 3.1 below shows the General Plan Vehicle Network.

11

1 Map 3.1: Vehicle Network



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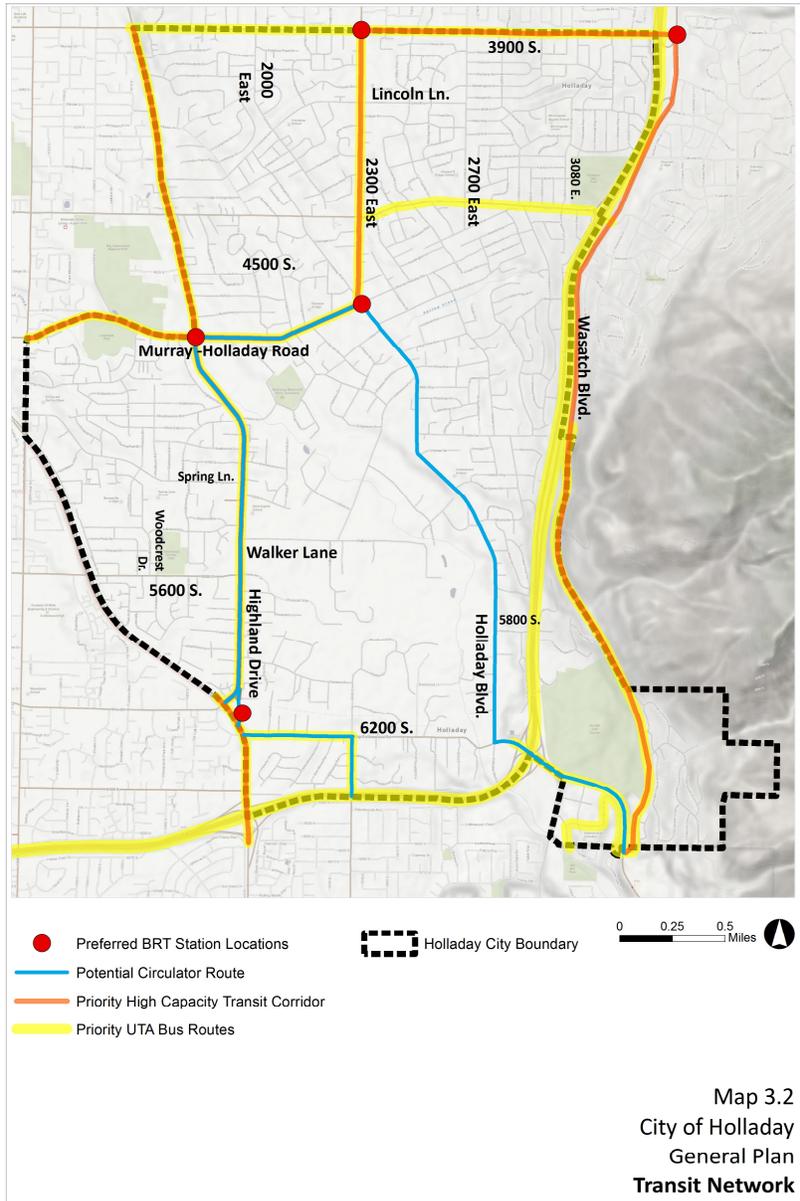
1 **TRANSIT NETWORK**

2

3 The General Plan Transit Network is shown on Map 3.2. The planned transit network includes
4 established UTA routes, some routes planned to be cut, key transit hubs, a future circulator route and
5 the priority high-capacity fixed-guideway bus rapid transit (BRT) routes.
6

7

Map 3.2 Transit Network



8
9

1 BICYCLE NETWORK

2

3 The bicycle network consists of existing bicycle corridors and their associated facilities, bicycle
4 corridors/facilities planned for construction, and a series of proposed trails, including an extension of
5 the Bonneville Shoreline Trail.

6

7 Bicycle corridor classifications vary in terms of scale of trip and the types of riders to which a corridor or
8 facility is oriented:

9

- **Regional Recreation Bike Corridors:** Key routes used by recreational cyclists at a regional level. These routes must acknowledge high weekend peaks of use and consider providing amenities to recreational cyclists, such as in Bike Hubs.
- **Regional Transportation Bike Corridors:** Key routes in and out of Holladay connecting regional employment, educational, and entertainment destinations. These routes must emphasize mobility in and out of Holladay.
- **Local Bike Corridors:** Connects centers, schools, parks and other local destinations. These facilities should be safe and comfortable for the broadest range of users.

10

11

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17

18 These corridor types may be developed as:

19

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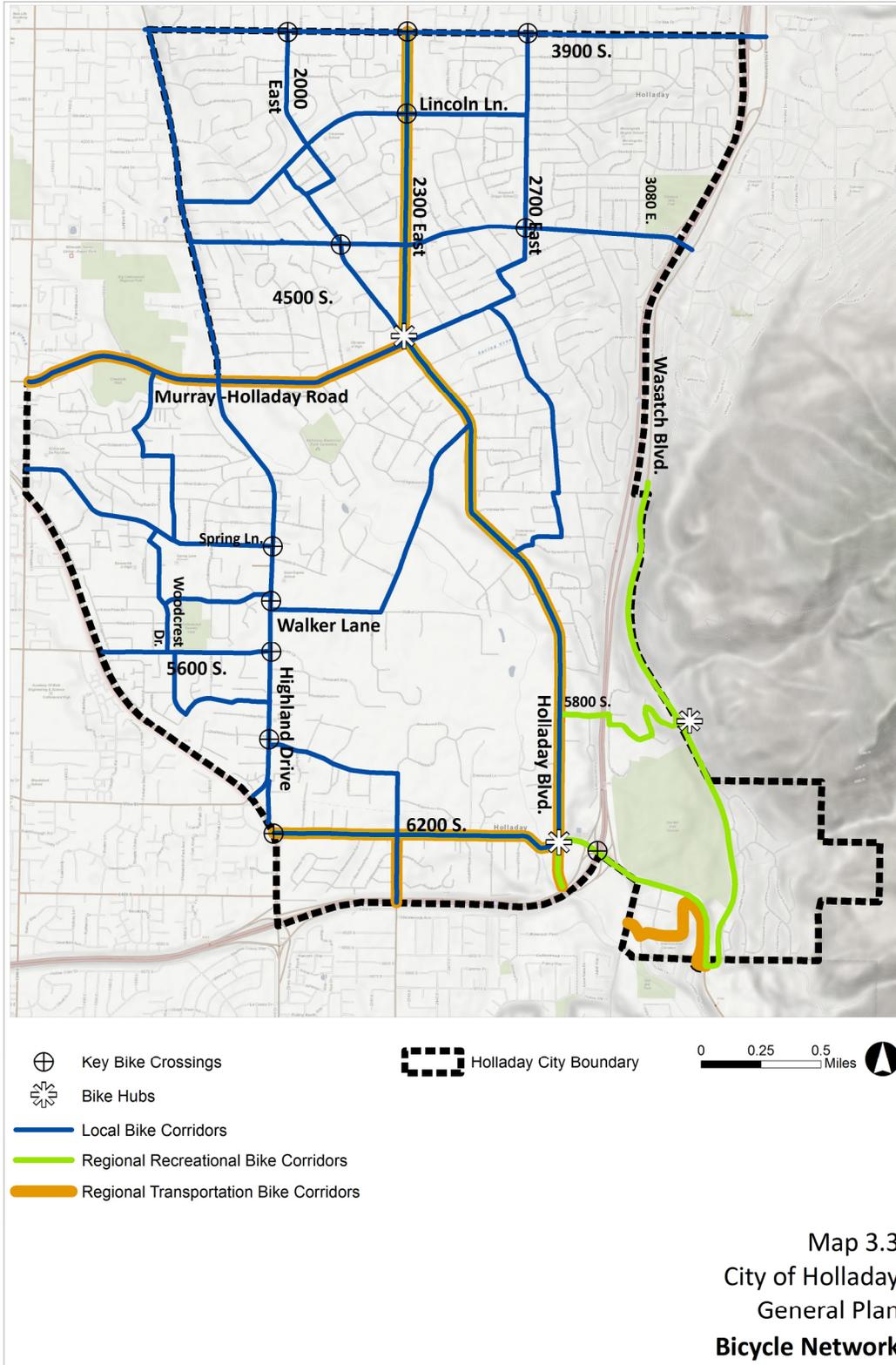
26

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28

Map 3.3 shows the General Plan Bicycle Network, including additional infrastructure such as bike hubs.

1 Map 3.3: Bicycle Network



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1 PEDESTRIAN NETWORK

2
3 The existing and planned pedestrian network, or pedestrian corridors, consists of sidewalks, streets, and
4 pedestrian crossings as well as proposed trails on canals. Holladay has several concentrations of
5 pedestrian destinations, with the pedestrian corridors that connect them to the wider pedestrian
6 network. The Plan designates these as “Pedestrian Destinations”. The General Plan Pedestrian Network
7 is shown on the Map 3.4.

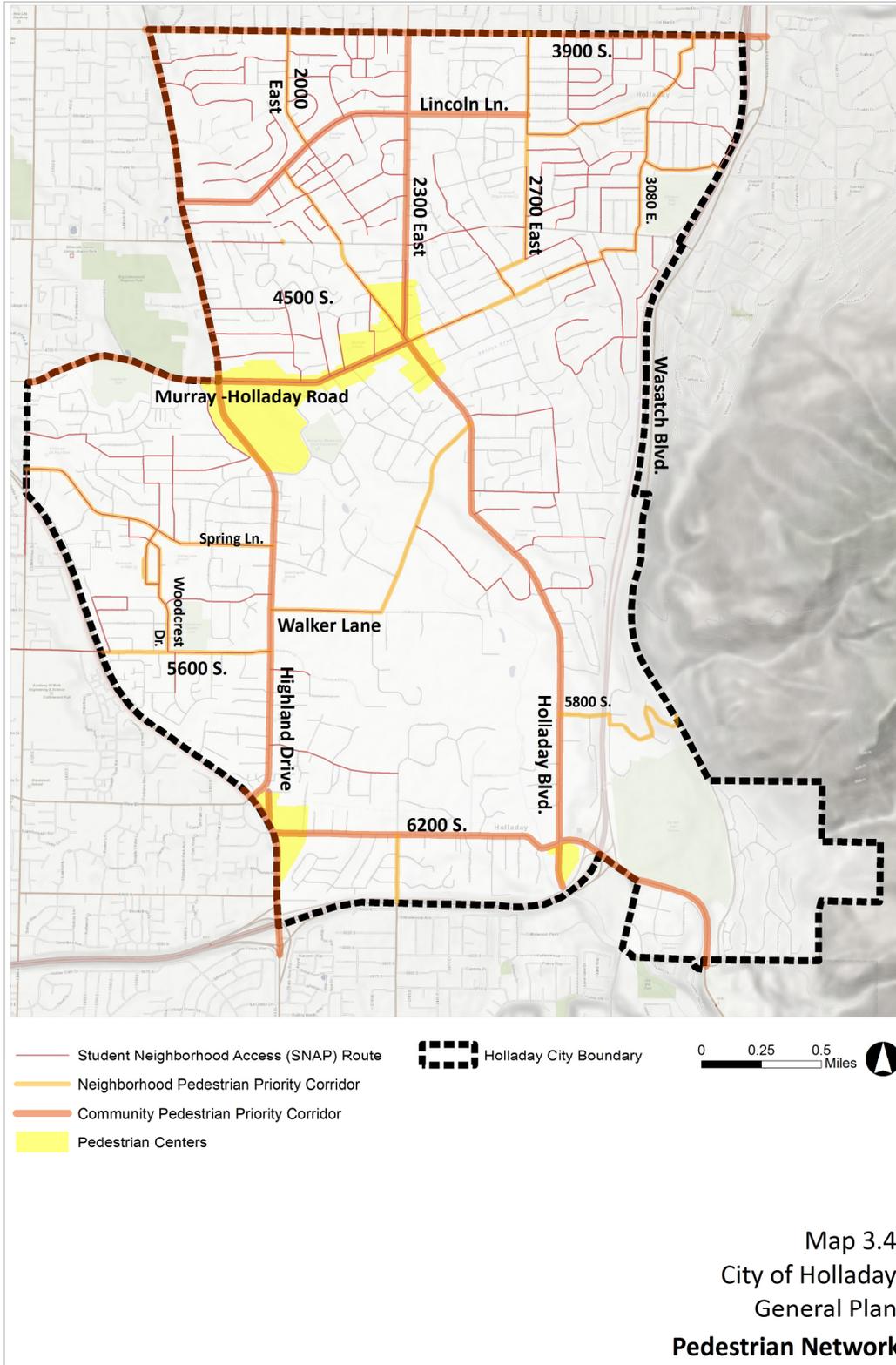
8
9 Pedestrian Priority Corridors include streets that need a higher and near-term level of attention for safe
10 and comfortable pedestrian infrastructure:

- 11
- 12 • **Community Pedestrian Corridors:** These corridors are key routes important on a
13 community-wide basis because they serve regional or Citywide destinations; serve as the only
14 pedestrian connection linking neighborhoods and districts; or serve as regionally or Citywide
15 significant recreational walking routes. These should have a pedestrian design that:
 - 16 ○ creates a consistent, safe, and comfortable pedestrian experience;
 - 17 ○ accommodates moderate to large volumes of pedestrians;
 - 18 ○ ensures highly visible and convenient crossings, especially of larger streets;
 - 19 ○ contains pedestrian infrastructure and amenities such as pedestrian-scale lighting, street
20 furniture, and public art;
 - 21 ○ integrates with the design of Citywide destinations; integrates key views; celebrates the
22 character of Holladay; orients pedestrians to Citywide destinations by wayfinding signage
23 and other design aspects.
 - 24 • **Neighborhood Pedestrian Corridors:** These corridors are key routes important on a
25 neighborhood basis because they connect a neighborhood to a Community Pedestrian Corridor;
26 or connect residents to neighborhood destinations such as schools, churches, or parks. These
27 should have a pedestrian design that:
 - 28 ○ creates a consistent, safe, and comfortable pedestrian experience;
 - 29 ○ ensures highly visible and convenient crossings, especially of larger streets;
 - 30 • **Other Pedestrian Priority streets.** The following should also prioritize pedestrians in the
31 context of the street types of which they are a part:
 - 32 ○ Streets within Pedestrian Centers;
 - 33 ○ Streets within a half-mile walk-shed of pedestrian centers;
 - 34 ○ Streets designated as Safe Routes to School.
- 35
36
37

38 Another important consideration for the continued safety of Holladay's pedestrians is the development
39 of a citywide policy regarding the installation of new sidewalks. Historically, sidewalks have been
40 installed in a piecemeal fashion relying on new development to install these improvements. Any City
41 sidewalk policy should be based on:

- 42 • Mandatory installation of sidewalks along all safe walking routes to the City's elementary
43 schools;
 - 44 • Required installation of sidewalks as in-fill where sidewalks are present, and;
 - 45 • A determination of those specific neighborhoods where sidewalks are not present and are not
46 wanted or needed by the property owners.
- 47

1 Map 3.4: Pedestrian Network



2

1 **STREETS /CORRIDORS**

2

3 **STREET TYPES**

4

5 An assembly of the four networks, vehicle, transit, bicycle and pedestrian results in a comprehensive
6 view of the way citizens of Holladay navigate through the city. This assembly is identified as the " Street
7 Types System". It is intended to provide a framework for the future development of Holladay's streets
8 and the community that surrounds them.

9

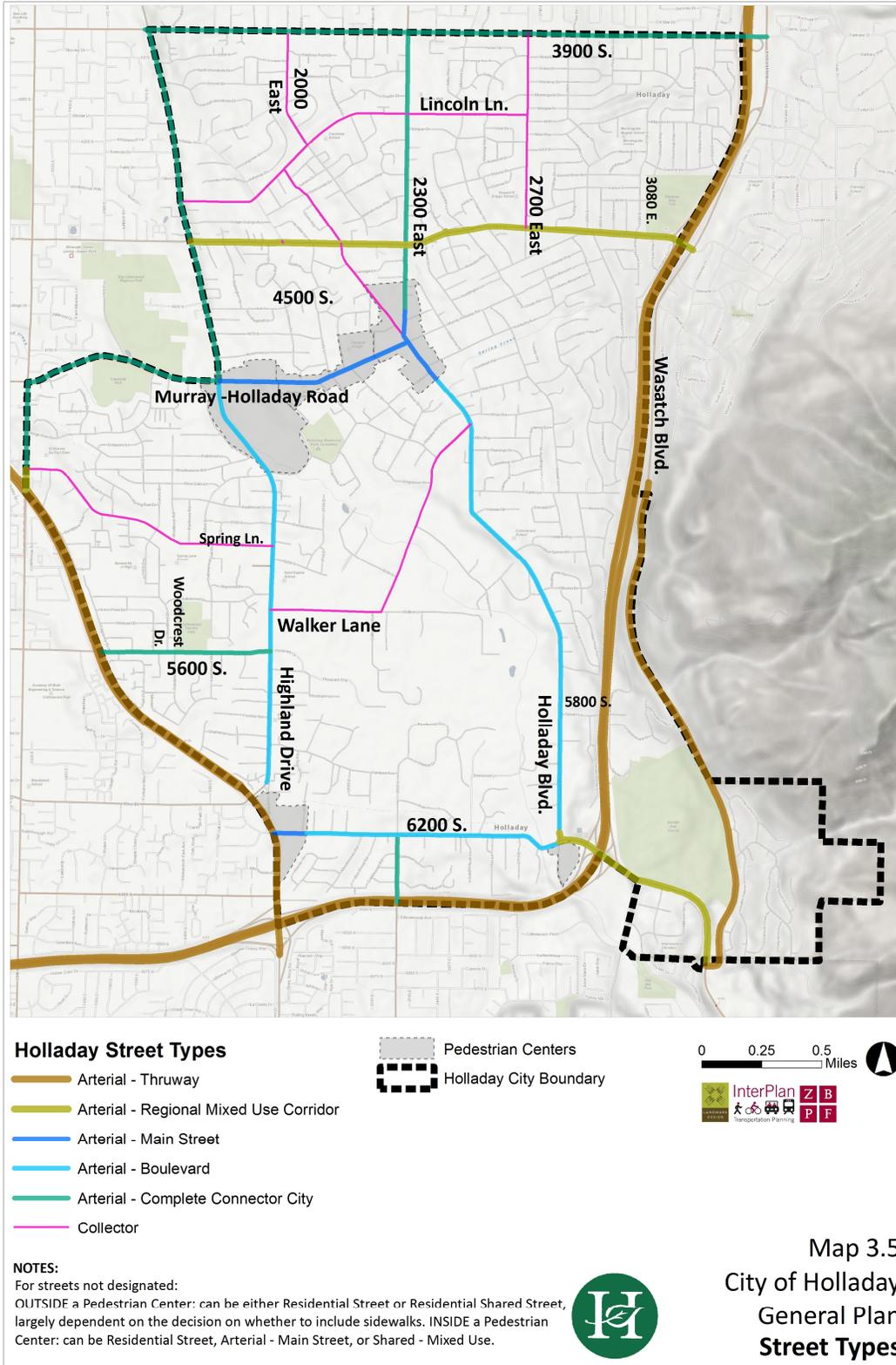
10 This street types system focuses on mobility and access for all transportation modes and incorporates
11 differences in the context of the surrounding areas. The result will be streets designed to reinforce
12 aspects of Holladay that the community wants to keep, while also directing change in areas the
13 community wants to see change. It also allows all City departments – community development, public
14 works, and others – to develop a common criterion for anticipated future street development.

15

16 The General Plan Street Type System and its application within the City's Transportation Network is
17 shown on the Map 3.5.

18

1 Map 3.5: Street Types



2
3

1 Each street type is built of three aspects:

- 2
- 3 • **Transportation Function:** A street’s function describes its place in the hierarchy of
- 4 transportation options. This system proposes three levels of function:
- 5 ○ Regional, a street within Holladay but serving the greater Wasatch Front region;
- 6 ○ City, a street generally serving residents, employees, students, and visitors of Holladay;
- 7 ○ Neighborhood, a street generally serving residents of and visitors to uses directly along the
- 8 street.
- 9
- 10 • **Community Context:** A street’s context describes the character of the surrounding community
- 11 it serves, articulating the degree to which it serves transportation versus public space.
- 12
- 13 • **Emphasized Modes:** A street’s modal emphasis is the transportation mode or modes it most
- 14 caters to in its design and operations.
- 15

16 Following are the ten street types included in Holladay’s Street Type System.

- 17 1. Arterial - Thruway
- 18 2. Arterial - Regional Mixed Use
- 19 3. Arterial - Main Street
- 20 4. Arterial - Boulevard
- 21 5. Arterial - Complete Connector
- 22 6. Collector
- 23 7. Residential
- 24 8. Residential - Shared Neighborhood
- 25 9. Local Shared - Mixed Use
- 26 10. Trail
- 27

28 It is important to note that each type does not have a universal cross section – a built-out community

29 like Holladay has too much variation and too many existing constraints to dictate one design for each

30 type. Instead, each type has an approach to cross section elements – ways to determine which elements

31 are priorities in limited space, ways to economize design, and ways to incorporate cross section

32 elements needed because of different modal emphasis or land use context.

33

34 Following is a detailed list of preferred street type aspects and preferred characteristics for each of the

35 ten street types with a suggested cross-section.

36

37 (1) Arterial-Thruway

38

39 An Arterial-Thruway is a street with the highest emphasis on regional mobility. Because of the emphasis

40 on mobility, context is less important. Emphasized modes are vehicles and transit. Design of the street

41 is flexible, encompassing limited access freeways and urban major arterial streets. Generally, vehicle

42 speeds on Arterial-Thruways are high, so cyclists and pedestrians must be carefully incorporated, with

43 wide buffers and safe, visible street crossings.

44

45 *Examples:*

- 46 • I-215
- 47 • Van Winkle Expressway

- Wasatch Boulevard

Street Type Aspects:

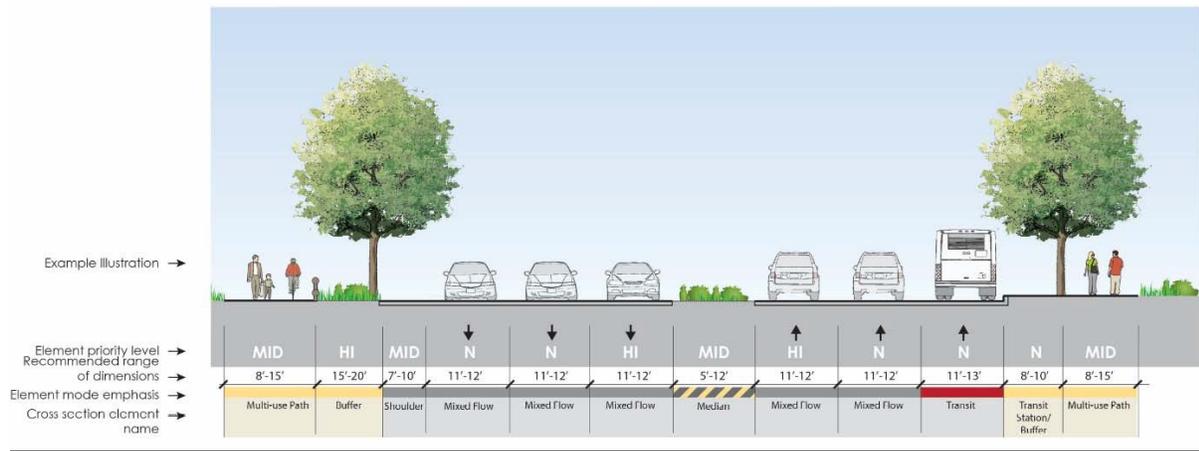
- Transportation Function: Regional
- Community Context: Any, de-emphasized
- Emphasized Modes: Vehicles, transit

Vehicle Network Classification: Freeway/ Expressway

Preferred Characteristics:

- **Frontage:** Generally backing, with adequate buffer
- **Target right-of-way:** Determine through specific street design; see objectives on specific major streets for some right-of-way targets.
- **Target vehicle speeds:** 40 - 50 mph for Throughways that are not freeways.
- **Mixed-flow lanes:** 2-6
- **On-street parking:** Generally not allowed
- **Trucks:** High mobility, low access
- **Vehicle access to properties:** Access should be highly limited; encourage access from connecting streets and alleys, and encourage shared access with adjacent properties. In residential areas, discourage direct driveway access for single family homes.
- **Transit treatments:** Mixed flow or dedicated center transitway; stations and stops protected from moving traffic by pull-out or dedicated lane.
- **Bicycle treatments:** Separated bike path
- **Pedestrian realm:** Separated path with substantial landscape or other horizontal buffer.
- **Pedestrian crossings:** High-visibility at-grade crossings with pedestrian refuges at signals or pedestrian bridges.
- **Drainage:** Side swales or curb and gutter
- **Public space:** Little or none

Suggested Cross-Section:



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33

1 (2) Arterial - Regional Mixed Use

2
3 An Arterial - Regional Mixed Use is a street with an emphasis on regional mobility, but that also serves a
4 mix of land uses along it, including regional and local shopping, employment, and residential.

5 6 *Examples:*

- 7 • 4500 South
- 8 • 6200 South (east of I-215)

9 10 *Street Type Aspects:*

- 11 • Transportation Function: Regional
- 12 • Community Context: Mix of single-family residential (attached and detached), multifamily
13 residential, commercial, and office. Auto uses mixed with pedestrian-focused uses. Increasing
14 density as single-family residential uses transition to more intense residential and nonresidential
15 uses.
- 16 • Emphasized Modes: Vehicles, transit, bike

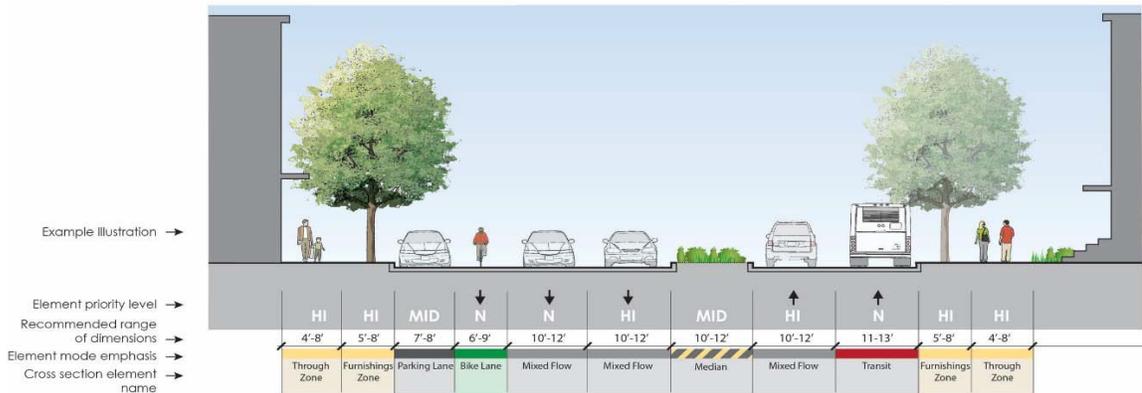
17 18 *Vehicle Network Classification:* Major Arterial

19 20 *Preferred Characteristics:*

- 21 • *Frontage:* Generally fronting:
 - 22 ○ Single family residential with yard setback
 - 23 ○ Single family attached and multifamily with landscaped setback
 - 24 ○ Commercial/office with active setback
- 25 • *Target right-of-way:* Determine through specific street design
- 26 • *Target vehicle speeds:* 35-40 mph
- 27 • *Mixed-flow lanes:* 3-5
- 28 • *On-street parking:* Depends on space; may not be allowed on certain streets.
- 29 • *Trucks:* High mobility and access.
- 30 • *Vehicle access to properties:* Limited access, encourage shared access with adjacent properties.
31 In residential areas, discourage direct driveway access for single family homes.
- 32 • *Transit treatments:* Generally mixed flow or dedicated center or side transitway depending on
33 space.
- 34 • *Bicycle treatments:* On-street (Class II) bike lane or separated on-street bike lane where conflicts
35 are minimized.
- 36 • *Pedestrian realm:*
 - 37 ○ 4' – 8' wide through zone
 - 38 ○ 5' – 8' wide furnishings zone with street trees
- 39 • *Pedestrian crossings:* High-visibility at-grade crossings with pedestrian refuges at signals.
- 40 • *Drainage:* Curb and gutter.
- 41 • *Public space:* Focused on areas with supporting land uses, such as civic uses, open spaces,
42 employment centers, educational institutions, and commercial nodes. In these cases, the design
43 of the pedestrian realm should integrate the semi-public space of the supporting land use.

1 **Suggested Cross-Section:**

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7 **(3) Arterial - Main Street**

8

9 An Arterial - Main Street is the centerpiece of a walkable, mixed-use area. An Arterial - Main
 10 Street serves city-level transportation needs and reinforces use of the street for public space. Emphasis
 11 is on walking, bicycling, and transit over vehicles.

12

13 **Examples:**

- 14 • Holladay Boulevard (in Holladay Village)
- 15 • Murray-Holladay Road (east of Highland Drive)

16

17 **Street Type Aspects:**

- 18 • Transportation Function: City
- 19 • Community Context: Walkable center. Emphasis on neighborhood and regional destination uses
 20 such as retail, restaurants, entertainment, civic uses, and parks, with office and residential
 21 incorporated.
- 22 • Emphasized Modes: Pedestrian, transit, bike

23

24 **Vehicle Network Classification:** Minor Arterial

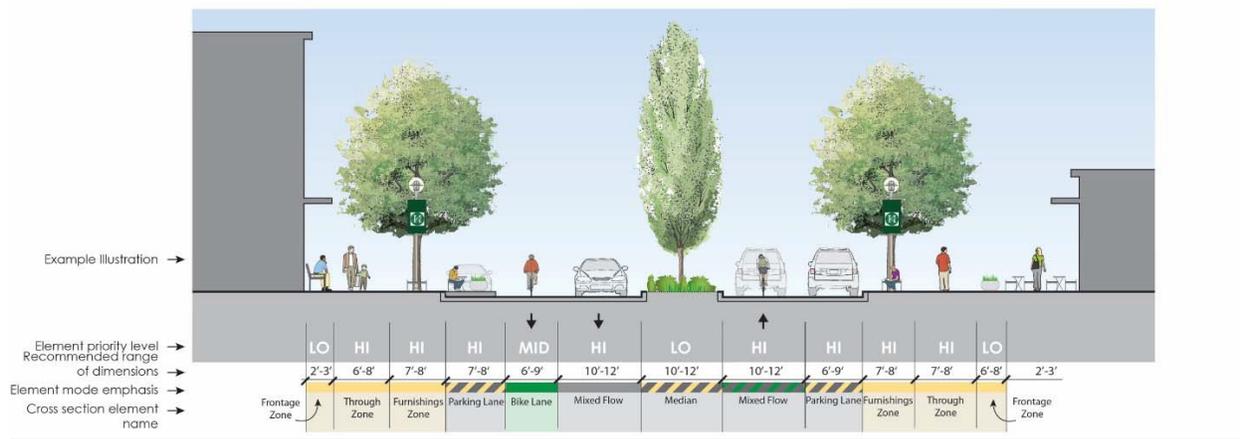
25

26 **Preferred Characteristics:**

- 27 • **Frontage:** All uses front directly onto a sidewalk; any setback is active space. Facades are
 28 transparent with frequent entries.
- 29 • **Target right-of-way:** Determine through specific street design; see objectives on specific major
 30 streets for some right-of-way targets.
- 31 • **Target vehicle speeds:** 25-30 mph
- 32 • **Mixed-flow lanes:** 2-3
- 33 • **On-street parking:** High priority – can be parallel or diagonal. If bike lane, encourage back-in
 34 diagonal.
- 35 • **Trucks:** Low mobility, high access – rear access preferred

- 1 • *Vehicle access to properties:* Highly discourage driveway curb cuts on Arterial - Main Streets. Encourage access from alleys, other available streets and shared driveway cuts.
- 2
- 3 • *Transit treatments:* Generally mixed flow or dedicated center or side transitway depending on
- 4 space. Signature stations or stops.
- 5 • *Bicycle treatments:* On-street (Class II) bike lane or shared lane markings (Class III). Emphasis on
- 6 bike parking in pedestrian realm.
- 7 • *Pedestrian realm:*
- 8 ○ 4' – 8' wide through zone
- 9 ○ 5' – 8' wide furnishings zone with street trees and street furniture
- 10 ○ 1'– 2' Frontage Zone
- 11 • *Pedestrian crossings:* High-visibility at-grade crossings with pedestrian refuges (if in 3-lane cross
- 12 section) at signals; mid-block crossings where blocks are long or pedestrian traffic warrants.
- 13 • *Drainage:* Curb and gutter; green infrastructure could be considered in select areas.
- 14 • *Public space:* High priority. *Frontage and furnishings zones of pedestrian realm and setbacks are*
- 15 *critical elements of urban public realm and should encourage sitting, lingering, gathering, and*
- 16 *performing.*

17
18 **Suggested Cross-Section:**



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23 **(4) Arterial - Boulevard**

24 An Arterial - Boulevard is a city-level street that emphasizes public, multi-modal connection within the

25 residential estate land use pattern particular to Holladay. The Boulevard street type is intended to

26 reinforce the verdant, pastoral character valued by so many in Holladay while providing public realm

27 and active transportation infrastructure connecting Holladay’s neighborhoods. The streets designated as

28 Arterial - Boulevard are often the only links connecting Holladay neighborhoods to one another, city

29 centers, and the greater region. Attention to unique materials and defining identity elements is

30 emphasized in this street type.

31
32 **Examples:**

- 33 • Holladay Boulevard (south of Holladay Village)
- 34 • Highland Drive (south of Murray-Holladay Road)

- 1 • 6200 South (west of I-215)

2

3 *Street Type Aspects:*

- 4 • Transportation Function: City
- 5 • Community Context: Residential large-lot estates with occasional integration of other land uses
- 6 such as retail, restaurant, and small office.
- 7 • Emphasized Modes: Pedestrian, bike, vehicle

8

9 *Vehicle Network Classification:* Minor Arterial

10

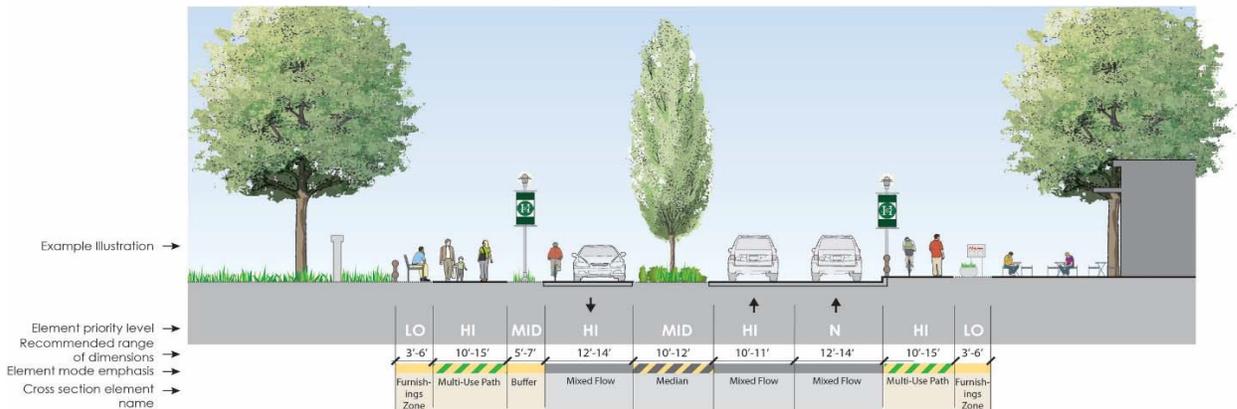
11 *Preferred Characteristics:*

- 12 • *Frontage:* Fronting and backing. Single family residential uses can front or back onto Boulevards.
- 13 • *Target right-of-way:* Determine through specific street design; see objectives on specific major
- 14 streets for some right-of-way targets.
- 15 • *Target vehicle speeds:* 30-40 mph
- 16 • *Mixed-flow lanes:* 2-3
- 17 • *On-street parking:* Low priority
- 18 • *Trucks:* Medium mobility, low access
- 19 • *Vehicle access to properties:* Encourage access from other available streets and shared driveway
- 20 cuts.
- 21 • *Transit treatments:* Generally mixed flow or dedicated center or side transitway depending on
- 22 space
- 23 • *Bicycle treatments:* Multi-use path separated from roadway for slow cyclists; faster cyclists can
- 24 ride in wider mixed-flow lanes
- 25 • *Pedestrian realm:*
- 26 ○ 10" – 15' Multi-use path shared with cyclists
- 27 ○ No curb; drainage swale buffers multi-use path
- 28 ○ Decorative, vertical elements such as pedestrian-scale lighting, fencing, and bollards.
- 29 • *Pedestrian crossings:* High-visibility at-grade crossings at signals and at key un-signalized
- 30 crossings with aid of flashing lights of pedestrian-activated signals.
- 31 • *Drainage:* Swale with permeable surface with pipe underneath
- 32 • *Public space:* High priority for recreational walking with places to stop at occasional nodes. In
- 33 areas with supporting land uses, such as civic uses, open spaces, educational institutions, and
- 34 small commercial nodes, the design of the pedestrian realm should integrate connections to
- 35 these adjacent uses.

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1 **Suggested Cross-Section:**

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7 **(5) Arterial - Complete Connector**

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9 An Arterial - Complete Connector is a city-level street that emphasizes multi-modal mobility among
10 different areas of Holladay. Context for Arterial - Complete Connectors are generally residential but can
11 have mixes of uses and can have occasional mixed-use commercial nodes. Arterial - Complete
12 Connectors also often serve as gateways to Holladay.

13

14 **Examples:**

- 15 • 2300 East north of Holladay Village
- 16 • 5600 South

17

18 **Street Type Aspects:**

- 19 • Transportation Function: City
- 20 • Community Context: Generally single-family residential but can also have mixes of uses and
21 occasional small walkable nodes
- 22 • Emphasized Modes: All

23

24 **Vehicle Network Classification:** Minor Arterial

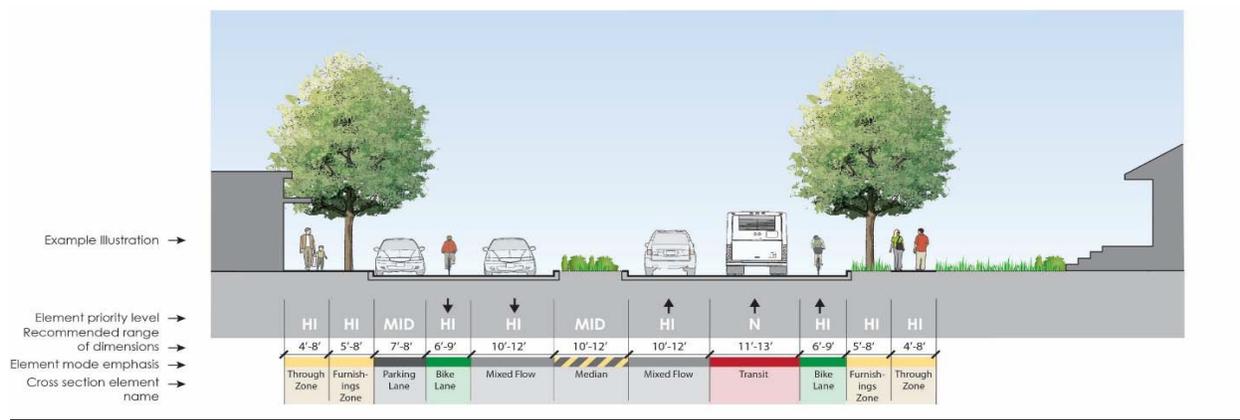
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26 **Preferred Characteristics:**

- 27 • **Frontage:** Fronting. Generally single family but can be multifamily, commercial or office either
28 fronting directly onto sidewalk or with small setback. With commercial uses setback should be
29 active space
- 30 • **Target right-of-way:** Determine through specific street design; see objectives on specific major
31 streets for some right-of-way targets
- 32 • **Target vehicle speeds:** 25-35 mph
- 33 • **Mixed-flow lanes:** 2-3
- 34 • **On-street parking:** Medium priority depending on needs of other modes
- 35 • **Trucks:** Medium mobility, medium access

- 1 • *Vehicle access to properties:* Direct access from street
- 2 • *Transit treatments:* Generally mixed flow operations
- 3 • *Bicycle treatments:* Class II on-street bike lanes
- 4 • *Pedestrian realm:*
 - 5 ○ 4' – 8' wide through zone
 - 6 ○ 5' – 8' wide furnishings zone with planter strip and street trees. Where street runs through
 - 7 mixed-use node, furnishings zone can be hardscape with trees in grates
- 8 • *Pedestrian crossings:* High-visibility, at-grade crossings at signals
- 9 • *Drainage:* Curb and gutter
- 10 • *Public space:* Focused on areas with supporting land uses, such as civic uses, open spaces,
- 11 employment centers, educational institutions, and commercial nodes. In these cases, the design
- 12 of the pedestrian realm should integrate the semi-public space of the supporting land use.

14 *Suggested Cross-Section:*
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19 **(6) Collector**

20

21 A Collector is a neighborhood-level street that is primarily used for multi-modal mobility within that
22 neighborhood and collects traffic from smaller, residential streets. This street type emphasizes slower
23 speeds and on-street parking to ensure the safety of pedestrians, bicyclists and autos.

24

25 *Examples:*

- 26 • 2700 East
- 27 • Cottonwood Lane

28

29 *Street Type Aspects:*

- 30 • Transportation Function: Neighborhood
- 31 • Community Context: Generally single-family residential but can have occasional parks, civic uses
32 (schools and churches), and commercial uses
- 33 • Emphasized Modes: Pedestrian, bike, vehicle

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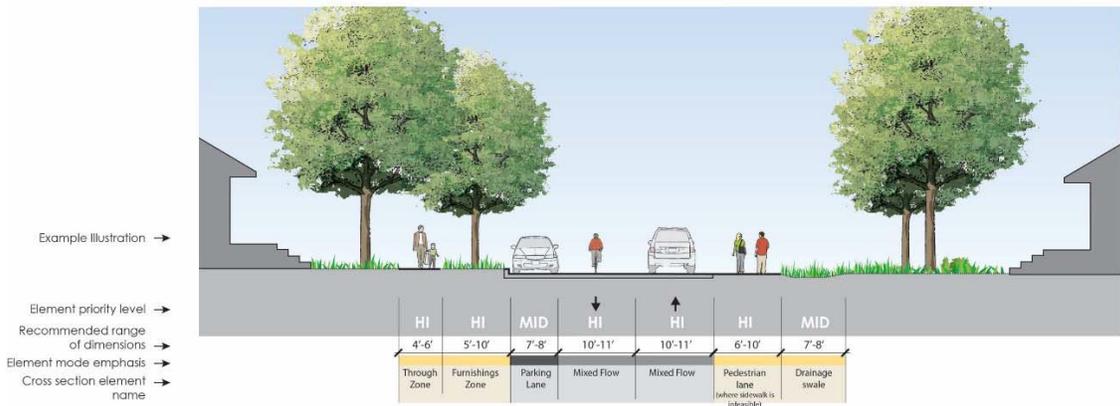
35 *Vehicle Network Classification:* Collector

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Preferred Characteristics:

- **Frontage:** Generally single family but can be multifamily, civic, commercial or office either fronting directly onto sidewalk or with small setback. With commercial uses setback should be active space.
- **Target right-of-way:** 65 feet
- **Target vehicle speeds:** 25-30 mph
- **Mixed-flow lanes:** 2
- **On-street parking:** High priority
- **Trucks:** Not encouraged except for access to specific uses
- **Vehicle access to properties:** Direct access from street. If non-residential properties front a Collector, discourage driveway access from that street and look for other alternatives such as major or minor arterial or alley.
- **Transit treatments:** Generally not applicable but if route is present, then bus runs in mixed flow
- **Bicycle treatments:** Class III on-street shared lane markings with vehicle
- **Pedestrian realm:**
 - 4' – 8' wide through zone
 - 5' – 10' wide furnishings zone with planter strip and street trees
 - Option for a 6' – 10' wide pedestrian lane or asphalt path if sidewalks are not feasible
- **Pedestrian crossings:** No need for crosswalks except at intersections with busier street types
- **Drainage:** Curb and gutter; Green infrastructure could be considered in select areas
- **Public space:** Collectors are important public spaces for surrounding neighborhoods. The wide park strips could be considered linear parks

Suggested Cross-Section:



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(7) Residential

A Residential street type primarily serves a single family neighborhood but may have other less intensive uses integrated with the residential uses. This street type emphasizes slow speeds and traffic calming measures to ensure the safety and integration of pedestrians, bicyclists and autos.

1 **Examples:**

- 2 • Northwoodside Drive
- 3 • Applewood Avenue
- 4 • Wander Lane

6 **Street Type Aspects:**

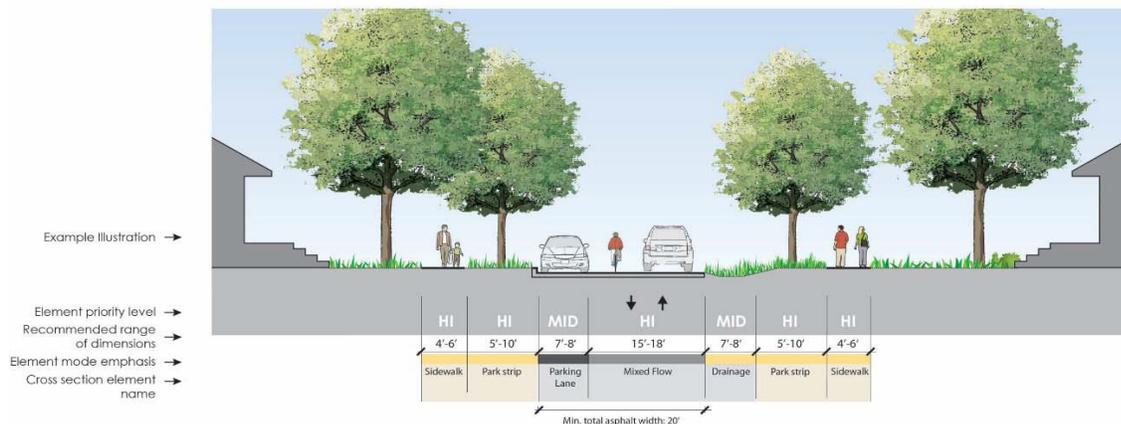
- 7 • Transportation Function: Neighborhood
- 8 • Community Context: Generally single-family residential, but can have occasional parks and civic uses (schools and churches)
- 9 • Emphasized Modes: Pedestrian, bike, vehicle

12 **Vehicle Network Classification:** Primary or Secondary Residential

14 **Preferred Characteristics:**

- 15 • **Frontage:** Fronting. Generally single family but can be multifamily or civic fronting or siding onto sidewalk with small setback
- 16 • **Target right-of-way:** 50-60 feet
- 17 • **Target vehicle speeds:** 25 mph
- 18 • **Mixed-flow lanes:** One 2-way yield lane
- 19 • **On-street parking:** High priority
- 20 • **Trucks:** Not encouraged except for access to specific uses
- 21 • **Vehicle access to properties:** Direct access from street
- 22 • **Transit treatments:** Generally not applicable
- 23 • **Bicycle treatments:** Class III on-street shared lane markings
- 24 • **Pedestrian realm:**
 - 25 ○ 4' – 6' sidewalk
 - 26 ○ 5' – 10' wide park strip with street trees
- 27 • **Pedestrian crossings:** No need for crosswalks except at intersections with busier street types
- 28 • **Drainage:** Curb and gutter; Green infrastructure could be considered in select areas
- 29 • **Public space:** Neighborhood Streets are important public spaces for those living on them. The entire street should be considered public space

33 **Suggested Cross-Section:**



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1 (8) Residential - Shared Neighborhood

2

3 Residential – Shared Neighborhood streets are the preferred street type for private streets. This street
4 type is intended to serve just the uses on it. It is similar in most ways to the residential street but has no
5 sidewalks, and so pedestrians share the entire street with motorists and cyclists. Residential- Shared
6 Neighborhood streets emphasize slow speeds and traffic calming techniques to ensure the safety of
7 pedestrians, bicyclists and autos.

8

9 *Examples:*

- 10 • Lila Lane
- 11 • Foxmont Lane
- 12 • Woodoak Lane
- 13 • Woodline Drive

14

15 *Street Type Aspects:*

- 16 • Transportation Function: Neighborhood
- 17 • Community Context: Generally single-family residential, but can have occasional parks and civic
18 uses (schools and churches)
- 19 • Emphasized Modes: Pedestrian, bike, vehicle

20

21 *Vehicle Network Classification:* Secondary Residential

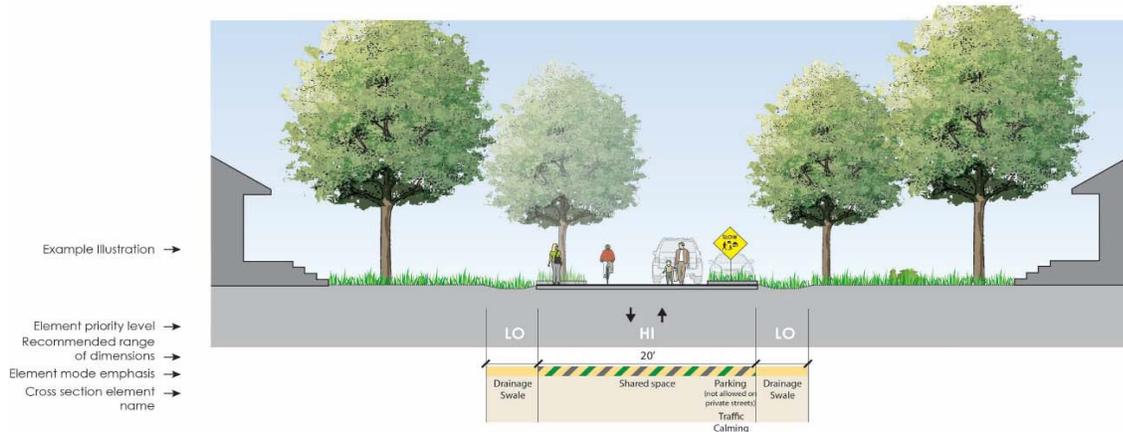
22

23 *Preferred Characteristics:*

- 24 • *Frontage:* Fronting. Generally single family but can be multifamily or civic fronting or siding onto
25 sidewalk with small setback
- 26 • *Target right-of-way:* 20-40 feet
- 27 • *Target vehicle speeds:* 15 mph
- 28 • *Mixed-flow lanes:* Roadway is shared with pedestrians and bicyclists. Alternative pavement
29 treatments could be considered
- 30 • *On-street parking:* Allowed on public streets; not allowed on private streets
- 31 • *Trucks:* Not encouraged except for access to specific uses
- 32 • *Vehicle access to properties:* Direct access from street
- 33 • *Transit treatments:* Generally not applicable
- 34 • *Bicycle treatments:* Class III on-street shared lane markings
- 35 • *Pedestrian realm:* Shared with other modes
- 36 • *Pedestrian crossings:* No need for crosswalks except at intersections with busier street types
- 37 • *Drainage:* Street drains into side swales. Green infrastructure could be considered in select
38 areas
- 39 • *Public space:* Local Shared – Neighborhood streets are important public spaces for those living
40 on them. The entire street should be considered public space

41

1 **Suggested Cross-Section:**
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 5 **(9) Local Shared – Mixed Use**
 6

7 A Local Shared – Mixed Use street type is a space primarily for pedestrians where cars and bicycles are
 8 allowed as slow-moving guests. As such, Local Shared – Mixed Use streets provide a very high public
 9 space value with limited mobility. These streets are ideal for secondary streets within a walkable center
 10 such as Holladay Village. Local Shared – Mixed Use streets are designed for slow speeds and traffic
 11 calming techniques to ensure the safety of pedestrians, bicyclists and autos.

12
 13 *Examples:* To Be Determined

14
 15 **Street Type Aspects:**

- 16 • **Transportation Function:** Neighborhood
- 17 • **Community Context:** Walkable center. Emphasis on neighborhood and regional destination
 18 uses such as retail, restaurants, entertainment, civic uses, and parks, with office and residential
 19 incorporated
- 20 • **Emphasized Modes:** Pedestrian

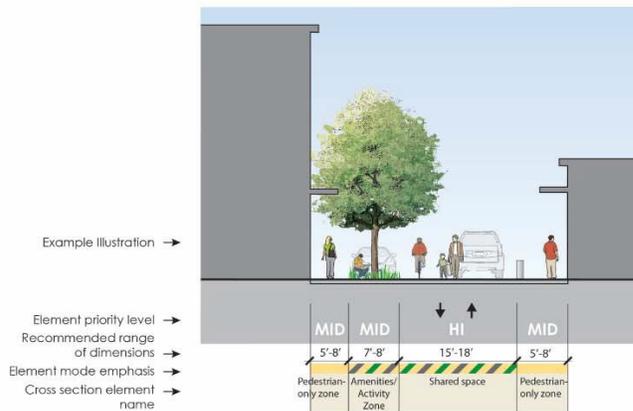
21
 22 **Vehicle Network Classification:** Secondary Residential

23
 24 **Preferred Characteristics:**

- 25 • **Frontage:** Fronting. All uses front directly onto sidewalk; any setback is active space. Facades are
 26 transparent with frequent entries. All aspects of the built environment must be human-scaled
- 27 • **Target right-of-way:** 40 feet
- 28 • **Target vehicle speeds:** 15
- 29 • **Mixed-flow lanes:** 1 two-way yield lane. Roadway is shared with pedestrians and bicyclists.
 30 Alternative pavement treatments such as pavers or stone are encouraged. Shared streets do not
 31 have curbs. Street can be closed periodically for special events or farmers markets.
- 32 • **On-street parking:** Can be allowed in pockets
- 33 • **Trucks:** Not encouraged except for access to specific uses
- 34 • **Vehicle access to properties:** No driveways or interruption of pedestrian realm by vehicle access
- 35 • **Transit treatments:** Generally not applicable

- 1 • **Bicycle treatments:** Class III on-street shared lane markings
- 2 • **Pedestrian realm:**
- 3 ○ Street has both pedestrian-only zones on either side and a zone shared by pedestrians,
- 4 bikes, and autos in the middle.
- 5 ○ The zones are not separated by curbs - street furniture such as bollards or planted areas can
- 6 define pedestrian-only space.
- 7 • **Pedestrian crossings:** No need for crosswalks except at intersections with busier street types.
- 8 • **Drainage:** Street drains into central trench drain or similar. Green infrastructure could be
- 9 considered in select areas.
- 10 • **Public space:** The primary priority for the street. Frontage and furnishings zones of pedestrian
- 11 realm and setbacks are critical elements of urban public realm and should encourage sitting,
- 12 lingering, gathering, and performing.

14 **Suggested Cross-Section:**



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17 **(10) Trail**

18

19 A Trail is a pedestrian and/or bicycle-focused corridor serving a large area of the greater region and
 20 passing through Holladay as well as people moving around Holladay. Trails are typically exclusively for
 21 active transportation modes, excluding or strongly de-emphasizing vehicles and transit. A range of land
 22 uses may front or back onto Trails.

23

24 **Examples:**

- 25 • Bonneville Shoreline Trail
- 26 • Big Cottonwood Creek Trail
- 27 • (Potential) canal trails

28

29 **Street Type Aspects:**

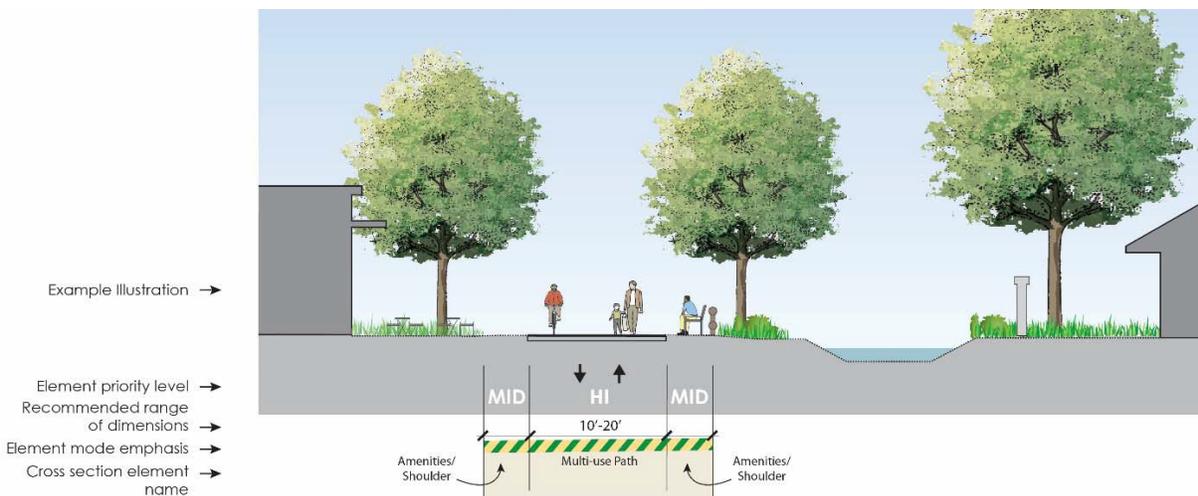
- 30 • **Transportation Function:** Regional or City
- 31 • **Community Context:** Trails can adapt to any community context. They can either be separate from
- 32 the surrounding area or incorporate and connect to it. Many of Holladay’s trails will follow
- 33 waterway corridors.
- 34 • **Emphasized Modes:** Pedestrian and bike

1
2 **Vehicle Network Classification:** N/A

3
4 **Preferred Characteristics:**

- 5 • **Frontage:** Open space and for other uses, generally backing but can front in some situations.
- 6 • **Target right-of-way:** 20-30 feet
- 7 • **Target vehicle speeds:** N/A
- 8 • **Mixed-flow lanes:** N/A
- 9 • **On-street parking:** N/A
- 10 • **Trucks:** N/A
- 11 • **Vehicle access to properties:** Generally not applicable but situations could occur where deliveries or special trips need to be made by autos along a trail; design could allow this access but pedestrian and bicycle safety or comfort should not be compromised.
- 12 • **Transit treatments:** N/A
- 13 • **Bicycle treatments:** Multi-use path
- 14 • **Pedestrian realm:** Multi-use asphalt or dirt path
- 15 • **Pedestrian crossings:** Trails should have high-visibility at-grade crossings at signals and at key un-signalized crossings with aid of flashing lights of pedestrian- and cyclist-activated signals.
- 16 • **Drainage:** Trail drains to side swales, permeable shoulders, or into adjacent land or waterways
- 17 • **Public space:** High priority for recreation. In areas with supporting land uses, such as civic uses, open spaces, educational institutions, and small commercial nodes, the design of the pedestrian realm should integrate the semi-public space of the supporting land use. Where possible, trails can integrate linear parks.

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26 **Suggested Cross-Section:**



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1 **MAJOR STREET CORRIDORS**

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3 Specific major street corridors in the city have significant impact on the way citizens and visitors move
4 through Holladay, in their automobiles, as pedestrians or as other users. Mobility or lack thereof
5 directly affects the land uses along each street.

6
7 For the purposes of this General Plan, the following major street corridors or sections of those street
8 corridors have specific, identified objectives. These should be carefully considered when designing,
9 developing or redeveloping these important streets.

10 11 12 **MURRAY HOLLADAY ROAD-East from Highland Drive to Holladay Village(Holladay Half)**

13 14 *Recommended Street Type(s):*

- 15 • Arterial-Main Street

16 17 *Network Designations:*

- 18 • Minor Arterial
- 19 • Priority High-Capacity Transit Corridor
- 20 • Priority UTA bus route
- 21 • Potential Circulator Route
- 22 • Local Bike Corridor
- 23 • Regional Transportation Bike Corridor
- 24 • Community Pedestrian Priority Corridor

25 26 *Target right-of-way:*

- 27 • 80 - 95 feet

28 29 *Objectives:*

- 30 • Connect Holladay Village and the Cottonwood redevelopment site for all modes, especially
31 pedestrians, cyclists and transit riders.
- 32 • De-emphasize vehicular traffic and encourage through traffic to use 4500 South.
- 33 • Make better use of the right-of-way, especially overly wide vehicle lanes.
- 34 • Standardize the cross section and right-of-way.
- 35 • Add streetscape improvements to create a walking experience known as the “Holladay Half.”
- 36 • Consider on-street parking, especially if land use becomes more similar to Holladay Village.
- 37 • Consider addition of bike lanes.
- 38 • Consider strategically located planted medians in center turn lane.
- 39 • Improve transit stops.
- 40 • Consider possible special transit stop at Cottonwood redevelopment site – in conjunction with
41 north-south transit on Highland Drive.
- 42 • If future re-development or land use changes occur, consider right-of-way widening to
43 accommodate all modes.

1 **HIGHLAND DRIVE - South of Murray Holladay Road**

2

3 *Recommended Street Type(s):*

- 4 • Arterial-Boulevard Street

5

6 *Network Designations:*

- 7 • Minor Arterial
- 8 • Truck Route
- 9 • Priority High-Capacity Transit Corridor
- 10 • Priority UTA bus route
- 11 • Potential Circulator Route
- 12 • Local Bike Corridor
- 13 • Community Pedestrian Priority Corridor

14

15 *Target right-of-way:*

- 16 • 80 feet

17

18 *Objectives:*

- 19 • Build on recommendations of the Highland Drive Master Plan.
- 20 • Make walking safe for connection between neighborhoods, centers, and schools.
- 21 • Ensure that Highland Drive near the Cottonwood redevelopment site can handle projected traffic created by new development.
- 22 • Designate Highland Drive as the City's preferred north-south BRT route.
- 23 • Consider a potential transit hub at Highland/6200 South/Van Winkle Expressway.
- 24 • Consider innovative way to allow bicyclists to ride safely on Highland Drive.
- 25 • Make crossings of bike routes safe for cyclists while maintaining traffic flow.
- 26 • Make Highland/6200 South/Van Winkle area safe, convenient, and legible for cyclists to navigate.
- 27 • Make better use of the street cross section, especially the wide shoulders.
- 28 • Create a consistent streetscape that ties the corridor together.

31

32

33 **HOLLADAY BOULEVARD –South of Holladay Village**

34

35 *Recommended Street Type(s):*

- 36 • Arterial-Boulevard

37

38 *Network Designations:*

- 39 • Minor Arterial
- 40 • Potential Circulator Route
- 41 • Local Bike Corridor
- 42 • Regional Transportation Bike Corridor
- 43 • Regional Recreation Bike Corridor
- 44 • Community Pedestrian Priority Corridor

45

1 *Target right-of-way:*

- 2
- 80 feet

3
4 *Objectives*

- 5
- Keep traffic volumes at current levels to encourage safety for bicyclists and pedestrians.
 - Make Holladay Boulevard's intersection with 6200 South especially bike and pedestrian supportive because it is so near freeway interchange.
 - Make Holladay Boulevard the City's signature bike corridor. Holladay Boulevard is important to all types of riders – local riders of all abilities, regional commuters, and regional recreational riders.
 - Develop bike hubs in Holladay Village and in Knudsen's Corner.
 - De-emphasize transit on this corridor (except for perhaps a future circulator).
 - Create an ample, safe, and consistent pedestrian environment.
 - Remove truck route designation.
 - Design public realm streetscape that emphasizes existing "countryside" character but provides consistent frame for street and supports transportation goals.
 - Consider potential to expand right-of-way to accommodate different modes
- 6
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- 19

20 **6200 SOUTH (BIG COTTONWOOD ROAD)**21
22 *Recommended Street Type(s):*

- 23
- Arterial-Boulevard
 - Arterial-Main Street
- 24
-
- 25

26 *Network Designations:*

- 27
- Minor Arterial
 - Potential Circulator Route
 - Local Bike Corridor
 - Regional Transportation Bike Corridor
 - Regional Recreation Bike Corridor
 - Community Pedestrian Priority Corridor
- 28
-
- 29
-
- 30
-
- 31
-
- 32
-
- 33

34 *Target right-of-way:*

- 35
- 80 feet
- 36

37 *Objectives:*

- 38
- Encourage bike/pedestrian connection to Fort Union corridor to south via 2300 East.
 - 6200 South is important to all types of cyclists and should be designed to accommodate local riders of all abilities, regional commuters, and regional recreational riders.
 - De-emphasize transit on this corridor (except for a future circulator)
 - Create an ample, safe, and consistent pedestrian environment.
 - Design a public realm streetscape (trees, landscaping, lighting, street furniture) that emphasizes existing "countryside" character but provides consistent frame for street and supports the overall transportation network goals.
- 39
-
- 40
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- 43
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- 44
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- 45

- 1 • Become more urban when entering mixed-use area at Highland/6200 S.; transition from
 2 Boulevard type to Arterial - Main Street type.
 3 • Consider potential to expand right-of-way to accommodate different modes.
 4 • Part of the overall recreation corridor providing direct access to Knudsen Park.
 5
 6

7 **2300 EAST - North of Murray Holladay Road**

8 *Recommended Street Type(s):*

- 9
 10 • Arterial-Complete Connector
 11 • Arterial-Main Street
 12

13 *Network Designations:*

- 14 • Minor Arterial
 15 • Truck Route
 16 • Priority High-Capacity Transit Corridor
 17 • Priority UTA bus route
 18 • Local Bike Corridor
 19 • Regional Transportation Bike Corridor
 20 • Regional Recreation Bike Corridor
 21 • Community Pedestrian Priority Corridor
 22

23 *Target right-of-way:*

- 24 • 80 feet
 25

26 *Objectives:*

- 27 • Emphasize important multi-modal connection of several centers of activity in and around
 28 Holladay - Holladay Village, Olympus High, Millcreek Community Center/Planned Holladay
 29 Village area and node at 2300 E/2700 South.
 30 • Make sidewalks consistent and, if possible, wider.
 31 • Add streetscape improvements such as pedestrian-scale lighting and street trees.
 32 • Try to place a high-frequency transit route (15 minute headway) on this corridor, whether local
 33 bus or bus rapid transit.
 34 • Improve crossings of major streets such as 4500 South and 3900 South.
 35
 36

37 **4500 SOUTH**

38 *Recommended Street Type(s):*

- 39 • Arterial-Regional Mixed Use
 40
 41

42 *Network Designations:*

- 43 • Utah State ROW
 44 • Major Arterial
 45 • Truck Route
 46 • Priority UTA bus route

- 1 • Local Bike Corridor

2
3 *Target right-of-way:*

- 4 • 106 feet

5
6 *Objectives:*

- 7 • Emphasize vehicular travel on this corridor – widen if necessary. Seek to move much of
- 8 Murray-Holladay Road through traffic onto 4500 South. Vehicle volumes will likely rise if and
- 9 when northbound I-215 ramps are added.
- 10 • Remove Class III bikeway or make a Class II – traffic likely moving too fast for shared lane to
- 11 work effectively.
- 12 • Facilitate UTA bus route 45 and potential BRT route.
- 13 • Improve pedestrian and bike corridor crossings on 4500 South. Consider pedestrian and cyclist
- 14 activated signals.

15
16
17 **3900 SOUTH**

18
19 *Recommended Street Type(s):*

- 20 • Arterial-Complete Connector

21
22 *Network Designations:*

- 23 • Minor Arterial
- 24 • Priority High-Capacity Transit Corridor
- 25 • Priority UTA bus route
- 26 • Local Bike Corridor
- 27 • National Defense Roadway
- 28 • Shared Jurisdiction-Salt Lake County/Holladay

29
30 *Target right-of-way:*

- 31 • 80 feet

32
33 *Objectives:*

- 34 • 3900 South is an important multi-modal connection between Olympus Cove area and
- 35 Holladay/East Mill Creek.
- 36 • Pedestrian crossing of 3900 South is important for access to the schools north and south of 3900
- 37 South.
- 38 • Work with Salt Lake County to achieve these objectives.

39
40
41 **1300 EAST –South of Murray Holladay Road**

42
43 *Recommended Street Type(s):*

- 44 • Arterial-Complete Connector

45

1 *Network Designations:*

- 2 • Minor Arterial
3 • Shared Jurisdiction-Salt Lake County/Holladay
4

5 *Target right-of-way:*

- 6 • 80 feet
7

8 *Objectives:*

- 9 • Improve pedestrian crossing to/from St. Vincent DePaul at Spring Lane and Kings Row.
10 • Improve pedestrian realm with buffer (furnishings zone).
11 • Work with Salt Lake County to achieve objectives.
12
13

1 GOALS AND POLICIES

3 **Goal: Ensure safety for all modes and users.**

5 Policy: Develop the vehicular network in a way that prioritizes safety for all users.

7 *Implementation Measure:* Establish and enforce speed limits based on balance of Street Type guidance and traffic engineering analysis.

10 *Implementation Measure:* Develop school routing plans that minimize vehicle-pedestrian conflicts.

13 *Implementation Measure:* Wherever possible implement traffic calming measures.

15 Policy: Ensure that all Holladay streets are safe for pedestrians.

17 *Implementation Measure:* Conduct a study to determine a City-wide policy for sidewalk installations, safe crossing features and other pedestrian treatments.

20 *Implementation Measure:* Maintain optimal walkway conditions for walking, wheelchairs, and strollers.

23 *Implementation Measure:* Investigate the adoption and implementation of a "transfer of development requirements" program to fund future identified public sidewalk installation projects.

27 Policy: Improve wayfinding through Holladay for all transportation modes.

29 *Implementation Measure:* Regularly review and maintain all current bike route and pedestrian route signage and upgrade whenever necessary.

32 *Implementation Measure:* Develop strategies for canal trail access points such as safe street crossings and pedestrian route signage.

35 **Goal: Continue to build municipal infrastructure.**

37 Policy: Work to balance traffic evenly over the network of arterial and collector streets, which prevents congestion; supports safety for other modes; and makes pedestrian and bicycle crossings of major streets easier and safer.

41 *Implementation Measure:* Undertake a study of the intersection and surrounding land uses at Van Winkle Expressway/Highland Drive/6200 South to develop a small area master plan to improve traffic flow, safety and legibility for all transportation modes.

45 *Implementation Measure:* Seek ways to achieve optimal connectivity in the street network.

1
2 *Implementation Measure:* Emphasize the Shared Street – Neighborhood type for private streets
3 and require all private street construction conform to the City's adopted standards.
4

5 *Implementation Measure:* Review and update where necessary the City's adopted "Standard
6 Details for Public Works Construction".
7

8 *Implementation Measure:* Continue to apply functional classification designations to Holladay
9 streets as a vehicle network hierarchy.
10

11
12 Policy: Work with UTA to focus and concentrate transit service in areas where Holladay
13 residents, employees and visitors will ride it and where it provides essential connections.
14

15 *Implementation Measure:* Advocate for a direct, convenient, and fast connection from
16 Holladay's activity centers to the regional rail network and employment sheds to the north.
17

18 *Implementation Measure:* Continue to support the development of an I-215/Wasatch Boulevard
19 transit corridor.
20

21 Policy: Advocate for Holladay's preferred future high-capacity fixed-guideway transit lines.
22

23 *Implementation Measure:* Work with UTA for the creation of a future north-south BRT line
24 along Highland Drive.
25

26 *Implementation Measure:* Work with UTA for the creation of a future east-west BRT line through
27 the city.
28

29 *Implementation Measure:* Support the installation of bus hubs as shown on the Transit Network
30 map found in this chapter.
31

32 *Implementation Measure:* Continue to explore the creation of a local transit circulator route
33 among Holladay Village, the Cottonwood redevelopment site, the Highland/6200 South center,
34 Knudsen's Corner and Millrock/Old Mill Village area.
35

36 *Implementation Measure:* Accept elimination of transit routes in exchange for increased
37 service where density is increasing.
38

39 **Goal: Mitigate and absorb traffic impacts of development.**
40

41 Policy: Manage traffic impacts of future development.
42

43 *Implementation Measure:* Require proposed developments to perform a Traffic Impact Study
44 (TIS) when the proposed development will generate more than 100 trips per hour during peak
45 hours.
46

1 *Implementation Measure:* Require proposed developments to protect, preserve, and donate
2 needed street width on existing or future roadways. (See street width standards in Street Types
3 section.)

4
5 *Implementation Measure:* Work with City businesses and institutions to explore non-traditional
6 ways of reducing traffic volumes, such as carpooling, biking, etc..

7
8 *Implementation Measure:* Consider the adoption of an ordinance that requires developers of
9 new commercial, office, mixed-use, and large residential projects to address mass transit and
10 other multi-modal services in their design of parking facilities, street, and pedestrian accesses.

11
12 *Implementation Measure:* Work to reduce regional through-traffic volumes on Murray –
13 Holladay Road between Highland Drive and Holladay Village.

14
15 Policy: Focus truck routes where they are needed for freight transport and delivery.

16
17 *Implementation Measure:* Remove truck route designations where ever the targeted street type
18 indicates.

19
20 *Implementation Measure:* Emphasize deliveries from rear of buildings and not from abutting
21 streets.

22
23 **Goal: Maintain and improve regional access.**

24
25 Policy: Work with other regional entities such as UDOT and UTA to ensure adequate regional
26 access to and from Holladay for all modes of travel.

27
28 *Implementation Measure:* Continue to firmly advocate for full northbound ramps on I-215 at
29 4500 South as a major priority for Holladay's vehicular network.

30
31 *Implementation Measure:* Work with UDOT to plan for increased capacity on 4500 South if it is
32 needed (especially after northbound ramps are added)

33
34 *Implementation Measure:* Monitor traffic volume trends on Van Winkle Expressway to
35 determine its optimal right-of-way use for all transportation modes.

36
37 *Implementation Measure:* Advocate for I-215/6200 South interchange modifications to
38 adequately serve future Gravel Pit development in Cottonwood Heights.

39
40 *Implementation Measure:* Work with UTA to ensure more direct transit access to key
41 regional destinations for Holladay residents and access of employees and visitors to key
42 destinations within Holladay.

43

1 **Goal: Support the development of walkable centers.**

2
3 Policy: Improve walkability and connectivity among neighborhoods, schools, parks, places of
4 worship, and other locally-oriented destinations and improve the safety and comfort of
5 recreational walking throughout Holladay.

6
7 *Implementation Measure:* Require new development or redevelopment to implement street
8 design for identified pedestrian corridors.

9
10 *Implementation Measure:* Create pedestrian connections through the neighborhoods to larger
11 pedestrian corridors wherever possible.

12
13 *Implementation Measure:* Improve safety, walkability and connectivity along Murray-Holladay
14 Road between Highland Drive and Holladay Village (the "Holladay Half").

15
16 *Implementation Measure:* Improve connectivity to the Cottonwood redevelopment site west of
17 Highland Drive.

18
19 *Implementation Measure:* Support and promote development of the proposed canal trails as a
20 major piece of the City's pedestrian infrastructure - the centerpiece of the loop system starting
21 and ending at City Hall through the community and connecting the Cottonwood redevelopment
22 site to the Village along the Holladay Half.

23
24 Policy: Continue to reconfigure streets and vehicular access, including parking, within activity
25 centers to support walking, bicycling and transit.

26
27 *Implementation Measure:* Prioritize reconfiguration of Highland-Van Winkle-6200 South street
28 network for vehicles, transit, bicycles and pedestrians as determined by a small area master
29 plan.

30
31 **Goal: Encourage bicycling both locally and regionally.**

32
33 Policy: Develop Holladay's bike network with the understanding that it serves different types of
34 riders and different types of trips.

35
36 *Implementation Measure:* Make bikeway crossings of major streets safe, comfortable, and
37 convenient.

38
39 *Implementation Measure:* Continue to develop Bike Hubs. Bike Hubs are stations with bike
40 parking and/or storage, route information, and other amenities such as bathrooms, food and
41 drink.

42
43 *Implementation Measure:* Install bike parking facilities on all City owned property wherever
44 appropriate.

1 *Implementation Measure:* Encourage merchants to install bike parking facilities wherever the
2 site accommodates this amenity.

3
4 *Implementation Measure:* Work with merchants and local chamber of commerce on awareness
5 and attractiveness of inviting cyclists.

6
7 *Implementation Measure:* Develop safe ways for cyclists to navigate to and through the
8 commercial center at 6200 South/Highland Drive/Van Winkle Expressway.

9
10 Policy: Work with adjacent municipalities and Salt Lake County (UCATS) to connect to other
11 jurisdictions' bike networks.

12
13 *Implementation Measure:* Continue to leverage bike/pedestrian improvements through UTA,
14 WFRC, and Salt Lake County, State of Utah, and other funds.

15
16 *Implementation Measure:* Continue to participate in the Salt Lake County (UCATS) planning
17 sessions.

18
19 Policy: Continue to work with regional partners to complete Bonneville Shoreline Trail (BST)
20 through Holladay's jurisdiction.

21
22 *Implementation Measure:* Continue to work closely with Salt Lake County to provide an access
23 for the BST through City property in the Heughs Canyon area.

24
25 *Implementation Measure:* Investigate a possible link under I-215 to Wasatch Boulevard and the
26 Bonneville Shoreline Trail.

27
28 **Goal: Consider urban design in streets.**

29
30 Policy: Integrate urban design principals with the City's street specifications and targeted cross-
31 sections to create streetscapes that integrate:

- 32 • accessibility of Citywide destinations for all modes of travel;
- 33 • pedestrian scale;
- 34 • key views;
- 35 • the historic character of Holladay;
- 36 • community branding and wayfinding signage;
- 37 • and other design principles.

38
39 *Implementation Measure:* Utilize wherever possible the suggested street cross-sections found
40 in this chapter
41

1 **Goal: Preserve unique neighborhood character.**

2

3 Policy: Balance access to the activity centers while discouraging cut-through traffic in the
4 surrounding neighborhoods.

5

6 *Implementation Measure:* Where ever possible require new development or redevelopment to
7 utilize vehicle access from arterial and collector streets and address pedestrian access from
8 surrounding neighborhoods.

9

10 *Implementation Measure:* Where ever possible encourage the installation of pedestrian
11 walkways to link adjoining neighborhoods, and to provide pedestrian access to public and quasi-
12 public services and nearby activity centers.

12

13 Policy: Prioritize planting and maintenance of trees and landscape along city rights of way.

14

15 *Implementation Measure:* Require new developments to plant trees, landscaped parking areas,
16 and provide maintenance of the landscaped areas.

17

18 *Implementation Measure:* Install and maintain landscaped medians in strategic locations where
19 traffic calming and streetscape designs warrant small but effective measures¹.

20

21 *Implementation Measure:* Work with UDOT to ensure that City landscaping goals can be met on
22 State Highways.

23

24 *Implementation Measure:* Continue to require the planting of approved park strip tree varieties
25 to ensure that tree roots do not create trip hazards and/or maintenance problems and
26 contribute to the overall beauty of the streetscape.

¹ As shown on suggested Street Type cross-sections.