



The Point Master Plan

Final Milestone Workshop Minutes

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

Meeting Link:

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

1. Welcome & Meeting Purpose-- Alan (10 minutes)

Alan thanked the Working Group and Stakeholder Advisory Committee members for their participation and input in the process to date. He provided a high-level overview of the process to date and what the next steps are. He invited all participants to attend the in-person open house.

2. Framework Plan Presentation-- SOM (90 minutes)

Pete also thanked the participants for their dedication and input to date. He provided a high-level overview of the framework plan and walked through how the design correlates with the Key Vision Elements developed by the Working Groups.

2.1 Community - Signature Features include: 1 car community, land use including schools, urban core with retail and entertainment, live/work community

2.2 Transportation - Signature Features include: a 15-minute City - getting around the site to meet daily needs within a 15-minute walk; 5 minute districts; Gold Standard BRT line with 2 stations and 80%-90% catchment within 10-minute walk; circulator connects districts to BRT; Pedestrian and Bicycle circulation



2.3 Economic Growth - Signature Features include: an economic catalyst for the Wasatch Front; Districts with development focus; density focused in core area and around BRT, supported by mixed-use cores in districts; Smart City Framework that supports and aligns with KVEs and Sustainability plan

2.4 Innovation - permeates the entire plan, but also includes Signature Features like: an Institutional & Research presence; cross-industry innovation hub focused near the south BRT station in the innovation district and also includes the northern more R&D focused district; Integrated urban innovation - connecting physical building innovation; pedestrian priority zone, etc contribute to innovative development to be a model for the region to show how we can build projects in an innovative, sustainable and responsible way.

2.5 Sustainability - This is an opportunity to be a regional, national or global leader in sustainability. Plan has 5 components - mobility, ecology, energy and carbon, water and waste.

2.6 Collaboration - focusing on "uniquely Utah" through historic planning connections, ecosystems, culture; River to Range connections from NW to SE trail connections; water conservation across the site - wetlands and parks functionality; maintaining mountain views; open space and public realm plan with 30% of developable area dedicated.

Districts: Pete provided an overview of the Districts and how they are organized, what types of development they may include.

Phasing - Alternative A: starts in the South, B in the north. The idea is to provide a representative sample of all land use and a critical mass of residential, retail and commercial to generate market demand and capacity. The hope is that the River to Range park would be complete early to incorporate a public benefit early in development.



3. Discussion/Q & A

- Central park acreage is 6.8 acres - programmed, hard surface and green areas are being confirmed.
- Parking approach - in the early stages when there is slightly lower density parking could be surface parking, as build-out occurs, parking will be consolidated into shared structures, generally 5 stories as shown here. There will be some flexibility for developers
- Blending school & fire center - not intended to blend. The Fire center stays where it currently is along I-15.
- FrontRunner station - there have been discussions, but this is not something that could happen for a long time due to proximity to the Draper station. This is simply a future consideration based on input from the public but it is not currently entertained.
- Anticipated internal capture from site and vehicle trip forecast? Peak time is 14% reduction using EPA model with UofU. 5% reduction for transit. After those reductions in the peak hour we anticipate 11,500 vehicle trips in/out.
- Water Rights- yes, already associated with current site operation. Water will come through Draper City and Jordan Valley. This is in process.
- Parking supply & management vs one car/15-minute City - in order to do this the environment needs to encourage mobility by other means. This framework plan does this with all the mobility options as well as a balance of live/work opportunity. The development community is supportive but cautious because it is a cultural change that takes time.
- Connection to existing Bluffdale neighborhoods - this is a challenge because the adjacent property is not included in the state's parcel. Connecting immediately west is challenging because of the RR tracks to the west. We're hoping they could use the Jordan River Parkway trail system to the River to Range. To the south, we have proposed extending the road network to connect to 14600 South which may lead to additional bus connections/bike trails. We are very interested in making those connections. Finally, the canal trail is something we have talked about extending and connecting into the site. There are also conversations about external circulation into other areas, Thanksgiving Point and other developments. Discussion continues.



- 50% reduction in carbon emissions - we are shooting for net-zero, but this is in an area that needs further study. There will be continued work on the sustainability plan and associated costs.
- Travel demand by different modes and internal capture forecasted? Could that be the reason the carbon reduction wasn't higher. Recall that we are shooting for a larger carbon reduction by 2050 (80 percent is thrown around).
 - 23.7% reduction at peak hour based on land-use mix interaction was at 13.7% or 16.% with in-site features.
- Total % of open space - total 200 acres of public and private, just public 142.5 acres
- Timeframe - regardless of phasing approach, depending on the market, we think full buildout is perhaps 20 years.
- Circulator - will be on a dedicated pathway for safety and operational efficiency. This would be 8-10.' Assume at least testing mode in early development.
- Sharing of the presentation - materials will be online with the full-scale public outreach
- Parking/Financing/Management - Hoping that in most cases parking is financed by the development. We think the density can support it in some areas by market forces. This assumes a sharing dynamic to share cost for structured parking and the mix-used development makes more sense. Some other financing may be needed for retail area parking. We explored satellite parking but encountered concerns that the market will not support remote parking. This is potentially considered for future phases.
- Development method - We're looking at multiple models, but the state maintains authority to ensure project character, etc. However, master developers will need to take the framework plan and develop detailed planning solutions that refine the plan and be successful. The first phase is likely to be a master developer with the opportunity for other projects or phases by other developers - corporate headquarters, universities, etc. These will need to be coordinated with the Phase 1 master developer. It is important that we have the legal structures in place to ensure the outcomes we've developed here. We're working on those.



- Irrigation - it will likely be secondary water, Draper is working on their system. This decision has not been finalized yet, but we know that water meters are an important conservation/sustainability strategy.
- Process for regulatory plan - over time there needs to be a land use zoning plan that locks in the underlying land use so that as the project shifts to city of Draper, there is an underlying regulatory document. This is something that needs to be developed at some point, but we've been waiting to finalize the framework plan first.
- TIF financing - would be for shared infrastructure only, not retail or residential.
- I hope we continue to think of this not as an island and push surrounding communities/municipalities to align on a greater vision for the entire point of the mountain area. - Yes, the goal is specifically to continue to collaborate and make sure that collectively we create something that is best for our region and our state.
- School site acreage - 8.7 acres. Pete noted that it was enlarged in Stage 4, and moved south and west to the center of the residential neighborhoods.
- Pickleball courts have been included in a number of places.

4. Parks & Open Space--

Pete reviewed the open space plan, demonstrated the variety of park type 142.5 acres total.

Key ideas - River to Range, Central Parks, District Parks.

New concepts:

- proposing to expand the canal trail into a linear bike/walking path.
- edge parks - for connectivity, screening view sheds and stormwater management.

In terms of water conservation, the site has been broken out into catchment basins. The general idea is to use the open space/green infrastructure strategy and would allow complete management within the site.

Pete talked about the River to Range sections. It is 300-500' wide so the edges can be programmed while still providing trails, programming and stormwater management.



5. **Wrap-Up & Next Steps-- Alan**

We hope this gives us great direction as we move ahead. We know that things will change over time. Your input is critical. In terms of next steps - in the next few weeks RFPs for additional supplemental studies will be issued, including for sustainability, smart-city concepts, smart mobility, circulation, design guidelines. A retail and entertainment study is already underway to confirm that our framework numbers are realistic. However, we understand that we are stewards of public funds and are paying attention. Next steps include solicitations for RFQs and proposals. This is going to be a project that requires a number of development partners.

Alan encouraged everyone to participate in the open house and thanked them for their participation and input to date.

Future engagement for review of the coming plans and studies will be needed from the various working groups including the Air Quality and Environment Working Group will be needed to review the sustainability study; the Innovation Group, jobs and economics, and encouraged all participants to continue to be Ambassadors for the process.