



The Point Master Plan

Milestone Workshop IV
Agenda

Thursday, April 29 from 2 p.m. to 4 p.m. MDT

Meeting Link:

<https://zoom.us/j/96585460167?pwd=OEdFTjE1dXpleHJtYkpBcVRMVnhadz09>

- **Welcome & Meeting Purpose-- Alan**
- **Refined Concept Elements – SOM**
 - Pete reviewed past input from the Working Groups and shared the recommended elements moving forward from Board, Working Group and public input to date. Then he showed an early consolidated plan schematic detailing how the recommended elements are coming together for group comment/input.
 - A mixed-use business core
 - Cross-Industry Innovation Accelerator
 - Innovation District with Institutional Presence
 - 40-50% Residential Land Use Component*
 - Micro-Mobility or AV Circulator Linking to BRT
 - Retail & Entertainment Destination
 - River-to-Range Greenway and Trail
 - Jordan River Community Park
 - Central Park
 - Pedestrian Priority Zones
 - Distinct Districts and Sub-centers
 - Pedestrian Linkages to Core
 - Neighborhood Parks
 - Pete reviewed the 3 alternatives - 60%, 55% and 57.5% developable area respectively, talked about the open space disposition, streets principles and

- **Questions**

- Transit from the southwest side of the valley - Alan said UTA is looking into connections, but the ridership projections do not yet justify it. The Point is an advocate for an east/west connection
- Locating the performance venue closer to the BRT location - the BRT alignment may move, the performance venue may be relocated into the core. Still in process, but the concern is that it is an intermittent use space and needs to be managed.
- Retail model - retail seems to me going more into a merger of public space, hospitality and entertainment all together. So, less the specific look of the architecture and more the mix of space/type. On the other end of the spectrum is creating more of a "downtown" feel. This is one idea. This is in process.
- we want the architecture to reflect natural features of the region
- Prison buildings - The slide represents the older, historical buildings but this has not yet been determined. The idea is to turn the concept from incarceration into an idea of redemption.
- Schools are a critical priority and will be accounted for
- The Community park in the NW quadrant is close to Bangerter Highway - This spot is adjacent to the Jordan River, so it extends the natural ecosystem into the project to some degree. Also, it supports sustainability from a green entrance - respectful of ecology and nature, which pushes those high-energy activities to the center. A more traditional model would put retail on that corner, this turns that on its head and centralized the energy into a mixed use area. It also provides a health buffer for residents away from the highway.
 - Tasha Lowry has concerns about the size of the existing reserve and adding to the space. She is also concerned about access to the trail. Alan reiterated that this provides active park programming and a buffer from the highway. There has been discussion about how this functions for stormwater collection and also future sports facilities.
 - Jeff Stenquist - personally, the 55 or 57.5% model is better. appreciates the buffer for residential. If the area is preserved as a park, then it should be balanced with higher density residential.
- Reid Ewing - so many nice design elements. Is there a community in the US that has a similar philosophy that has been successful? part of the inspiration is reintegrating open space and green infrastructure into urban landscapes which is a very current contemporary trend in Atlanta 2030, Los Angeles 2050, Singapore and other places internationally.
 - Reid believes the BRT will be successful but is unsure about the circulator - is there an example community where one has justified its cost. Babcock Ranch and Lake Nona both have them designed.
 - Reid feels the land use is Euclidean - separated by land use type. The group discussed that the mixes are making best use of the developable land type but are integrated across the site. Also, there is a 5-15 minute walk-shed between housing and commercial. Adding the trails and circulators will allow more ease of use. We are continuing discussions on how close and integrated the office and housing can be.
 - Bike facilities - bikes are included in the east/west trail. yes, streets will be complete streets, but there will be non-auto active mobility facilities as well.
 - Pete explained how the density and jobs have been optimized to tie to the

BRT lines.

- North/South Arterial (600 West) - extremely important road. 120' wide - Boulevard scale. It would be a green median then 20' either side for a landscaped buffer to provide a unique street environment and a signature aesthetic element for the project. We are having discussion that some retail may have frontage on the Boulevard, not determined yet. 2 travel lanes in each direction, left turn pockets, bike lanes.
 - Discussion around integration of the two halves of the site as they relate to the 600 West alignment. Some of the modeling is showing a 40-60,000 ADT which would mean the road would be a 6 lane road instead of 4.
 - Alan asked for Grant Farnsworth's (UDOT) input - there is a lot of traffic demand here. He is really interested to understand influences in the area to look at ways to move the demand to other facilities. Grant will be happy to share the regional model
 - We're anticipating that the river to range park would go under 600 West, which provides some crossing. Also, hoping to include ped bridge at north end, so that limits the number of intersections on the roadway.
 - Is there any flexibility in the uses - especially public and retail spaces - to allow the site to evolve organically over time and take on its own character? Phasing. - The various districts will be taken on by different developers with specialties in developing that type of district. That will provide variety in the built form & architecture. No one developer will develop any one whole district. This is of a scale unlike many developments, which lends itself to more diversity. There will also be guidelines around the development that are in process, to specifically maintain the framework imperatives. Also, this will be developed in phases - some with surface parking and designed for structure parking and infill - a second generation of development in the future.
 - School travel - we've looked at putting the school on the green zone or within the pedestrian priority zone. We may need to make an adjustment to move it away from 600 West. The location is very flexible. The idea was to put it close to the connector in case it has a wider catchment than just the neighborhoods onsite. Those conversations will continue.
 - Will people come from Frontrunner to BRT? or will they ride bikes from Frontrunner? If considering biking, although outside the site area, a high comfort bike connection to the FR station should be considered (not painted bike lanes). A route along 600 South may be problematic due to the interchange.
 - There is a clear grid in the NE quadrant. Concern about the scale of some of the blocks - is there an implied grid not shown here?
 - Offsite - consider grid tie-ins to surrounding developments and offsite properties.
- **Plan The Point Survey-** Muriel asked the working group members to participate in May's activities and discussed the beta test of what will be the public facing survey.
 - include labels with images where possible
- **Wrap-Up & Next Steps**