

# Utah Planner

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February 2005

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## President's Message

By: Chuck Klingenstein, AICP  
Utah APA Chapter President

*H*appy *N*ew *Y*ear All! It is January 5 and I have the editor reminding me that I owe her my message for February. The newsletters continue to be our most important form of communication with all of you and I want to use this "bully pulpit" to commend Mirinda Schiele and Peter Matson for their commitment and professionalism in getting this newsletter pulled together for us. It is one of the toughest jobs we have and I cannot thank them enough for their hard work. Please support them in any way you can.

As all of you know it has been a fairly quiet December and January for the chapter and hence, one of the reasons we do a combined issue of the newsletter for these two months. As for Chapter activities, we did have an excellent lunch meeting at Q4U in West Valley City hosted by John Janson and Alex Besarlis. John spoke about place making with a slideshow of his observations as he has traveled around the country. The food was fantastic. I was the guy who ordered the platter that had all of the offerings of the restaurant. Trust me – it was good. We had about 25 planners join us. Now the question is was it John or the food that drew them to the event?! In either case, it was a fun and informative event; the first of what I hope will be many to come.

Planning for the fall conference is moving forward under the guidance (and tutelage) of John Janson and Nora Shepard. Please remember that it is being moved to August (3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup>) since we are co-hosting it with Western Planner (<http://www.westernplanner.org>). It will be at the Homestead Resort in Midway, Wasatch County. The theme of the conference is going to be about leadership. I am very excited about this topic since planners are so often the leaders within their political jurisdiction, non-profit or private sector consulting firm. And all too often they do not realize it or capitalize on the position. By leader, I do not necessarily just mean the "boss" or department manager. By leader, I am discussing the role of an educator, influencer and trusted advisor. As we all know, our discipline is called planning but it really is made up of multiple disciplines including land planning, urban design, landscape design, fiscal impact analysis, architecture, engineering, socio-economic-demographic analysis, economic development and others. Given the depth of knowledge, perspective, and experience that planners have, who best to provide leadership? It will be interesting to see what our keynote speaker has to say about this important and timely topic.

The interest of getting involved in *your* chapter continues to grow. Gary McGinn, Provo City's Community Development Director, was kind enough to say to Neil Lindberg that he was interested in seeing how he, his staff and the City of Provo



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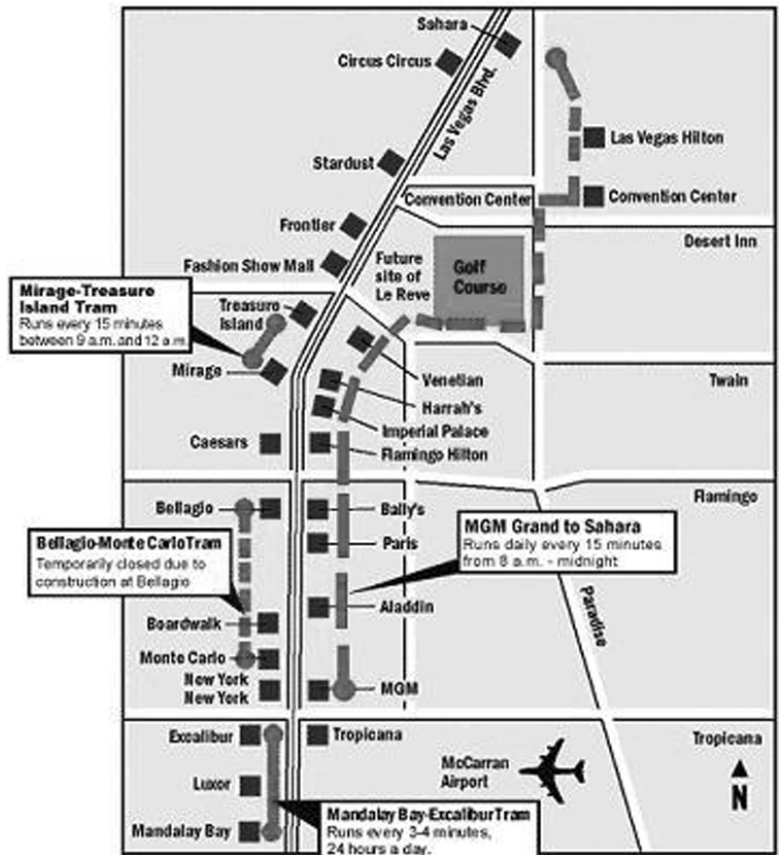
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could support this important organization and get more involved. I just got off the phone with Gary and he volunteered to take on the Fall 2006 Conference. So start planning on a Fall Conference in September or October in Provo. It will be an exciting venue to have the conference with all of the planning and transportation activities taking place in Provo, Orem, Utah County and the other cities in this part of the Wasatch Front Metropolitan Region.

As I always do, please become more involved in your chapter. We have a great organization and people. It is all of our efforts that make it great

## Massaging the Strip with Creative Traffic Management By Max Johnson, Planner - Salt Lake County, Utah



## The Las Vegas Monorail System. Thorough Coverage of the strip. Figure 1

Las Vegas Boulevard, more commonly known as "The Strip", represents the glitz, glamour, and grand that Las Vegas is today. Preservation and enhancement (massaging) of this "lifeline" of the city is a continuously evolving process. This evolution of enhancements in monorail technology and pedestrian bridges has helped to fuel this aspect of Las Vegas with continuous alternative solutions to managing traffic within the casino corridor.

Tourist attractions have defined this city. One can see a volcano erupt, the musical fountain serenade of the Bellagio fountains, and the pirate battle at

Treasure Island, which has since been replaced with a more adult oriented show; the city is always redefining itself. The Strip is a treasure in itself that lures tourists to Sin City.

The ingenuity employed in separating pedestrian flow from vehicular traffic on the Strip caught my eye during a recent visit to Las Vegas. Known for re-invention, Las Vegas has done it again with new and updated technologies designed to enhance the Strip experience whether on foot or in a vehicle. The installation of elevated crosswalks above the Strip and the expansion of the city's monorail system illustrate innovative ways to move people in a convenient and safe manner, while making both transportation modes more enjoyable. Examples of these two innovations and their influence on the Strip are described below.

### ***Monorail System Development***

When I think of a monorail, I think of the Walt Disney World system that connects EPCOT Center to the Magic Kingdom; but not Las Vegas. But, the City has indeed become an innovator in Monorail implementation. In fact, the initial monorail line that linked the MGM Grand with Bally's in 1995, utilized trains purchased from Disney World.

It is becoming commonplace and advantageous for casino's to install monorail systems. I remember years ago riding what I believe was the first monorail in the city when I jumped aboard the intra-property "Sky Shuttle" at the Circus Circus hotel. Now there is a line that connects the Bellagio to the Monte Carlo, one linking the Excalibur, Luxor, and Mandalay Bay hotels, the first MGM-Bally's line mentioned above, and now the latest and largest addition in The Las Vegas Monorail (see Figure 1). This system is replacing the original MGM-Bally's line.



**Pedestrian bridge across the Strip.  
Safety and pedestrian mobility help  
ease traffic congestion.**

**fig. 2**

The first segment of The Las Vegas Monorail opened on July 15, 2004, with stations strategically placed from the MGM Grand hotel on the south end of the Strip, to the Sahara hotel at the north end. The 650 million dollar system, which has been privately funded, runs parallel to the Strip for approximately four miles and takes nearly fourteen minutes to ride from end to end. Stations include Bally's/Paris (host of the 2008 APA National Conference),

the Flamingo Hilton, Harrah's/Imperial Palace, the Convention Center and the Las Vegas Hilton. Additional segments currently in the planning stages are proposed at the Stratosphere hotel and at Fremont Street as the system extends into Downtown. As of late September, this newest and greatest monorail has been temporarily shut down as operational problems have plagued the system recently. Troubleshooting engineers were on the job as of this writing (early October), attempting to bring the system back on line.

Since the grand opening ridership has exceeded 30,000 patrons per day. As the kinks are worked out of the new system, plans are to extend hours of operation from 16-hours a day currently to 20-hours per day. The new system, when operating, is generating millions of dollars not only in ticket revenue, but also advertising income. Monorail transportation prior to the Las Vegas Monorail was free, but limited in service capabilities. The new system will cost \$3.00 per ride, but greatly enhance mobility for passengers. In short, this has become yet another tourist attraction for Las Vegas. Besides the obvious financial benefits, increased ridership translates directly into less pedestrian congestion on the Strip. The Las Vegas Monorail has become an integral component in diversifying transportation choices for tourists and employees alike.

### ***Pedestrian Bridges***

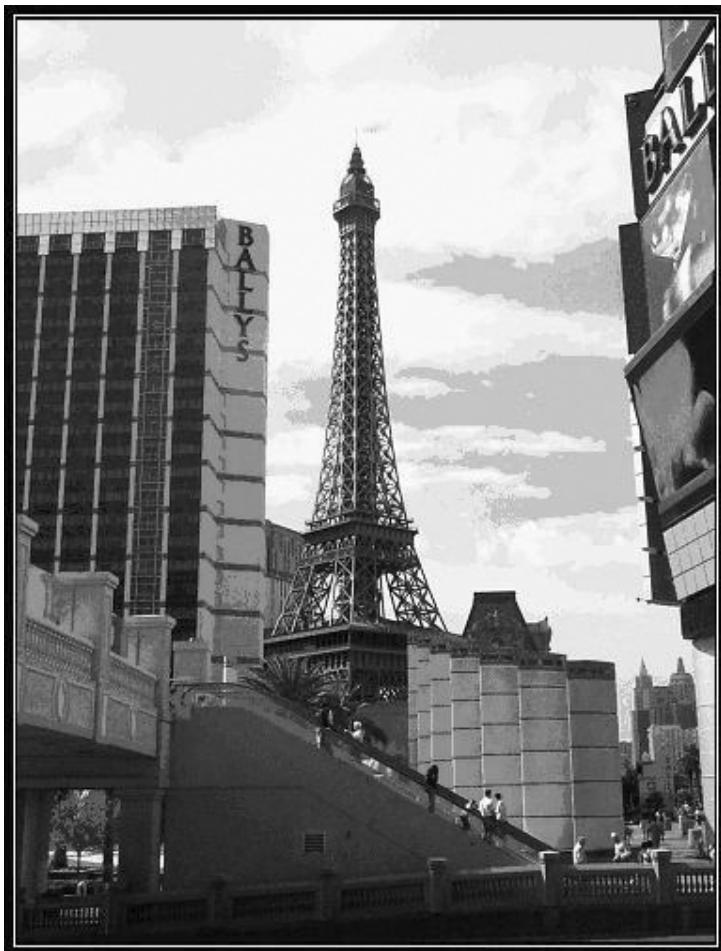
Pedestrian access on the Strip has evolved through automated mechanisms over the past twenty years. In the early 1980's, all pedestrians crossed the Strip and collector streets at grade level as sporadic herds of humanity, walking beyond what the crosswalk and traffic signalization boundaries allowed. Safety was compromised as these two incompatible traffic forces often met head to head, with no one winning in the end. Increases in intensity of pedestrians and vehicles due to escalated population growth and tourism within the casino corridor, has nurtured and demanded these automated solutions, coupled with a continuing need and desire to improve overall safety on the Strip.

The bridges have been installed on the Strip at the Flamingo Road and Tropicana Avenue intersections, with a third system currently under construction at Spring Mountain Road. The innovative bridges have the following structural elements in common:

- 1-Escalators

- 2-Stairs
- 3-Elevators
- 4-Each intersection consists of a four bridge network promoting ease of connectivity for pedestrians
- 5-System safely distances pedestrian and auto traffic at these busy intersections

As shown in Figures 2 and 3, the elevated crosswalks are unique in that they combine design elements of bridge construction with the architectural elements described above. The bridges have eliminated many of the problems that necessitated their development; sidewalks operating over capacity, poor quality pedestrian experience, cumbersome or inconvenient access to casino's, unsafe travel conditions for both vehicles and pedestrians, and an overall strain and congestion element associated with strip generated traffic.



Escalator at Flamingo Road. Another example of a strip foot bridge near Ballys and the Paris Hotels. Fig 3

In addition to the issues described above, other side benefits of the bridges include a natural rest stop and quality opportunities for sight seeing and picture taking. An example of such an opportunity is shown in Figure 4.



The majestic Strip. Seen from the pedestrian bridge at Tropicana Avenue.

Fig 4

The easier overall navigation becomes on the Strip, be it by bus, car, monorail or on foot, the greater the experience for the tourist. By massaging the Strip, the city massages the tourist as well. Whether that be in easier and smoother access to casino's, navigating within or traversing the Strip, safely walking the streets, or simply enjoying sightseeing from different viewpoints, the new Las Vegas Monorail will have something for all visitors to enjoy. Yet another example which further illustrates how creativity and desire to develop and improve alternative modes of transportation helps to close the gap between sustainable development and current ideals of unsustainable lifestyles.

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## Regional Multi-Family Housing Trends

By Søren D. Simonsen

Air, water, food, shelter—housing is one of the basic elements of life. And given the current growth trends in the Mountain States region, we need more of it than ever.

Over the past three decades, the Mountain States have seen a growth rate of 119%, compared to the national average of just 39%<sup>i</sup>. Although the leading contributors to rapid population increase vary by state—Colorado's increase is largely credited to young newcomers flocking to resort and recreation areas, Arizona and Wyoming's are associated with empty nesters who are seeking a retirement haven in the mountains, and Utah's is a result of natural increase due to an unusually high birth rate—the results are transforming the housing marketplace consistently throughout the region.

Groups like Envision Utah—a non-profit, grassroots coalition that is studying impacts of a rapidly growing population in the Salt Lake City metropolitan area—are working to identify the challenges and offer solutions through a process of informed decision-making. Over the next two decades, the population of Salt Lake area is expected to double. Envision Utah cites a recent housing study<sup>ii</sup> which shows that by 2020 the demand for multifamily housing—apartments, condos, and town homes—will comprise a much greater percentage of all residential units. One-fourth of all housing units in 2000 are multifamily, compared to a projected one-third of all units by 2020.

The “Baby Boom” and “Echo Boom” population groups will have an enormous impact on the types and location of housing over the next two decades. These two population groups are increasing rapidly, and are predominantly not seeking large-lot, single family homes. Although there is still plenty of demand for single-family homes, residents are increasingly interested in proximity to convenient transportation (including public transit), recreation, arts and entertainment, and employment most frequently associated with central business districts, town centers, and village centers, that are not typically available in large-lot (1/4 acre and larger) subdivisions.

Housing development over the past 50 years has resulted in the rapid sprawl of suburban communities. In Denver, for example, nearly 10 acres of raw land are consumed every hour for new housing developments<sup>iii</sup>. Arizona, Utah, and Nevada are not far behind.

Recent budget shortfalls in state and local governments, record fuel prices, rising health care costs, and the clamor for affordable housing to meet the needs of the next generation entering the housing market has many residents and political leaders alike rethinking the relative costs of infrastructure and inefficient transportation systems necessary to support expansive development patterns. The costs to build and maintain roads and utilities in a

### Regulatory Barriers Clearinghouse and LISC offer Web-based Training on Inclusionary Zoning

Builders, planners, and other housing professionals recently took part in a live, guided, online tour of the RBC website.

The 'tour group' learned how to use this site's database resources to create an inclusionary zoning ordinance that provides the private sector with incentives to voluntarily assist in developing affordable housing. The Regulatory Barriers Clearinghouse, in conjunction with the Local Initiatives Support Corporation (LISC), conducted the tour, and fielded questions from our online participants.

If you weren't able to join us for the original webcast, you can view an archived version by visiting [http://www.lisc.org/resources/experts\\_index.shtml#archive](http://www.lisc.org/resources/experts_index.shtml#archive). To view only the PowerPoint segment of the webcast (the inclusionary zoning section), an Acrobat PDF file is available at [http://www.huduser.org/rbc/pdf/Inclusionary\\_Zoning\\_Slides\\_how.pdf](http://www.huduser.org/rbc/pdf/Inclusionary_Zoning_Slides_how.pdf)

development of half-acre lots, for example, can be as much as ten times the costs for a traditional neighborhood of eight to ten units per acre. These costs are inevitably paid by consumers, either through development impact fees passed along to homebuyers or through increased taxes or reduced public services by local government agencies.

In the early twentieth century, city planners began using urban planning tools, such as land use regulation and zoning, to overcome public health concerns including overcrowded tenements and factory nuisances. Recent reports by the Center for Disease Control<sup>iv</sup> suggest that exclusionary zoning practices carried to extremes over the past fifty years are now fueling the major public health concerns of the twenty-first century—obesity and depression. The separation and isolation of housing, shopping, employment, and recreational uses—historically part of the rich tapestry of vibrant neighborhoods—has led to nearly complete dependence on the automobile. The result is lack of physical activity, poor air quality, and safety concerns, not to mention the complete disenfranchisement of over one third of the population—the young, the old and the poor—who are no longer mobile.

In addition to issues of health and wellbeing, the Utah Governor's Office of Planning and Budget (GOPB) recently reported that the housing cost index increased drastically over the past decade. In 1990, the median home value was 2.3 times the median salary in the State. By 2000, that number had increased to 3.2, an increase of nearly 140%. Historically low interest rates during the recent recession have allowed families and individuals to purchase a home, despite the rapid housing index increases. Even a small increase in interest rates, however, will reverse this trend quickly. An increase in interest rate by 1%, for example, will reduce an average household's buying power by \$20,000.

Rising awareness of economic, health, and social issues related to land-consumptive development patterns are gradually giving rise to new housing trends, which have some remarkable similarity to housing development patterns of more than a century ago. The terms for these neighborhood development trends—called New Urbanism or Traditional Neighborhood Design—conjure strong emotional connections to community, place, and identity.

New planned communities such as Stapleton in Denver and Daybreak in the Salt Lake area are resurrecting time-tested qualities of community on a grand scale. Both developments are well over 4,000 acres in total land area, and have been planned by teams led by architects who understand the positive aspects of city and neighborhood that are the result of well planned and designed buildings. The focus of these developments is to create cohesive neighborhoods with a mix of multi-family and single-family housing clustered in and around village and town centers (with shopping, employment, schools, and churches), rather than isolated complexes and subdivisions of single-use housing, shopping centers and office parks. The results are not only attractive, but are popular as well.

The greatest challenges facing the multi-family housing trend include understanding the nuances of urban design, and financing the mixed-use elements incorporated into many of these projects. Design solutions hinge on location (proximity to mass transit, employment, shopping and schools are paramount), with good pedestrian and street connections to surrounding areas. Successful projects can vary greatly in size, from as small as an acre, to several thousand acres. And as more successful projects are completed and occupied, like Albion Village in Sandy, Utah, financial institutions are becoming less risk-averse to funding projects that are different from suburban complexes that have been the multi-family housing norm for the past thirty to forty years.

Søren D. Simonsen, AIA, AICP, LEED™, is a principal architect and urban planner with Cooper Roberts Simonsen Architecture in Salt Lake City. He currently directs urban and environmental design, with a focus on community and regional planning, housing and municipal projects.

#### **Sidebar:**

Albion Village in Sandy, Utah, is the newest addition to a burgeoning downtown at the south end of the Salt Lake valley. This downtown, envisioned nearly two decades ago by city officials and planners, has largely consisted of retail shopping centers and office buildings. With a recent downturn in the office construction market, and fueled by a large demand for affordable housing for the next generation of young home-buyers (the average home price in Sandy is nearly \$250,000), the City recently adopted a new master plan and zoning ordinance that incorporates a large multi-family and mixed-use element into the downtown. Proximity to a light rail station on the recently completed TRAX light rail system, good freeway access, two schools and a small college campus, parks, a developing regional trail, a large shopping center, movie theaters, restaurants, a convention center, and abundant employment nearby, are all big selling features. The development includes nearly 400 two- and three-bedroom condos on 13 acres, located along a "Main Street" with shops and businesses along the ground level. Amenities include covered parking, a community center, and stunning views of the Wasatch Mountains atop a hillside overlooking the downtown. With home prices ranging from \$120,000 to \$170,000, the development is quickly becoming popular among young families, students, professionals, and empty-nesters.

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<sup>1</sup> Kelly, David. *Study of the New Rockies finds Old West is Old Hat*. L.A. Times, May 5, 2004.

<sup>2</sup> Greater Wasatch Area Housing Analysis, ECONorthwest, 1999.

<sup>3</sup> Kelly, David. *Ibid*.

<sup>4</sup> Jackson, Richard, M.D. *Physical Spaces, Physical Health*. The AIA Journal of Architecture, December, 2003.

## Funny of the Month

*Giant Lava Lamp found in  
Soap Lake WA USA*

*The LAVA® brand motion lamps illustrated in the images on this site (<http://www.giantlavalamp.com/index.shtml>) are federally registered trademarks owned by Haggerty Enterprises, Inc.*

Theme structures built for cities throughout the world are constructed to draw attention and tourists. As someone said, "never underestimate the power of awe." Paris has the Eiffel Tower, Seattle has the Space Needle and Soap Lake has the worlds largest Lava Lamp!

Soap Lake, a once bustling spa town due to its unique mineral lake with water that rivals Baden Baden, Germany, is located in Eastern Washington State, USA and is no longer bustling, but in fact needs re-development.

Numerous attempts have been made to revitalize the community and its past still inspire residents and civic leaders to "come up with something" to reenergize the town to provide a renewed business and economic vitality.

Two enterprising citizens of the town, who both possess design backgrounds, have hit upon an idea that they believe will guarantee the revitalization effort.

The giant Lava Lamp, proposed for the very center of the town, is a wonderfully whimsical and appropriate theme structure for Soap Lake.

"After 14,000,000 years Lava has returned to Soap Lake." The region is one of the last areas of the earth to have had a massive flow of lava. The development of The Lava Lamp theme structure returns 'Lava' to the region in a rather unusual and incredibly interesting way.

"People will come to see this from all over the world, just as they do when visiting other structures of awe," says Brent Blake and John Glassco of Soap Lake, the team behind the concept. "Think of the interest this structure will have on people. It is an active, mesmerizing, vividly colorful and always changing kinetic structure. What other theme structures in the world possess such features? Visitors will be thrilled to see such a thing and will be rewarded by its scale, show of light and constantly changing elements."

Grand Coulee Dam is just up the road from Soap Lake and draws 1.5 million tourists a year. The Worlds Largest Lava Lamp will draw from that group and others and put Soap Lake back on the map and secure the town's economic future.

Information concerning this project and its developers can be obtained by contacting: Brent Blake 206-972-8587

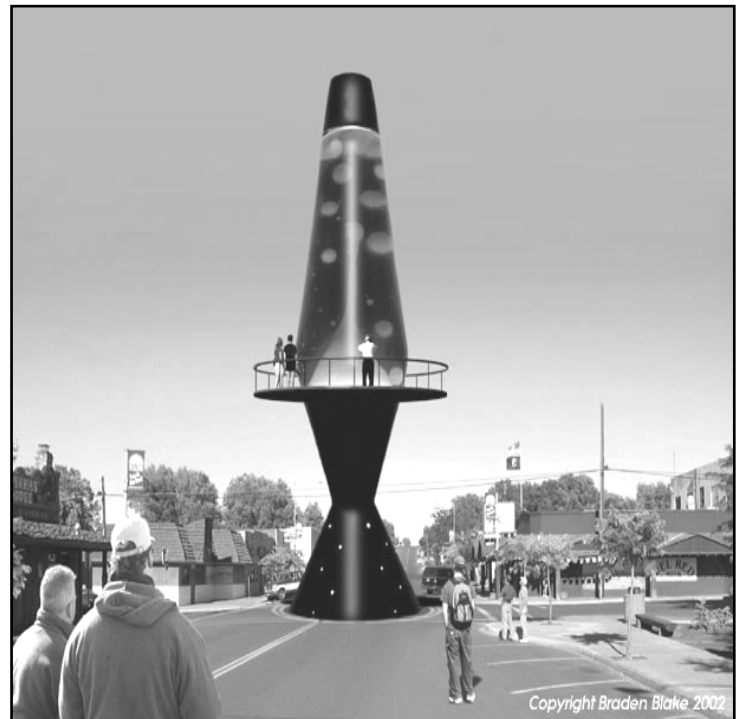
Stats:

The Lava Lamp is proposed to be 60+ feet high with a diameter of 18+ feet.

It is constructed of cast 4-6 inch thick reinforced glass with a structural metal base and top cap. The contents of the lamp will be similar to conventional lava lamps, which contain a combination of liquids and colored treated water.

The base will contain the electrical units that power the lamps to warm and light the contents of the glass cylinder structure.

At mid-point of the structure, where the base meets the glass cylinder, an observation platform with a catwalk surrounding the glass cylinder will be constructed with access to the platform provided by a circular stair weaving up the base from the ground. A fee will be established to access the platform, which will provide money to help finance and maintain the structure. The platform will offer views of the community and the lake.



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