Framework Plan PART 1 & 2
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Design Team Members:

Skidmore, Owings & Merrill | Master Planning
Design Workshop | Landscape Architecture
Hales Engineering | Traffic
Sam Schwartz | Mobility
Great Basin Engineering | Civil
SJ & A | Public Outreach
WSP | Transit
The Point Framework Plan
Section 1.1

Signature Design Features
Signature Feature

**Uniquely Utah**

Vibrancy of Utah's Cities

Respect for Utah's Ecosystems
Signature Feature

An Economic Catalyst for the Wasatch Front
Signature Feature
River to Range Trail
Signature Feature

A Commitment to Water Conservation
Signature Feature

A 15-Minute City

All daily needs can be met at The Point:

- Jobs
- Housing
- Retail
- Food & Beverage
- Recreation
- Entertainment

Innovation Forums
Community Business Hub
Live Music/Concert
Nature Walks
Pedestrian-Priority Zones
Bike Trails
Parks
Outdoor Amenities
Retail/Commercial
Civic Events
Create sub-districts and sub-centers based on a 5-minute walking radius.
Signature Feature

A Complete Community

- Vibrant mix of uses including retail, entertainment, innovation accelerator and educational functions in the core.
- Headquarters office to the east with visibility to I-15
- Institutional anchor tenants to the south
- Research & development to the north
- Residential to the west
Signature Feature

A Regional Business, Technology & Innovation Catalyst

- Create an address for businesses
- Center of activity and innovation
- Concentrate infrastructure
Signature Feature

An Institutional & Research Presence

- Potential anchor tenant
- Public-private partnership
- Creation of identity
- Educational component
Approximately 40% of developable land area will be devoted to housing.

- Maintain a robust mix of uses
- Reduce traffic
- Create a live-work community
Signature Feature

Cross-Industry Innovation Accelerators

- Catalyst for growing innovation industry
- Attract young talent
- Potential connection with K-12 education
Signature Feature

A One Car Community

Front Runner
Connect The Point to the region

Bus Rapid Transit (BRT)
Connect to surrounding communities, destinations, and other transit

Circulator
Link districts in The Point and encourage “park once” behavior

Walking/Biking/ Micromobility
Provide fine-grained connectivity within the site

Streets
Integrate and mix within The Point’s streets
Signature Feature

Gold Standard Bus Rapid Transit
Signature Feature

Micro-Mobility Network & Circulator

- Promote use of public transit
- Accessibility for all
- Reduce project carbon emissions
Signature Feature

A Retail & Entertainment Destination

- Create a regional amenity
- Create an iconic identity for the project
- Attract local businesses and residents
- Create job opportunities
Signature Feature

River to Range Delta & Community Park

- Regional recreational amenity
- Educational opportunity of local nature
- Stormwater management
Signature Feature

**A Central Park**

- Civic center for the project
- Opportunity for large regional events and smaller local events
- Focal point for adjacent development
- Approximately 6.5 acres in size
Signature Feature

Pedestrian Priority Zone

- Design for pedestrians first
- Activation of spaces
- Safe place for pedestrian activity
- Unique environment within the project
Signature Feature

Bike & Pedestrian Linkages Throughout

- Prioritize pedestrian connectivity
- Support and promote walking and micro-transit
- Provide everyday community amenities
- Integrate stormwater management system
Signature Feature

A Community for Everyone

- Small parks provide central gathering place for each district
- Provide safe outdoor environment for families to play
- Promote healthy living
Signature Feature

Connected to History
Signature Feature

Urban Design Innovation

The most important facet of public interaction. The Point’s public face.

Streets & Mobility Corridors

The most visible element of the Point, and must achieve a sense of unity and consistency.

Open Space

Provides a significant public benefit and amenity.

Buildings

Ensures aspirational targets are achieved.

Sustainability & Smart City Strategies

POINT OF THE MOUNTAIN FRAMEWORK PLAN - FINAL REPORT
SKIDMORE, OWINGS & MERRILL | DESIGN WORKSHOP | WSP | GREAT BASIN | SAM SCHWARTZ | HALES ENGINEERING | SJ+A
Section 1.2

Consensus Framework Plan
Overall View from NW

- Wasatch District
- Canal District
- North River District
- The Point Community Park
- River to Range Trail
- BRT Route and Connection over Bangerter Hwy
- South River District
- West River District
- River to Range Park
- The Ridge District
- Interstates 15
- Bangerter Highway
- Porter Rockwell Boulevard
- S 600 W
Overall View from SW

- Canal District
- Central Park
- Wasatch District
- The Ridge District
- River to Range Park
- West River District
- South River District
- Community Gardens
- Porter Rockwell Boulevard
- S 600 W
- Interstate 15
- River to Range Park
- North
Consensus Framework Plan

Key Elements:
- 60 development parcels make for a flexible framework plan
- River to Range Park and Central Park are the project’s signature open spaces

Land Use:
- Developable Area
  350.6 ac (57.9% of site area)
- Open Space
  142.5 ac (23.5% of site area)
- Infrastructure & Roads
  112.8 ac (18.6% of site Area)
Urban Design Plan

The urban design concept for The Point is organized around the following goals:

1. A Central Park anchors the project.
2. A high-density, mixed-use Hub surrounds the Central Park.
3. Linear greenways extend from the Central Park, through the Hub and connect to adjacent Districts.
4. Peripheral commercial Districts or residential Neighborhoods, each with a clear center, surround the Hub.
5. A Loop Road connects all Districts and most District Parks.
6. Clear north and south project gateways are established.
7. Districts and Neighborhood are separated by major parks and buffers.
8. Density is increased around District centers.
Seven Distinct Districts:

- **North River District**: Residential Focus
  - 46 ac
  - +/- 1,400 units (includes +/- 420,000 sf office)

- **South River District**: Residential Focus
  - 46 ac
  - +/- 1,200 units (includes school)

- **West River District**: Residential Focus
  - 48 ac
  - +/- 1,300 units

- **Wasatch District**: Innovation Office Focus
  - 122 ac
  - GFA +/- 3.5 mill sf (includes +/- 1,100 units)

- **The Hub**: Mixed-Use Focus
  - 59 ac
  - GFA +/- 2.5 mill sf (includes +/- 1,200 units)

- **The Ridge District**: Institution Focus
  - 71 ac
  - GFA +/- 2.0 mill sf (includes +/- 400 units)

- **Canal District**: Flex Office Focus
  - 75 ac
  - GFA +/- 3.3 mill sf (includes +/- 800 units)
Transit-Oriented Development

- Development is concentrated in The Hub district, around the BRT stations, and in the neighborhood and district cores.

- BRT connection to Draper FrontRunner Station
- BRT Station 10 minute walk catchment area
- BRT Station 5 minute walk catchment area
- BRT connection over I-15 to Lehi

Focused Development (+/- 2.0 FAR)
Moderate Development (+/- 1.0 FAR)
Development (+/- 0.5 FAR)
General Land Use

- Project promotes mix of uses within districts, with residential primarily focused on the west, and offices to the east
- Retail is concentrated in The Hub district
- Civic uses are allocated in parcels with existing infrastructure (Fire Center) or in a parcel with appropriate size and location for its anticipated use as a school

- Project promotes mix of uses within districts, with residential primarily focused on the west, and offices to the east
- Retail is concentrated in The Hub district
- Civic uses are allocated in parcels with existing infrastructure (Fire Center) or in a parcel with appropriate size and location for its anticipated use as a school
Detailed Land Use

- **Non-Residential Uses**
  - Innovation Office (5 Story High Tech)
  - 5 Story Commercial Office
  - 8 Story Commercial Office
  - 10 Story Commercial Office
  - Institutional/Anchor Tenant

- **Freestanding Retail**
- Neighborhood Retail
- Lifestyle Retail & Entertainment
- Ground Floor Retail (Mixed Use)

- **Limited Service Hotel**
- Upright Hotel
- Civic

- **Residential Land Uses**
  - Urban Single Family
  - Townhouse
  - 12 Story MHA
  - Urban Walk-Up Apartments
  - 4 Story Wrap Condo
  - 6 Story FQDM
  - 12 Story MBRSE

- **Point of Interest**
  - BRT Station
    - 10 minute walk catchment area
  - BRT Station
    - 5 minute walk catchment area
  - Ground Floor Retail
  - Lifestyle Retail & Entertainment
  - Innovation Accelerator and Academy with repurposed historic prison buildings
  - BRT connection over I-15 to Lehi
  - Future Development by Others
  - BRT connection to Draper FrontRunner Station
  - Potential Institutional Anchor
  - Future Development by Others
  - Neighborhood Retail
  - Civic/School

- **Points of Interest**
  - 5-Minute Walking Distance:
    - 750 W Bangerter Highway
    - 13800 S
    - 14000 S
    - Southfork Drive
    - W 14600 S
    - Porter Rockwell Boulevard
    - S 1000 W
    - S 600 W
    - Interstate 15
  - 10-Minute Walking Distance:
    - Vista Station Blvd
    - S 200 W
### Program Chart

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| PERCENTAGES BASED ON TOTAL LAND HOLDINGS | 100.0% | 100.0% |

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Retail

- Project retail, including ground floor retail, is concentrated in The Hub district, with smaller distributions for retail in each of the other districts.
Mixed Use District Cores

- 95% of all development is within 5 minute walking distance of mixed-use core
- District cores are located around each district central open space
- The Hub district is the core of the project
Lifestyle Retail & Entertainment
Neighborhood & District Retail
Community Facilities and Services

- The project supports the components below that constitute a Complete Community.

- This diagram represents potential locations and are subject to change throughout the implementation process.
Civic, Education and Institutional Facilities

- A school is placed in a central location within the western residential neighborhoods, with direct access to the River to Range Park and a neighborhood park.

- Institutional/Anchor tenant is located to the southeast for easy access and high visibility from I-15.
Education & University-Related Facilities
Open Space & Public Realm Plan

Open Space:
142.5 ac (23.5% of site area)

The open space plan is comprised of innovative and interconnected parks that provide recreation, leisure, connectivity and other benefits.

Every development parcel in the project is connected to the open space network, enhancing the project’s economic value.
View to Adjacent Wasatch Peaks

Lone Peak

O’Sullivan Peak

Twin Peaks
Transit Master Plan

- Provide BRT stations at key locations to maximize capture area; at the Central Park and at the southeast office districts.

- Circulator Route works hand in hand with the BRT system to provide access to public transit in all areas of the project.

Potential connection to future FrontRunner station

Central Park BRT Station
Co-located with Major Mobility Hub

River to Range Park BRT Station

5-Minute Walking Radius

10-Minute Walking Radius

BRT connection over I-15 to Lehi

BRT connection to Draper FrontRunner Station

BRT Line

BRT Station

Circulator Route Option 1
(15’ ROW; E-W within River to Range Park and N-S along North South Greenway)

Circulator Route Option 2
(10’ ROW within Loop Road ROW)
Pedestrian & Bicycle Circulation Plan

- Connections to existing bikeways beyond site boundaries
- Connections to key external destinations, including Draper Station
- 31 nodes connecting on-street bikeways with trails, enabling greater permeability
Multiple road access opportunities (14 shown) with major context roads including the highway frontage road

80 acre Pedestrian Priority Zone encompasses The Hub district and extends into eastern office parcels
Pedestrian Priority Zone
Porter Rockwell Boulevard is the addressing street of the project with a linear park in the center and two to three lanes on either side.

The North and South Loop road are the major streets providing access throughout the project.
Overall View from NE

- The Ridge District
- Central Park
- South River District
- West River District
- River to Range Park
- The Point Community Park
- North River
- Wasatch District
- I-15
- Bangter Highway
Context View from NW

- Connect to Draper Canal Trail
- Connect to Jordan River Trail
- Porter Rockwell Boulevard
- City of Bluffdale
- City of Draper
- Jordan River Parkway
- Bangerter Highway
Section 1.3

District Design Studies
Seven Distinct Districts:

- **North River District**: Residential Focus
  - 46 ac
  - +/- 1,400 units (includes +/- 420,000 sf office)

- **South River District**: Residential Focus
  - 46 ac
  - +/- 1,200 units (includes school)

- **West River District**: Residential Focus
  - 48 ac
  - +/- 1,300 units

- **Canal District**: Flex Office Focus
  - 75 ac
  - GFA +/- 3.3 mill sf (includes +/- 800 units)

- **Wasatch District**: Innovation Office Focus
  - 122 ac
  - GFA +/- 3.5 mill sf (includes +/- 1,100 units)

- **The Hub**: Mixed-Use Focus
  - 59 ac
  - GFA +/- 2.5 mill sf (includes +/- 1,200 units)

- **The Ridge District**: Institution Focus
  - 71 ac
  - GFA +/- 2.0 mill sf (includes +/- 400 units)

Total GFA +/- 16,200,000 sf of gross floor area

+/- 7,400 residential units
District Details

The Hub

North River District
Lifestyle Retail & Entertainment
River to Range Park
The Ridge District
Upscale Hotel
Central Park
BRT Station
Canal District
North-South Greenway
Residential
Commercial
Repurposed Prison Buildings
The Hive Innovation Accelerator
BRT Station
District Details

Canal District

- North River District
- Office along 13800 Street
- BRT Station
- North Canal Park
- North South Greenway
- Wasatch District
Canal District
Research & Development
District Details

Wasatch District

- BRT Station
- Incubator Offices
- Office District Retail
- Wasatch Park
- Window Park
- Existing Northern Utah Interagency Fire Center
District Details

The Ridge District
District Details

South River District
District Details

**West River District**
District Details

North River District
Site Sections
River to Range Park

- Residential
- Trails
- Stormwater Management
- Circulator Route
- Residential

Section 1

- Residential
- Trails
- Stormwater Management
- Circulator Route
- Residential

Section 2

- Retail
- Pedestrian Bridge
- Trails
- Mixed Use

Section 2

- Retail
- Pedestrian Bridge
- Trails
- Mixed Use
Site Sections

North-South Greenway
Site Sections

Southern Topography
The Hub District
The Hub District

Design Goals:

1. Create a high-density, mixed-use district.
2. Integrate parking strategies.
3. Provide a regional retail & entertainment destination.
4. Provide density around BRT Stations
5. Supplement with differing residential.
The Hub Test Fit

- **Central Park**
- **River to Range Park**
- **BRT Station**
- **The Hub**

**Locations:****
- **Office**
- **Retail**
- **Residential**
- **Hotel**
- **Parking**
The Hub Test Fit

Gross Land Area: 72.5 ac
Net Dev. Land Area: 50.5 ac (2,200,000 SF)

Office: ±1,084,000 SF
Residential: ±1,546,000 SF
Retail & Entertainment: ±389,000 SF
Hotel: 110,000 SF

Total GFA: ±3,129,000 SF
Gross FAR: 0.95
Net FAR: 1.42

All numbers are approximate.
Analogue: Woodlands Town Center
Analogue: Woodlands Town Center
Analogue: Woodlands Town Center
Wasatch Office District
Wasatch Office District

Design Goals:

1. Create a variety of different office typologies for maximum flexibility.
2. Provide building access from major boulevard.
3. Create a central open space for workers and visitors.
4. Provide retail along the central open space.
5. Increase height towards I-15 for Maximum visibility.
Wasatch Office District Test Fit
Wasatch Office District Test Fit

- Residential
- Office Buildings (6-8 Story)
- Office (1-2 Story)
- Wasatch Park
- Wasatch Retail Center
- 6-8 Story Office Buildings along I-15 for Visibility
- Innovation Office
Wasatch Office District Test Fit

Gross Land Area: 77 ac
Net Land Area: 60 ac (2,613,600 SF)

Office: ±2,398,000 SF
Ground Floor Retail: ±65,000 SF
Residential: ±966,000 SF

Total GFA: 3,429,000 SF
Gross FAR: 1.0
Net FAR: 1.3

All numbers are approximate.
Wasatch Office District
Architectural & Landscape Identity
Wasatch Office District
Active Ground Level
Wasatch Office District
Architectural Identity
Wasatch Office District
Pedestrian Connections
Wasatch Office District
Corporate Campus Environments
Wasatch Office District
Active Ground Level
Section 1.4

Phasing Strategy
Phasing Strategy

**Alternative 1**

- Phase 1 at the southern end of project
- High upfront cost for utility infrastructure due to southern location of Phase 1
- Subsequent phases develop adjacent to previous phased parcels to take advantage of infrastructure
- Lifestyle Retail & Entertainment planned in Phase 3
- Ground floor retail in all phases is flexible and can be modified according to market demand

**Phase 1:** 2.8 mill sf (Target 2.9 mill sf)
**Phase 2:** 4.2 mill sf (Target 4.2 mill sf)
**Phase 3:** 4.3 mill sf (Target 4.45 mill sf)
**Phase 4:** 4.2 mill sf (Target 4 mill sf)
## Phase 1

### Alternative 1

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<td>389</td>
<td>388,822</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td>46.1</td>
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<td>47.6%</td>
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<tr>
<td><strong>TREES AND LANDSCAPING RETAIL</strong></td>
<td>0.3</td>
<td>0.0</td>
<td>0.0</td>
<td>0.3</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.6%</td>
<td>INCLUDED IN NEIGHBORHOOD / DISTRICT RETAIL STORES</td>
</tr>
<tr>
<td><strong>NEIGHBORHOOD RETAIL</strong></td>
<td>0.8</td>
<td>0.5</td>
<td>20,473</td>
<td>0.30</td>
<td>25</td>
<td>6,142</td>
<td>0.1%</td>
<td>0.2%</td>
<td>STAND ALONE RETAIL</td>
</tr>
<tr>
<td><strong>MIXED USE CORE</strong></td>
<td>6.1</td>
<td>3.7</td>
<td>160,666</td>
<td>0.5</td>
<td>321</td>
<td>90,333</td>
<td>1.1%</td>
<td>2.9%</td>
<td>STAND ALONE RETAIL</td>
</tr>
<tr>
<td><strong>GROUND FLOOR RETAIL (MIXED USE)</strong></td>
<td>n/a</td>
<td>0.6</td>
<td>46,434</td>
<td>n/a</td>
<td>120</td>
<td>30,000</td>
<td>0.2%</td>
<td>1.1%</td>
<td>NOT INCLUDED IN NDLA TOTALS</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td>6.1</td>
<td>4.2</td>
<td>180,105</td>
<td>1.2%</td>
<td>4.1%</td>
<td></td>
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<tr>
<td><strong>LIMITED SERVICE HOTEL</strong></td>
<td>2.2</td>
<td>3.5</td>
<td>150,282</td>
<td>0.4</td>
<td>109</td>
<td>54,338</td>
<td>1.9%</td>
<td>1.9%</td>
<td>STAND ALONE GARAGE</td>
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<td><strong>UPSCALE HOTEL</strong></td>
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<td>0.0</td>
<td>0.0</td>
<td>0.6</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>INTEGRATED PARKING</td>
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<td><strong>CIVIC</strong></td>
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<td>0.0</td>
<td>0.5</td>
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<td>0.0%</td>
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</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>2.2</td>
<td>3.5</td>
<td>160,917</td>
<td>1.9%</td>
<td>1.9%</td>
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</tr>
<tr>
<td><strong>RESIDENTIAL LAND USES</strong></td>
<td>54.4</td>
<td>49.9</td>
<td>1,859,917</td>
<td>53.7%</td>
<td></td>
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**RESIDENTIAL POPULATION**: 2,374

**NET FAR**: 0.86
**Phasing Strategy**

**Alternative 2**

- Phase 1 at the northern end of project
- Subsequent phases develop adjacent to previous phased parcels to take advantage of infrastructure
- Lifestyle Retail & Entertainment planned in Phase 3
- Ground floor retail in all phases is flexible and can be modified according to market demand

**Phase 1:** 3.3 mill sf (Target 2.9 mill sf)
**Phase 2:** 4.3 mill sf (Target 4.2 mill sf)
**Phase 3:** 5.05 mill sf (Target 4.45 mill sf)
**Phase 4:** 3.2 mill sf (Target 4 mill sf)
### Stage 5 Phase 1

**Alternative 2**

<table>
<thead>
<tr>
<th>Non-Residential Uses</th>
<th>Target Acreage</th>
<th>Actual Acreage</th>
<th>Land SF</th>
<th>FAR</th>
<th>Parking</th>
<th>Total GFA</th>
<th>% NOLA</th>
<th>% GFA</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation District</td>
<td>0.0</td>
<td>0.0</td>
<td>0</td>
<td>0.3</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
<td>0.0%</td>
<td>Surface Parking</td>
</tr>
<tr>
<td>5-Story Commercial</td>
<td>2.3</td>
<td>2.3</td>
<td>45</td>
<td>0.4</td>
<td>0</td>
<td>0</td>
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<td>0.0%</td>
<td>Surface Parking</td>
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<tr>
<td>5-Story Commercial</td>
<td>9.2</td>
<td>16.2</td>
<td>705,236</td>
<td>1.0</td>
<td>2,821</td>
<td>705,236</td>
<td>4.6%</td>
<td>21.4%</td>
<td>Garage Parking</td>
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<td>10-Story Commercial</td>
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<td>4.9</td>
<td>212,137</td>
<td>6.0</td>
<td>5,091</td>
<td>1,272,823</td>
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<td>38.6%</td>
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<td>Institutional/Anchor</td>
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<tr>
<td></td>
<td>48.1</td>
<td>21.1</td>
<td></td>
<td></td>
<td>7,512</td>
<td>1,978,860</td>
<td>6.0%</td>
<td>60.0%</td>
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</table>

| Mixed Use Core       | 5.1            | 0.0            | 0       | 0.5 | 0       | 0         | 0.0%   | 0.0% | Stand Alone Retail     |
|                     |                |                |         |     |         |           |        |      |                        |
| Ground Floor Retail  | n/a            | 0.6            | 48,434  | n/a | 120     | 30,000    | 0.2%   | 0.9% |                        |
| (Mixed Use)          | 6.1            | 0.0            |         |     | 120     | 30,000    | 0.2%   | 0.9% |                        |

| Limited Service Hotel| 2.2            | 0.0            | 0       | 0.4 | 0       | 0         | 0.0%   | 0.0% | Stand Alone Garage     |
|                     |                |                |         |     |         |           |        |      |                        |
| Upscale Hotel       | 0.6            | 4.1            | 178,160 | 0.6 | 221     | 110,430   | 1.2%   | 3.3% | Integrated Parking     |
|                     |                |                |         |     |         |           |        |      |                        |
| Civic               | 0.0            | 0.0            | 0       | 0.5 | 0       | 0         | 0.0%   | 0.0% |                        |
|                     |                |                |         |     |         |           |        |      |                        |
| 2.2                 | 4.1            |                |         |     | 221     | 110,430   | 1.2%   | 3.3% |                        |
| 0.4                 | 20.2           |                |         |     | 2,253   | 2,118,490 | 7.2%   | 44.3%|                        |

<table>
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<tr>
<th>Residential Land Uses</th>
<th>Target Acreage</th>
<th>Actual Acreage</th>
<th>Units/AC</th>
<th>Units</th>
<th>Dens/Unit</th>
<th>Parking</th>
<th>Total GFA</th>
<th>% NOLA</th>
<th>% GFA</th>
<th>Notes</th>
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<td>Garage</td>
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<td>High Rise</td>
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<td>428</td>
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<tr>
<td>4 Story Townhome</td>
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<td>85</td>
<td>760</td>
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<tr>
<td>12 Story Mireise</td>
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<td>1,000</td>
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<td>31.6</td>
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<td>1,176</td>
<td>1,539</td>
<td>1,178,100</td>
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<td>36.0%</td>
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**Totals**

<table>
<thead>
<tr>
<th>Residential Population</th>
<th>2,356</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net FAR</td>
<td>1.79</td>
</tr>
</tbody>
</table>
Phase 1
Alternative Locations

Alternative 1
Phase 1 Parcel Area:
±3,110,000 SF

Alternative 2
Phase 1 Parcel Area:
±1,840,000 SF
Phase 1

Alternative 1 Massing Test Fit

**Office:** ±1,454,000 SF  
**Retail & Entertainment:** ±140,000 SF  
**Residential Apartment:** ±425,000 SF  
**Residential 6-Story Podium:** ±189,000 SF  
**Residential 4-Wrap Apartment:** ±210,000 SF  
**Residential Townhomes:** ±230,000 SF

**Total GFA:** ±2,648,000 SF

All numbers are approximate and subject to final verification.
Phase 1

**Alternative 1: Core Area Concept**
Phase 1

Alternative 1: Core Area Massing

Phase 2
Retail Area

Park Plaza

P P P P

BRT Station

Plaza Park

North
Phase 1

Alternative 1: Massing Alternative

Concept: Office & Retail Flip Locations
Phase 1

Alternative 2 Massing Test Fit

Office: ±1,053,000 SF
Retail & Entertainment: ±87,000 SF
Residential 6-Story Podium: ±607,000 SF
Residential 4-Story Wrap Apartments: ±511,000 SF
Wrap Condo: ±357,000 SF
Hotel: 100,000 SF

Total GFA: ±2,714,000 SF

All numbers are approximate and subject to final verification.
**Key Conclusions**

**Phasing Strategy**

**Alternative 1**

**Cons:**
- W14600S upgrade is not anticipated to be completed near-term
- Have to work around existing prison buildings
- Higher upfront cost for utilities

**Pros:**
- Phase 1 includes Lifestyle Entertainment & Retail and potential Institution/Anchor tenant component

**Alternative 2**

**Cons:**
- Small land area in Phase 1

**Pros:**
- Major roads in place around north gateway
- Includes Central Park
- Less upfront cost for utilities
Section 1.5

Design Guidelines
Overview and Intent of the Guidelines

Uniquely Utah

The Point project will create a new innovation community and economic catalyst that is grounded in the unique character of its place.

Intent of Guidelines

The intent of the guidelines is to ensure the realization of this project vision through the control of key urban design elements including building, opens space and street designs.

Developer and Architect Obligation

It is the obligation of developers, lands owners, architects and all professionals working on The Point to ensure development proposals follow the spirit of the Design Guidelines and significantly comply with the specific requirements.

Developers intending to build within The Point shall submit design documents to the Controlling Authority, who will review and evaluate the documents for compliance with the Design Guidelines.
Office / Innovation

Building massing and materials should generally be modern or contemporary in design and incorporate simple geometric forms. Furthermore, sustainable design strategies should be integrated into the design and materials for energy saving and environmental benefits.
Civic / Educational

Civic buildings should be iconic and integrate with the Utah landscape. Use of outdoor spaces and local materials are encouraged.
Retail

Retail buildings should be configured so that restaurants, cafes, shops and other uses are open to streets and public open spaces to activate the space.

Building materials and massing should modern or contemporary in design.
Residential

Residential buildings should include use of local materials, incorporating outdoor places and creating spaces for communities.
Parking Structures

Parking structures should be generally placed within the center of the development parcel.

If a parking structure is fronting a street, various strategies should be implemented to make a positive impact on the street experience. Some examples are integrating active uses as the ground level or incorporating art or vegetation on the facade.
Building Coverage and Placement

Intent
To manage and direct building coverage and building placement within parcels to achieve the urban design goals of the master plan. Building coverage is defined as the footprint of proposed buildings.

Guidelines
1. It is recommended that all residential and commercial parcels achieve a minimum coverage of 50%. Therefore, unless technically infeasible, all parcels shall have between 50 to 60% building coverage.
2. Civic or school parcels may have a minimum of 30% building coverage, to emphasize civic buildings or accommodate athletic fields.
3. All parcels shall first place building coverage at the parcel perimeter in order to establish a consistent urban streetwall. Second, the interior of the parcel shall be infilled with buildings.
4. Green space within parcels shall be placed to the center of the parcel, or adjacent to other green areas. Internal private parks shall not be placed along primary or secondary streets.
5. If the parcel is too small or the density too low to create continuous building coverage at the parcel perimeter, building coverage shall first be focused on the primary street, secondly on the secondary street and park edges, and thirdly on the tertiary streets.
6. Building coverage at the parcel perimeter may be interrupted by limited parking access, drop offs, or other access routes to the interior of the parcel.
7. Buildings above 10 levels or greater shall always be placed at the site perimeter, unless prevented by technical considerations.
Building Setbacks from Property Lines

**Intent**

Building setbacks are intended to meet local code requirements, establish a consistent building placement relative to streets, and provide light, air, and landscape along and within streets. They are intended to strengthen the urban fabric, create human scale and active street level environments.

**Guidelines**

1. Podiums shall be aligned with primary streets and open spaces. Podiums excessively angled from streets or open space, unless for a demonstrable reason, shall not be approved.
2. Place active retail and commercial uses on the ground floor along pedestrian sidewalks and mid-block paths.
3. Buildings eleven (11) stories or greater shall be set back 20 feet from the street right-of-way line or redline.
4. Buildings ten (10) stories or less shall be set back 10 feet from the street right-of-way line or redline.
5. All buildings, regardless of height, shall be set back 5 meters from a side, rear, or any other property line, regardless of adjoining use.
6. Allowed uses in setbacks: landscaped areas, fire lanes, parking access lanes, building drop-off access from street, street furnishings, paved pedestrian areas, special features such as decorative water fountains or sculpture, lighting and bicycle parking.
7. Prohibited uses in setbacks: vehicular parking, utility structures or substations.
8. Landscaped or green area shall not exceed 75% of the setback area.
9. Pedestrian access routes from the sidewalk to the building face shall be provided not less than every 60 feet. Such access routes shall be a minimum of 6 feet in width.
10. Building or podium setbacks of more than 20 feet from any street shall not be allowed.
Building Frontage

**Intent**

The intent of the building frontage guidelines is to ensure that a uniform street wall is established and maintained throughout the District.

**Guidelines**

1. **Uses:** Building ground level shall have at least 60% of the street wall with active uses (active uses include retail, café, commercial, building lobby etc.)
2. **Setback:** Street wall setbacks shall be minimized to the fullest extent of code allowance. At least 60% of the street wall shall align with setback line.
3. **Building frontages:** Building frontages shall generally align with the setback line along all parcel boundaries, unless there is a legal or technical reason whereby the building cannot be built to the setback line.
4. **Buildings:** Buildings shall be designed to create a built perimeter edge to the parcel, thereby establish a strong street wall or building face along most parcel perimeters.
5. **Automobile entrances:** This perimeter building frontage should only be interrupted by well-spaced automobile or pedestrian entrances to the interior of the parcel.
6. **Standard cornice line or podium height:** Automobile entrances into buildings or parcels shall be perpendicular to the building face along all perimeter parcel edges.
7. **Perpendicular streets:** A standard cornice line or podium height along all public streets is strongly encouraged.
Building Massing and Materials

**Intent**
The intent of the guideline is to define building characteristics and materials that are unique to Utah. Building massing and design should reflect local climate.

**Guidelines**
1. Parcels with multiple buildings shall investigate at least two massing alternatives for review by the Controlling Authority.
2. Building massing and materials shall generally be modern or contemporary in design and incorporate simple geometric forms.
3. Integrate building massing and materials with sustainable design strategies for energy saving and environmental benefits.
4. Buildings may receive a density bonus or additional height allowance if: 1) The building reduces net energy consumption; 2) Reduces potable water consumption; 3) Reduces net wastewater conveyance.
5. Excessively sculptural building forms are not allowed.
6. Excessively saturated colors or highly reflective materials are not allowed.
7. Design forms that directly mimic other cultures or historic periods are not allowed.
Retail

**Intent**
To ensure retail concepts are implemented according to agreed principles.

**Guidelines**

1. Retail should be located along the primary roads and boulevards of the District, and frame the important intersections.
2. Developer should seek opportunities to develop retail that includes small shops with local products.
3. Retail storefronts should allow clear sight-lines from the adjacent sidewalks and roads. Such sight-lines should not be interrupted by excessive landscaping, signage, parking, or service areas. Pedestrian access from sidewalks to storefronts should not be impeded.
4. Retail storefronts on primary roads should have facades with at least 50% vision glass to allow the display of products and create a sense of vitality and interest on the street. Restaurants and F&B vendors must also meet this criteria.
5. Entrances to retail establishments should be accessed from the front of the building, with the store entrance clearly visible from the street.
6. Larger retail clusters should be designed to have significant "active" facades and street-facing retail. Retail clusters can have internal streets and passageways, but not to the detriment of, or in place of, exterior street activity.
7. Pedestrian-only retail streets are encouraged in selected areas. These can be created to subdivide larger blocks, connect adjacent retail clusters, or to provide an alternate to standard retail concepts.
8. Neighborhood-based retail should be designed to create a more intimate environment for local vendors. All residents should be able to meet their daily needs from these neighborhood-based retail centers.
Ground Floor and Podium Design

**Intent**
To create an active and varied streetwall, strengthen the public street as the primary zone of public interaction and enhance the pedestrian experience.

**Guidelines**
1. Restaurants, cafe, shop and other uses that are open to the street and help create activity are strongly encouraged, especially in commercial zones.
2. Ground floor uses should be designed to create a human-scaled environment. Avoid over-scaled architectural forms that lack a perceivable scale.
3. Recessed ground floors, roof cantilevers and other shading devices are encouraged.
4. Within the setback zone buildings may be designed to create variation in the street wall and enhance the pedestrian experience.
5. Arcaded areas are encouraged to provide shelter from rain and sun.
6. The finished-floor level of the ground floor of buildings shall not be more than 1 meter above the average level of the sidewalk along the building or parcel face.
7. A two-meter clear zone shall be provided immediately adjacent to the building face for pedestrian access. This zone shall be generally level with the building finished floor.
8. Fire staging area shall be integrated with the design of setback areas.
Parking

**Intent**
To manage the location and design of both surface and structured parking areas within The Point.

**Guidelines**
1. Some parallel parking shall be allowed on public streets.
2. Surface parking shall generally be placed within the center of development parcels and screened from view from public streets.
3. Parking structures shall not be placed directly on public streets, unless no other solution can be achieved.
4. Parking structures should be placed within the center of the development parcel, with the short face of the garage parallel to the parcel line.
5. Parking structures should be closely integrated with the building design, such that the parking structure is screened from the street by the building.
6. No parking shall be allowed within the 5 meter building setback.
7. Though not recommended, some limited, short-term parking may be allowed in some 10-meter building setback areas. Such parking shall be limited to short-term visitor parking or handicap parking. This shall be subject to the Controlling Authority approval.
Parks

Intent
Create a consistent design for all open spaces.

Guidelines
1. District open spaces should be strongly reinforced by buildings, including towers and podiums.
2. Provide convenient and clear public access to all public parks and open spaces.
3. District parks and open spaces should reflect sustainable design principles.
4. Pedestrian links provide connections through the project, for bike and recreational uses.
5. Pedestrian links will be designed as neighborhood open spaces for recreation.
6. Neighborhood Parks should be fully accessible at all times. Public access should not be restricted.
7. Park spaces should have a 50-50 balance between green landscape and paved surfaces.
8. Incorporate sustainable principles such as permeable surfaces, bioswales and other green infrastructure concepts.
Parks

All parks contribute to the ecological, stormwater management, and recreational network, and should be designed for continuous public pathways.

The Central Park, district parks and neighborhood parks should be strongly reinforced by buildings, and lined with active uses at the ground floor to complement the space.
Pedestrian Links

Pedestrian links provide connections throughout the project for bike and recreational uses.
Lighting and Signage

The system of lighting should contribute to the overall sustainability goals of the project by utilizing high efficiency light sources, fixtures, and controls.

Materials, lighting and maintenance of the signage should be coordinated with the overall character of the urban furnishing.
Paving

Permeable paving materials are preferred in order to reduce stormwater runoff and infiltrate surface water into the water table. Additionally, materials should be gained from local quarries to reduce transportation costs and reinforce cultural connections.
Landscape

Green streets help manage stormwater, improve air quality, and enhance and beautify the public realm. Plant species selected for use within the project should be native or adapted to the regional climate of Utah. Species should reinforce the sustainable and cultural aspirations of the project and reinforce the surrounding ecological systems.
Street Design

Intent
To ensure all public and private streets are designed to a similar standard.

Guidelines
1. Height of the curb above street paving shall be at an average of 10". Curb height shall not exceed 1' nor shall be less than 8". Width of the curb shall be at an average of 10", and shall not exceed 1' nor be less than 8".
2. Bike lane width shall be as described in the street cross sections, shall not be less than 3' in width, and will be separated from the vehicular travel lane by a marker or colored surface in the roadway.
3. Immediately adjacent to the curb shall be a landscape and street furnishing zone of not less than 3'. This zone may contain landscape material, street trees, street lights, bicycle racks, bus stops or other common landscape or street furnishings.
4. Adjacent to the landscape zone shall be the Pedestrian Zone of the sidewalk. This zone shall be a minimum of 3' in width, or as indicated in the street cross-sections in the master plan document. The pedestrian zone shall be a level continuous paved surface and not obstructed in any way.

Additional Notes
Street Design will incorporate way-finding and legibility to facilitate both pedestrian and vehicular mobility.

Complementing a legible wayfinding system would be for the street to be designed as all-inclusive, such as in identifying barrier-free routes and accessibility for all users (cyclists, pedestrians), as well as in optimizing shared spaces between users at localized streets.
PART 2

Public Outreach & KVEs/Sustainable Framework/Smart City Strategies
Section 2.1

Public Outreach & Key Vision Elements
Public Engagement

Our working groups and stakeholder advisory committee met collectively for 3,127 hours and 38 minutes.

Their meetings on social media garnered 915 views, 1,056 impressions, and 254 engagements.
Summary of Stakeholder Comments: Development

“Development must create a sense of synergy.”

“A reduced development footprint may be the answer to allow for more uses and accommodate more open space on the project.”

“Massing of the residential with workforce housing and multifamily units”

“Mixed-use will be important for activation and the intentional/unintentional collisions/collaborations”

“A reduced development footprint may be the answer to allow for more uses and accommodate more open space on the project.”
Summary of Stakeholder Comments: Transportation

“Important to see active transportation options and reduction of daily vehicle trips”

“... see this development with a ‘ped/bike first’ approach”

“Enabling people to get to the site by transit is crucial”

“Big attraction to the idea of a central park that is auto-free”

“... very interesting in that all the car free zones were concentrated into a consolidated area”
“Love the Central Park and connected green space corridors”

“The central park ... provides an opportunity for both Utah and Salt Lake Counties that is lacking in communal gathering spaces outside of downtown”

“Connectivity outside the site should also represent Pedestrian and Bicycle connectivity to/from off the site”

“Moving stormwater to a central feature may allow it to be a feature rather than a less celebrated system of ditches”

“Seasonality should be considered”
Summary of Public Feedback

The following themes were identified from public participation in the following stakeholder engagement opportunities: Milestone Workshops II, III and IV; Stakeholder Advisory Committee Meetings I & II; Open Houses I & II and Adjacent Property Owner Group and Individual Meetings

KEY THEME 1 - TRANSPORTATION
KEY THEME 2 - SITE DIVERSITY
KEY THEME 3 - SUSTAINABILITY & THE ENVIRONMENT
KEY THEME 4 - JOB CREATION
KEY THEME 5 - SCHOOLS
KEY THEME 6 - PARKS, TRAILS & OPEN SPACE
Summary of Public Feedback

KEY THEME 1 - TRANSPORTATION

- Regional connectivity is critical and the site should be integrated with adjacent areas
- A variety of transportation modes must be present
- Congestion, parking and air quality impacts are common concerns
- Non-auto connections are important onsite, to/from the immediately adjacent areas and regionally
- 600 West & BRT alignments could cause segregation of the site

BRT - while not a topic addressed by the general public, this topic has arisen in several working group meetings. Transit is considered critical to success, but concerns include:
  - Optics of BRT vs TRAX
  - Lack of direct connection from the airport without mode change

Recommendations:

- Develop messages detailing
  - regional coordination (cities, UDOT, UTA),
  - existing traffic #s and projections to help educate the public on the need
- Continue highlighting the multi-modal focus of the plan
  - Share potential offset #s if/when available
- Acknowledge traffic needs tied to 600 W/BRT corridors and share specific plan elements designed to address this concern
- Show visualizations of “gold-standard” BRT
Summary of Public Feedback

KEY THEME 2 - DIVERSITY

HOUSING
- Diversity of the housing types and price is critical to address regional needs
- The mix of housing types should create lower barriers to entry for access to housing
- Affordable housing should be a component of the site

POPULATION
- The mix of housing, jobs, retail and commercial opportunities should have various entry points to increase access to the site for all Utahns

COMMERCIAL
- The site must provide opportunities for a variety of local Utah businesses including small retail and services

Recommendations:
- Confirm Board direction on Affordable Housing
- Highlight the phase in which housing mix will become more defined
- Share outcomes as the mix is defined
- Communicate opportunities for local businesses as development plans more forward in future phases
- Provide specific examples about who the site is for
Summary of Public Feedback

KEY THEME 3 - SUSTAINABILITY & THE ENVIRONMENT

- Water use across the site should be appropriate to Utah's arid climate and drought conditions
- Open Space and landscaping should be waterwise
- Buildings should adhere to sustainable development principles
- The site should set a new standard in Utah for sustainable development with high metrics for success

Recommendations:
- Communicate the process by which the sustainability framework is being developed.
- Highlight sustainability goals/metrics already incorporated in the plan
- Communicate about the sustainability framework when confirmed/ratified by the board
- Highlight developer feedback regarding this initiative

KEY THEME 4 - JOBS

- Economic vitality of the site is critical to its success
- A mix of jobs must be available
- An economic driver or innovation hub is critical to develop & recruit talent to the site

Recommendations:
- Provide more structured information on recruitment/how jobs will be created
- Develop message clarifying the Point's commitment to a diversity of jobs & job types
- Explain process from framework plan to jobs in-hand.
KEY THEME 5 - SCHOOLS

- K-12 schools must be included to address the population needs at the site
- There is an opportunity to provide different/innovative school types/programming linked to the innovation theme of the site
- Schools must be safely accessible by multiple modes of transportation
- K-12 and a higher education component will lead to positive workforce development opportunities

Recommendations:
- Determine if more School District coordination necessary in this phase or future?
- Define coordination process with SD to date
- Define process to get to the determination of school location, type, etc
- Define what type(s) of higher ed component(s) may be considered and when

KEY THEME 6 - PARKS, TRAILS & OPEN SPACE

- These are key components that contribute to the quality of life on the site and regionally
- Highly successful site elements that are key amenities preferred by a variety of stakeholder groups are:
  - River to Range Linear Park
    - Central Park with opportunities for diverse programming
    - Central pedestrian priority zone
    - Trails for active transportation and recreation

Recommendations:
- Develop messaging to share that these concepts are publicly supported and are advancing
- Acknowledge bullet 1 as a key priority to Utahns
- Focus future engagement discussion around program types & character
Create an iconic, vibrant, mixed-use community, with a focus on quality of life and healthy living, with a strategic balance of jobs and housing to limit off-site trip generation. Include active, welcoming places for people to gather day and night for recreation, dining, culture and entertainment.

Serve the site with a high-quality, future-focused, multi-modal transportation system, with an emphasis on convenience, safety, access, regional traffic reduction, limited parking, emissions reduction, and active transportation.

Promote enduring statewide economic development through job creation, workforce development, and revenue generation. Create a community that will attract and nurture top talent and outstanding anchor companies, as well as smaller local businesses.

Advance innovation by creating a place that promotes a culture of creativity and ingenuity, attracts outstanding talent and investment, promotes solution-oriented research, fosters the growth of promising early-stage companies, eliminates regulatory barriers, and facilitates interdisciplinary industry and academic partnerships to generate and commercialize new ideas.

Create a model of sustainable development that, relative to traditional development, significantly reduces air emissions (including GHG), water pollution, water and energy use, and takes advantage of on- and off-site renewable energy resources (including an on-site geothermal resource). Explore a net-zero-ready development.

Coordinate closely with others to ensure the development fits well with regional plans and infrastructure, advancing the interests of the broader community and not just the site. Promote regional trail, transportation, and green infrastructure connections through the area and facilitate thoughtful regional growth.

Key Vision Elements

- **COMMUNITY**
  - Create an iconic, vibrant, mixed-use community, with a focus on quality of life and healthy living, with a strategic balance of jobs and housing to limit off-site trip generation. Include active, welcoming places for people to gather day and night for recreation, dining, culture and entertainment.

- **TRANSIT**
  - Serve the site with a high-quality, future-focused, multi-modal transportation system, with an emphasis on convenience, safety, access, regional traffic reduction, limited parking, emissions reduction, and active transportation.

- **ECONOMIC GROWTH**
  - Promote enduring statewide economic development through job creation, workforce development, and revenue generation. Create a community that will attract and nurture top talent and outstanding anchor companies, as well as smaller local businesses.

- **INNOVATION**
  - Advance innovation by creating a place that promotes a culture of creativity and ingenuity, attracts outstanding talent and investment, promotes solution-oriented research, fosters the growth of promising early-stage companies, eliminates regulatory barriers, and facilitates interdisciplinary industry and academic partnerships to generate and commercialize new ideas.

- **SUSTAINABILITY**
  - Create a model of sustainable development that, relative to traditional development, significantly reduces air emissions (including GHG), water pollution, water and energy use, and takes advantage of on- and off-site renewable energy resources (including an on-site geothermal resource). Explore a net-zero-ready development.

- **COLLABORATION**
  - Coordinate closely with others to ensure the development fits well with regional plans and infrastructure, advancing the interests of the broader community and not just the site. Promote regional trail, transportation, and green infrastructure connections through the area and facilitate thoughtful regional growth.
Create an **iconic**, vibrant, **mixed-use** community, with a focus on quality of life and **healthy living**, with a strategic **balance of jobs and housing** to limit off-site trip generation. Include active, welcoming places for people to **gather day and night** for recreation, dining, culture and entertainment.

**KEY VISION ELEMENT**

- **COMMUNITY**

**INITIATIVES**

- Input from stakeholder workshops
- Initiatives identified by design team

**PRINCIPLE**

- **ICONIC PLACEMAKING**
  - 1. Protect and enhance views to mountains
  - 2. Create pedestrian-priority zones
  - 3. Create neighborhood data hubs

- **MIXED-USE VIBRANCY**
  - 1. Design for walkability
  - 2. Create significant density
  - 3. Provide retail that supports local industries

- **HEALTHY LIVING**
  - 1. Implement WELL Building Standards or similar
  - 2. Provide community gardens & markets
  - 3. Create walking and hiking circuit in open spaces

- **GATHER DAY AND NIGHT**
  - 1. 18-hour district. Keep restaurants open late
  - 2. Have live music
  - 3. Provide local-serving F&B and retail in sub-cores

- **SHARED SPACE**
  - 1. Provide proximity to community gathering space
  - 2. Design for a shared micro-mobility & circulator
  - 3. Create porosity in the plan. Dissolve barriers

- **NEW RESIDENTIAL TYPES**
  - 1. Provide alternative housing such as micro-units
  - 2. Wire for digital innovation
  - 3. Address housing affordability within the plan
Serve the site with a high-quality, future-focused, multi-modal transportation system, with an emphasis on convenience, safety, access, regional traffic reduction, limited parking, emissions reduction, and active transportation.

### KEY VISION ELEMENT
- TRANSIT

### PRINCIPLE
- AUTONOMOUS TECHNOLOGY
- MULTI-MODAL NETWORKS
- REGIONAL TRAFFIC REDUCTION
- PARKING DEMAND REDUCTION
- EMISSION REDUCTION
- PEDESTRIAN PRIORITY

### INITIATIVES

**1. Accommodate for potential autonomous tech** (rideshare, shuttles, drone delivery etc)
- 2. Provide parking availability indicators
- 3. Provide traffic routing/congestion notifications

**1. Implement TOD elements along the BRT route**
- 2. Connect to commuter rail and potentially provide a new FrontRunner station
- 3. Provide equal status to all modes

**1. Create a balanced mix of land uses**
- 2. Provide housing to complement job creation

**1. Reduce parking requirements with work-from-home and reduced car ownership**
- 2. Set parking maximums rather than minimums
- 3. Enhance walkability

**1. Reward EV use, bicycling, and walking**
- 2. Provide charging stations
- 3. Mandate all-electric service and transit vehicles

**1. Provide paths between land uses and transit**
- 2. Provide priority to pedestrians on all streets
ECONOMIC GROWTH

Promote enduring statewide economic development through job creation, workforce development, and revenue generation. Create a community that will attract and nurture top talent and outstanding anchor companies as well as smaller local businesses.

KEY VISION ELEMENT

PRINCIPLE

- JOB CREATION
- REVENUE GENERATION
- NURTURE TOP TALENT
- ANCHOR COMPANIES
- SMALLER LOCAL BUSINESS
- TECHNOLOGY & GIG ECONOMY

INITIATIVES

1. Accommodate commercial anchors and smaller feeder companies.
2. Take advantage of Corporate Recruitment Efforts and Utah Asset Promulgation.
3. Optimize complementary land uses to maximize job creation.

1. Focus on high wage jobs through ecosystem of innovation. Focus on making it a place.
2. Provide venues that function day and night.
3. Designate +50% of site as development area.

1. Facilitate work life balance.
2. Enable to walking to work and recreation.
3. Provide training facilities, mentoring and workforce development.

1. Align with institutions related to biotech, future medicine or education.
2. Align with large tech companies.
3. Provide variety of floor-plate configurations to attract large tech firms.

1. Provide opportunities for incubator, startups, maker-spaces, convenience services, restaurants, food trucks.

1. Provide opportunities for logistics, automation, R&D and technology-driven industries.
Advance innovation by creating a place that promotes a culture of creativity and ingenuity, attracts outstanding talent and investment, promotes solution-oriented research, fosters the growth of promising early-stage companies, eliminates regulatory barriers, and facilitates interdisciplinary industry and academic partnerships to generate and commercialize new ideas.

**KEY VISION ELEMENT**

1. Create collaboration hubs
2. Create an environment of research, experimentation, meaningful failure, refinement, craft and production

**PRINCIPLE**

1. **SOLUTIONS-ORIENTED RESEARCH**
2. **CULTURE OF CREATIVITY & INGENUITY**
3. **ATTRACT OUTSTANDING TALENT AND INVESTMENT**
4. **ELIMINATE REGULATORY BARRIERS**
5. **DESIGN INNOVATION**
6. **INDUSTRY & ACADEMIC PARTNERSHIPS**

**INITIATIVES**

1. **Input from stakeholder workshops**
2. **Initiatives identified by design team**

1. **1. Provide access to creative affiliations**
2. **Focus on what Utahns are good at**
3. **Promote creativity and ingenuity through design and experiential qualities of the physical environment**

1. **1. Lower barriers and invite companies that have cultural diversity**
2. **Create scholarships, special programs, and tech summer camps**

1. **1. Utilize R&D Tax Credits and/or Affiliation(s) tax credit**
2. **Create a new set of management and production rules to reduce taxes and approval barriers.**

1. **1. Shared tools/resources could foster early stage development**
2. **Innovation must permeate all aspects of the project, from the master plan to the smallest detail**

1. **1. Develop areas of focus for The Point**
2. **Create unique alliances with Universities and industries**
3. **Create new programs with low bar for entry**
Create a model of sustainable development that, relative to traditional development, significantly reduces air emissions (including GHG), water pollution, water and energy use, and takes advantage of on- and off-site renewable energy resources (including an on-site geothermal resource). Explore a net-zero-ready development.

**SUSTAINABILITY**

**KEY VISION ELEMENT**

- A NEW MODEL FOR DISTRICT SUSTAINABILITY
- SUBSTANTIAL AIR EMISSION REDUCTION OVER BASELINE
- ZERO WATER WASTE & WATER POLLUTION
- NET-ZERO OPERATIONAL CARBON & BUILDINGS
- COMMIT TO SITE-WIDE RENEWABLE ENERGY
- EFFICIENT BUILDINGS & INFRASTRUCTURE SYSTEMS

**PRINCIPLE**

**INITIATIVES**

1. Must be a global model; meet or exceed current state of the art
2. Link pedestrian/bike corridor directly to Draper Front-runner
3. Create a sustainable framework modelled on LEED-ND

1. Aim for 50% improvement by 2030 over rest of valley
2. Utilize all-electric circulators and BRT vehicles
3. Substantially reduce building emissions
4. Promote and reward traffic-reduction strategies

1. Reduce significant external and internal water use
2. Use low-water turf varieties
3. Model best practices in water management

1. Encourage trip reduction
2. Design for "energy self-sufficiency" of site and area
3. Provide a model and leadership for projects of similar scale in the US

1. Promote 100% carbon-free electricity use
2. Distribute energy and storage
3. Implement direct-use geothermal on site
4. Build the most innovative and sustainable central plant in the US.

1. Build super-efficient building
2. Implement project and building electrification
3. Remove combustion events/reduce NOx
4. Implement smart technologies throughout the project to quantify and measure progress towards sustainable goals

Input from stakeholder workshops
Initiatives identified by design team
Coordinate closely with others to ensure the development fits well with regional plans and infrastructure, advancing the interests of the broader community and not just the site. Promote regional trail, transportation, and green infrastructure connections through the area and facilitate thoughtful regional growth.

**A MODEL OF REGIONAL PLANNING LEADERSHIP**

- Enhance trail & mobility connections
- Promote green infrastructure
- Enhance regional growth
- Leverage all Utah talent
- Create a spirit of collaborative innovation

**PRINCIPLE**

**KEY VISION ELEMENT**

**INITIATIVES**

1. Test transportation, economy, and air quality to provide best solution
2. Have great examples of urban living
3. Connect the Point to surrounding area and region
4. Restore pre-settlement ecologies

1. Provide connections to outdoor features and amenities
2. Overcome barriers in the transportation network to enhance connections

1. Create a model project for green infrastructure
2. Connect to Jordan River through the site to the mountains
3. Reuse all rainwater and stormwater
4. Promote water conservation (e.g., use smart water meters, native plants)

1. Create a new hub for the Wasatch Front - a 21st century CBD that is a model for the western United States

1. Invite multi-tenant universities and institutions
2. Utilize research park/campus to broaden partnerships
3. Create indoor and outdoor work spaces.
4. Bring together the best minds in the State around design, technology, finance, economic growth, innovation and product development

1. Integration of science, technology, art, and nature. The Leonardo Museum
2. Promote a collective spirit of research, innovation, and collaboration that defines The Point’s DNA

*Input from stakeholder workshops. Initiatives identified by design team.*
Key Conclusions
KVEs & Principles

Summary
1. With planning progression and further input from stakeholders during a workshop on March 4, 2021, the Design, Sustainability or Smart City initiative and Guiding Principle for each KVE have been refined.
2. KVEs, Sustainability Framework and Smart City Initiatives must create a self-supporting and virtuous cycle.

Next Steps
1. Based on planning progressions and feedback from stakeholders, finalize Guiding Principles.
2. Further refine Design, Sustainability or Smart City initiatives.
3. Verify that the Framework Plan can support the KVEs, Guiding Principles and Initiatives.
4. Ensure alignment of Sustainability and Smart City initiatives.
Sustainability
A Key Vision Element

The Point of the Mountain is a once in a lifetime opportunity to develop a highly sustainable community. It is envisioned to serve as a regional model for sustainable design.

The goal is to create a model of sustainable development that, relative to traditional development, significantly reduces air emissions (including GHG), water pollution, water and energy use, and takes advantage of on- and off-site renewable energy resources (including an on-site geothermal resource). Explore a net-zero-ready development.
What does it mean to be a regional, national or global leader in sustainable design at the urban district level?

Our collective aspiration is for the Point of the Mountain to become the new benchmark project for sustainable practices in the 21st Century.

The team is striving to implement design strategies that achieve the highest standard targets for sustainability to positively impact people and planet, not only within the project boundaries, but also the region and beyond.
Five Components

Mobility
Address human and environmental health and wellness. Expand mobility options while reducing auto trips and their associated carbon emissions, pollution, and health risks.

Ecology
Align growth with local ecologies to minimize the impacts of new development on biodiversity and natural resources.

Energy and Carbon
Manage energy resources with efficiency, renewables and low carbon materials. Prepare for Net Zero Carbon Built Environments.

Water
Manage water resources holistically to increase efficiency, use natural sources responsibly, and increase recycling.

Waste
Apply circular resource strategies to reduce raw material extraction, minimize waste, and expand reuse potential.

Quality of Life

Resource Utilization
Sustainable Outcomes: Mobility

1. 1/3 ↓ reduction in Vehicle Miles Traveled

2. 100% of people within a block of a trail

3. 100% of people within a 5 minute walk of transit

4. 10,000 charging stations by Year 10

5. 50% ↓ Transportation Carbon Reduction
Sustainable Outcomes: Ecology

6. **142.5 ac**
   of Parks and Open Space

7. **100%**
   of people within a 2 minute walk (500')
   of Park or Open Space

8. **50%**
   of Parks (70 acres) are protected
   naturalized landscape

9. **25% ↑**
   *increase in carbon sequestration*
Sustainable Outcomes: Energy and Carbon

10. 50% ↓
less operational carbon in buildings

11. 20% ↓
less embodied carbon in buildings

Net Zero
Onsite and offsite renewables are being studied to assess the potential for a Net Zero Operational Development buildings
Sustainable Outcomes: Water

12. 100% of surface runoff is naturally filtered

13. 40% ↓ reduction in indoor water use

14. 100% retention of stormwater on site
Sustainable Outcomes: Waste

15. 50% recycling rate
16. 75% construction waste diversion
Sustainability / Resilience Framework Key Performance Indicators (KPIs)
Five Components

Mobility: Address human and environmental health and wellness. Expand mobility options while reducing auto trips and their associated carbon emissions, pollution, and health risks.

Ecology: Align growth with local ecologies to minimize the impacts of new development on biodiversity and natural resources.


Water: Manage water resources holistically to increase efficiency, use natural sources responsibly, and increase recycling.

Waste: Apply circular resource strategies to reduce raw material extraction, minimize waste, and expand reuse potential.

Quality of Life

Resource Utilization
Five Components

- **Mobility**: 50% Transportation Carbon Reduction (lbCO2e/mile)

- **Ecology**:
  - 25% increased Carbon Sequestration over BAU
  - 100% Biodiversity Indices improvement over BAU

- **Energy and Carbon**
  - Net Zero Ready
    - 50% Efficiency
    - 100% Renewable

- **Water: Scarcity**
  - 40% Efficiency
  - 100% Rainwater for Irrigation

- **Waste**
  - 50% Recycling
  - 75% Construction Diversion
  - Waste to Energy
Mobility: Air Quality/Traffic Congestion

Why Air Quality?
Salt Lake City, ranked 7th out of 217 metropolitan areas for worst 24-hour particle pollution, and 11th out of 228 metropolitan areas for worst ozone pollution.

These ratings place Salt Lake City in a similar position to Los Angeles for 24-hour PM2.5 and Denver for ozone pollution.

Seasonal fluctuations play a significant role:
- Winter temperature inversions trap polluted air, preventing normal dispersal
- Winter can experience more than 5Xs the PM2.5 concentration as summer

Brigham Young University researchers found that Utah air pollution reduces the average resident's life by anywhere from 1.1 to 3.5 years.
- 75 percent of Utahns lose 1 year of life or more due to air pollution
- another 23 percent lose 5 years or more.

Mobility:
Four Elements

M1: Demand Management
M2: Bike and Walk
M3: Transit Access
M4: Electric Vehicles

1/3 Reduction in vehicle miles traveled by utilizing
15% Vehicle mile traveled reduction (internal trip capture)
15% Vehicle mile traveled reduction (transit access)

100% of population within a block of a trail
2.5% population has access to bike racks / bike share
Continuous sidewalks for 100% of street frontage

Locate all residences and businesses within a five minute walk of transit
Increase Frequency of trips
• Weekday 60-320
• Weekend 24-60

10,000 charging stations by year 10, with provisions for more in the future

50% Carbon Reduction
# Element M1: Demand Management

## Baseline

Business as usual does not emphasize an ideal mix of uses to reduce vehicle trips.

Business as usual does not include increased trip frequency this cost is operational not first cost.

## Target Aspiration

1/3 Reduction in vehicle miles traveled by utilizing
15% Vehicle mile traveled reduction (internal trip capture)
15% Vehicle mile traveled reduction (transit access)

## Benefit

- **Benefit:**
  - Reduce overall vehicle trips, improve air quality and reduce emissions, increase active transportation trips, reduce parking supply need
  - Reduce single-occupant vehicle trips, reduce congestion and impact on surrounding roadways, improve air quality and reduce emissions, increase transit ridership, increase walking and biking and related health benefits, lower household transportation costs, reduce amount of parking needed

## Cost, Available Funding, Partners

### Cost:

- **Cost:**
  - LOW
  - MEDIUM
  - HIGH

### Available Funding:

- **Available Funding:**
  - LOW
  - MEDIUM
  - HIGH

### Partners:

- **Partners:** Wasatch Front Regional Council, UTA

## Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual

- **Cost:** Anticipate operational savings of
  - ~16% daily vehicle trip reduction
  - ~13% PM peak hour vehicle trip reduction

  For increased service frequency $1-5 million

## Implementation

- **Master Developer**
Element M2: Bike and Walk

Baseline
Business as usual includes required pedestrian infrastructure (standard sidewalks and crossings) and limited bike infrastructure.

Target Aspiration
- 2% Vehicle mile traveled reduction (above internal trip capture)
- 100% of population within 1/4 mile of all ages and abilities bike network
- 100% sidewalk coverage

Benefit
Reduce single-occupant vehicle trips, improve air quality and reduce emissions, increase opportunities for physical activity and related health benefits, lower household transportation costs

Cost, Available Funding, Partners
Cost: 
Available Funding: 
Partners: Wasatch Front Regional Council

Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual
Cost: 10% above business as usual

Implementation
Master Developer and District Developer
## Element M3: Transit Access

### Baseline
Business as usual does not include increased trip frequency, this cost is operational not first cost.

### Target Aspiration
- Locate all residences and businesses within \( \frac{1}{4} \) of a mile of Transit
- Increase Frequency of trips
  - Weekday 60-320
  - Weekend 24-60

### Benefit
Reduce single-occupant vehicle trips, improve air quality and reduce emissions, increase opportunities for physical activity and related health benefits, lower household transportation costs.

### Cost, Available Funding, Partners

#### Cost:
- ![Cost](image)

#### Available Funding:
- ![Available Funding](image)

#### Partners:
WFRC regional transportation plan

### Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual
- 6 vehicles needed to run 15 minute headways for POTM.
- 8 vehicles needed to run 10 minute headways for POTM.
- Cost depends on type of vehicle. Electric busses are $1M to $2M each. Hybrid busses used by UTA are about $1.3M. Chargers for electric busses are $50K each.

#### Implementation
Circulator automated vehicle (AV) would decrease passenger travel times and facilitate transit access.
AV vehicles cost about $300K. Infrastructure another $250K.

UT Arlington Received a $1.7M grant to run 5 AVs for a year for a .91 sq mile area. Another project estimates about $2M to run 5AVs.
# Element M4: Electric Vehicles

## Baseline

Utah Workplace EVSE Funding Assistance: Government entities and private and nonprofit businesses are eligible for a grant covering 50% of the cost to purchase and install Level 2 or DC fast charging infrastructure.

https://deq.utah.gov/air-quality/workplace-electric-vehicle-charging-funding-assistance-program

## Cost, Available Funding, Partners

<table>
<thead>
<tr>
<th>Cost</th>
<th>Available Funding</th>
<th>Partners</th>
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<tbody>
<tr>
<td>High</td>
<td>Medium</td>
<td>3rd Party, ASPIRE</td>
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## Target Aspiration

10,000 Charging Stations by Year 10, with provisions for more in the future

## Benefit

Reduce emissions and improve air quality, prepare for an all-electric future

## Implementation

Master Developer for capacity
District Developer and Building Owner for implementation with potential for Third Party partnership

## Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual

Cost: A dual charger is roughly $7,200.00 to purchase. Add another +/- $3k to install conduit and install stanchion for a total of $10k for (2) vehicles.

($5,000 per vehicle) x (10,000 vehicles) = $50,000,000
## Summary

<table>
<thead>
<tr>
<th>Elements</th>
<th>Baseline</th>
<th>Target</th>
<th>Cost, Financial Incentive, Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>M1: CO₂</strong></td>
<td>N/A</td>
<td>1/3 Reduction in vehicle miles traveled by utilizing</td>
<td>Cost: Low</td>
</tr>
<tr>
<td><strong>Demand</strong></td>
<td></td>
<td>15% Vehicle mile traveled reduction (internal trip capture)</td>
<td>Benefit: High</td>
</tr>
<tr>
<td><strong>Management</strong></td>
<td></td>
<td>15% Vehicle mile traveled reduction (transit access)</td>
<td>Incentive: Low</td>
</tr>
<tr>
<td><strong>M2: Bike and Walk</strong></td>
<td>Business as usual does not include, bike lanes, bike racks, and continuous sidewalks for 90% of frontage.</td>
<td>Bike network and target length of bike lane</td>
<td>Cost: Low</td>
</tr>
<tr>
<td><strong>M3: Transit Access</strong></td>
<td>Business as usual does not include increased trip frequency this cost is operational not first cost.</td>
<td>2.5% population has access to bike racks / bike share</td>
<td>Benefit: Medium</td>
</tr>
<tr>
<td><strong>M4: Electric Vehicles</strong></td>
<td>Utah Workplace EVSE Funding Assistance: Government entities and private and nonprofit businesses are eligible for a grant covering 50% of the cost to purchase and install Level 2 or DC fast charging infrastructure.</td>
<td>Continuous sidewalks for 90% of street frontage</td>
<td>Incentive: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Locate all residences and businesses within ¼ of a mile of Transit</td>
<td>Cost: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increase Frequency of trips</td>
<td>Benefit: High</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weekday 60-320</td>
<td>Incentive: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weekend 24-60</td>
<td>Partners: WFRC regional transportation plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20% Electric vehicles day 1, with provisions for more in the future</td>
<td>Cost: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Benefit: High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Incentive: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partners: Master Developer, District Developer, and Building Owner</td>
</tr>
</tbody>
</table>
Ecology: Habitat Fragmentation

Why Ecology?

Approximately 700 species of wildlife and thousands of species of insects inhabit Utah. Almost 250 species of birds use habitats within the Great Salt Lake environment alone.

Utah identified many threats to species of conservation need and to the top wildlife habitats in the state, including:
- development
- stream channelization
- environmental contamination
- habitat loss
- invasive species
- fire cycle alteration
- human disturbance

With a rapidly urbanizing population, prime agricultural lands with high wildlife values are being subdivided and developed along the Wasatch Front and Back. Additional habitat loss occurs from road and trail expansion, energy development, transmission corridors, and surface mining.
Ecology: Three Elements

E1: Open Space
142.5 acres of Parks and Open Space

E2: Access
100% of people within 2 minute walk (500') of Park or Open Space

E3: Habitat Creation
50% of Open Space (70 acres) are protected naturalized landscape

= 25%
Increased Carbon Sequestration over BAU

= 100%
Biodiversity Indices improvement over BAU
## Element E1: Open Space

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utah: The owner of parcel identified as &quot;privately owned open space&quot; is not obligated to preserve that parcel as open space unless there has been a specific dedication to a public agency. Salt Lake: There is created a special revenue fund to be designated as the Salt Lake County Open Space Trust Fund</td>
<td>142.5 acres of parks and open space</td>
<td>Benefit: LOW MEDIUM HIGH Improved habitat, biodiversity and heritage preservation, improved air and water quality.</td>
<td>Master Developer</td>
</tr>
</tbody>
</table>

**Cost, Available Funding, Partners**

Cost: ●●● Available Funding: ●●● Partners: Utah Open Lands

**Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual**

Cost: Target to meet minimum standard (Draper City Master Plan Community Zone = 30% open space minimum)
# Element E2: Access

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A result of framework organization and % open space</td>
<td>100% of people within 2 minute walk (500') of Park or Open Space</td>
<td>Benefit: LOW MEDIUM HIGH</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost, Available Funding, Partners</th>
<th>Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost: M M M</td>
<td>Cost: 200% increase (assumes 10-minute walk for business as usual)</td>
<td>Master Developer</td>
</tr>
<tr>
<td>Available Funding: LOW MEDIUM HIGH</td>
<td>Partners: N/A</td>
<td></td>
</tr>
</tbody>
</table>
Element E3: Habitat Creation

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reviewing Utah and Salt Lake Ordinances</td>
<td>50% of Parks (70 acres) are protected naturalized landscape</td>
<td>Benefit: HIGH</td>
<td>Master Developer and District Developer</td>
</tr>
</tbody>
</table>

| Cost, Available Funding, Partners | Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual | | |
|----------------------------------|---------------------------------------------------------------|----------------|
| Cost: HIGH | Cost: 100% increase (currently no requirements) | | |
| Available Funding: HIGH | | | |
| Partners: Wild Utah Project | | | |

Reduce emissions and improve air quality, prepare for an all-electric future
## Summary

<table>
<thead>
<tr>
<th>Elements</th>
<th>Baseline</th>
<th>Target</th>
<th>Cost, Financial Incentive, Partners</th>
</tr>
</thead>
</table>
| E1: Open Space    | Utah: The owner of parcel identified as “privately owned open space” is not obliged to preserve that parcel as open space unless there has been a specific dedication to a public agency. Salt Lake: There is created a special revenue fund to be designated as the Salt Lake County Open Space Trust Fund | 142.5 acres of Parks and Open Space               | Cost: Low  
Benefit: High  
Incentive: Low  
Partners: Utah Open Lands |
| E2: Access        | N/A result of framework organization and % open space                    | 100% of people within 2 minute walk (500’) of Park or Open Space | Cost: Low  
Benefit: High  
Incentive: Medium  
Partners: N/A     |
| E3: Habitat       | Reviewing Utah and Salt Lake Ordinances                                   | 50% of Parks (70 acres) are protected naturalized landscape | Cost: Low  
Benefit: High  
Incentive: Low  
Partners: Wild Utah Project |
Energy and Carbon: Net Zero Ready

Why Energy and Carbon?

The region is already feeling the effects of climate change through increased temperatures, changes in water systems, extremes weather events and other disruptions that threaten the economy, residents, and overall quality of life.

The transition to a low-carbon community reliant on the efficient use of renewable energy resources and electrified transportation will provide a range of benefits:

- Improved air quality
- Enhanced public health
- Increased national and energy security
- Local green jobs

Align and lead regional climate goals like SLC Climate Positive 2040:
- 100 X 2030: 100% Renewable Energy for Community Electricity Supply by 2030
- 80 X 2040: 80% Reduction in Community Greenhouse Gas Emissions by 2040, Compared to 2009 Baseline
Energy and Carbon: Four Elements

EC1: District Systems and Electrification
- Ground source heat exchange
- Phasing for electrification

EC2: Operational Carbon
- 50% less operational carbon in buildings

EC3: Renewable Energy
- 80% Off site renewable
- 20% On site renewable

EC4: Embodied Carbon
- 20% less embodied carbon in buildings

= 50% Efficiency

100% Renewable
### Element EC1: District Systems and Electrification

#### Baseline
Business as usual includes heating provided at a building scale, no ground source heat exchange, and natural gas provisions for heating/cooking. Reviewing potential rebates.

#### Target Aspiration
- **Ground source heat exchange**
- **Phasing for electrification**

#### Benefit
- **Benefit:**
  - **LOW**
  - **MEDIUM**
  - **HIGH**
- Reduce emissions and improve air quality, prepare for an all electric future.

#### Cost, Available Funding, Partners
- **Cost:**
- **Available Funding:**
- **Partners:** 3rd Party, Utah Forge, ASPIRE

#### Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual
Cost: Preliminary indications results in the need for a +/-8MW substation to power The Point. Initial discussions yield an approximate cost of $8.5M to construct a new substation.

#### Implementation
- Third Party, Master Developer
Element EC2: Operational Carbon

**Baseline**
- IECC 2018 / ASHRAE 90.1 2016

**Target Aspiration**
- 50% less operational carbon in buildings compared to conventional buildings

**Benefit**
- Benefit: High
  - Reduces operational costs significantly along with sizing of renewable array and overall infrastructure

**Cost, Available Funding, Partners**
- Cost: 3/3
- Available Funding: Medium
- Partners: Empower SLC

**Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual**
- Cost: Reviewing potential rebates.

**Implementation**
- Parcel Developer
# Element EC3: Renewables

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% of Utah's grid is targeted to be renewable by 2025.</td>
<td>80% Off site renewable 20% On site renewable</td>
<td>Benefit: &lt;br&gt; Reduce emissions and improve air quality, prepare for carbon free future</td>
</tr>
</tbody>
</table>

## Cost, Available Funding, Partners
- **Cost:** ![Cost Scale] (High)  
  - Available Funding: ![Funding Scale] (High)  
  - Partners: Utah Clean Energy

## Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual
- Cost: Reviewing potential rebates for community solar and onsite renewable, consider joining Utah 100 Communities.

## Implementation
- Third Party, Master Developer, Parcel Developer
## Element EC4: Embodied Carbon

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
</table>
| Utilize efficiencies and Environmental Product Declarations and local manufacturers. | 20% less embodied carbon in buildings | Benefit: \[ \text{LOW} \quad \text{MEDIUM} \quad \text{HIGH} \]  
Reduce emissions, chemicalization of the built environment, while incentivizing fair labor practices |

<table>
<thead>
<tr>
<th>Cost, Available Funding, Partners</th>
<th>Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost: [ \bullet\bullet\bullet ]</td>
<td>Cost: 100% increase (currently no requirements)</td>
<td>Parcel Developer</td>
</tr>
</tbody>
</table>
## Summary

<table>
<thead>
<tr>
<th>Elements</th>
<th>Baseline</th>
<th>Target</th>
<th>Cost, Financial Incentive, Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>EC1: District Systems and Electrification</td>
<td>Business as usual includes heating provided at a building scale, no ground source heat exchange, and natural gas provisions for heating/ cooking. Reviewing potential rebates.</td>
<td>Ground source heat exchange Phasing for electrification</td>
<td>Cost: Medium&lt;br&gt;Benefit: High&lt;br&gt;Incentive: Medium&lt;br&gt;Partners: 3rd Party, Utah Forge, ASPIRE</td>
</tr>
<tr>
<td>EC2: Operational Carbon</td>
<td>IECC 2018 / ASHRAE 90.1 2016Reviewing potential rebates.</td>
<td>50% less operational carbon in buildings compared to conventional buildings</td>
<td>Cost: Low&lt;br&gt;Benefit: High&lt;br&gt;Incentive: Medium&lt;br&gt;Partners: Empower SLC</td>
</tr>
<tr>
<td>EC3: Renewables</td>
<td>20% of Utah's grid is targeted to be renewable by 2025. Reviewing potential rebates for community solar and onsite renewable, consider joining Utah 100 Communities.</td>
<td>80% Off site renewable 20% On site renewable</td>
<td>Cost: Low&lt;br&gt;Benefit: High&lt;br&gt;Incentive: High&lt;br&gt;Partners: Utah Clean Energy</td>
</tr>
<tr>
<td>EC4: Embodied Carbon</td>
<td>Utilize efficiencies and Environmental Product Declarations and local manufacturers.</td>
<td>20% less embodied carbon in buildings</td>
<td>Cost: Low&lt;br&gt;Benefit: High&lt;br&gt;Incentive: Low&lt;br&gt;Partners:</td>
</tr>
</tbody>
</table>
Water: Scarcity

Why Water?

With Utah’s population expected to double by 2065 Utah’s historic methods of meeting water demand are no longer reliable.

Historically, Utah’s snowpack and the West’s era of dam building has helped Utah to capture water in times of plenty and release in times of scarcity.

Today Utah is currently largely classified as being in Exceptional Drought, the highest threat level given by US governments drought monitoring system.

With climate change increasing drought threat and reducing snowpack the Point of the Mountain should prioritize efficiency, reuse, and the potential for cyclical water use.
Water: Three Elements

W1: Surface Hydrology
100% of surface runoff is naturally filtered

W2: Efficiency
40% less indoor water use

W3: Retention
100% retention of stormwater on site

= 40%
Efficiency

100%
Rainwater for Irrigation
Element W1: Surface Hydrology

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% percentile rainfall event managed onsite</td>
<td>100% of surface runoff is naturally filtered</td>
<td>Benefit: HIGH Improve flood risk, recharge aquifer, and provide resiliency for the site</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost, Available Funding, Partners</th>
<th>Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost: LOW</td>
<td>Cost: TBD</td>
<td>Master Developer</td>
</tr>
<tr>
<td>Available Funding: LOW MEDIUM HIGH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partners: Utah Stormwater Advisory Committee</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Element W2: Efficiency

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>US EPAct Water Standard</td>
<td>40% less indoor water use</td>
<td>Reduce water consumption, save utility costs for potable and sewage costs</td>
</tr>
</tbody>
</table>

### Cost, Available Funding, Partners

- **Cost:** Low
- **Available Funding:** Low
- **Partners:** H2oath

### Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual

- **Cost:** TBD but anticipate negligible or cost neutral

### Implementation

- **Implementation:** Parcel Developer
### Element W3: Retention

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business as usual does not account for reuse</td>
<td>100% retention of stormwater on site</td>
<td>Benefit: <img src="image" alt="High Benefit" /> Reduce water consumption, save utility costs for potable and sewage costs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost, Available Funding, Partners</th>
<th>Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost: <img src="image" alt="Low Cost" /></td>
<td>Cost: TBD</td>
<td>District Developer</td>
</tr>
<tr>
<td>Available Funding: <img src="image" alt="Low Funding" /></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partners: Central Utah Water Conservancy District</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Summary

<table>
<thead>
<tr>
<th>Elements</th>
<th>Baseline</th>
<th>Target</th>
<th>Cost, Financial Incentive, Partners</th>
</tr>
</thead>
</table>
| W1: Surface Hydrology | 80% percentile rainfall event managed onsite | 100% of surface runoff is bio-filtered before reconnecting with the aquifer | Cost: Low  
Benefit: High  
Incentive: Low  
Partners: Utah Stormwater Advisory Committee |
| W2: Efficiency | US EPA Act Water standard | 40% Indoor water use reduction | Cost: Low  
Benefit: High  
Incentive: High  
Partners: H2Oath |
| W3: Retention | Business as usual does not account for reuse | 100% retention of stormwater on site | Cost: Medium  
Benefit: High  
Incentive: Low  
Partners: Central Utah Water Conservancy District |
Resource Depletion

Why Waste?

In a recent study Utah ranked 49th for recycled waste, beating out only Louisiana.

This is a broader national issue as well. According to a 2015 report from the Environmental Protection Agency, the use of landfills far outweighed recycling or any other method of waste disposal. The report showed 52.5% of waste nationwide was sent to landfills.

Prioritizing access to recycling facilities, composting, and education on preventing recycling contamination are key to improving recycling rates.
Waste:
Three Elements

W1: Recycling
- 50% recycling rate

W2: Construction Waste
- 75% diversion from landfill

W3: Waste to Energy
- Provisions for composting and sitewide waste to energy

= 50% Recycling
= 75% Construction Diversion
Waste to Energy
## Element W1: Recycling

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>~40% diversion, varies by county</td>
<td>50% recycling rate</td>
<td>Reduce waste generated from the site, improving air, water, and soil quality for the region</td>
</tr>
</tbody>
</table>

### Cost, Available Funding, Partners

<table>
<thead>
<tr>
<th>Cost</th>
<th>Available Funding</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium</td>
<td>Low</td>
<td>Utah Recycling Alliance</td>
</tr>
</tbody>
</table>

### Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual

Cost: TBD but largely education and behavior change with potential to hire a recycling service to pick up recyclables.

### Implementation

Government, Master Developer, District Developer sets up the program; Building Owner pays for the recycling pick up fees.
## Element W2: Construction Waste

<table>
<thead>
<tr>
<th><strong>Baseline</strong></th>
<th><strong>Target Aspiration</strong></th>
<th><strong>Benefit</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake City requires 55% construction waste diversion</td>
<td>75% diversion from landfill</td>
<td>Reduce waste generated from the site, improving air, water, and soil quality for the region</td>
</tr>
</tbody>
</table>

### Cost, Available Funding, Partners

- **Cost:** [ ] [ ] [ ]
- **Available Funding:** [ ] [ ] [ ]
- **Partners:** Partners: Utah Department of Environmental Quality

### Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual

- Cost: TBD but there may be a modest financial incentive for contractors to divert waste

### Implementation

- Master Developer, Parcel Developer
## Element W3: Waste to Energy

<table>
<thead>
<tr>
<th>Baseline</th>
<th>Target Aspiration</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business as usual does not include waste to energy but expected reduction in hauling fees</td>
<td>Provisions for composting and sitewide waste to energy</td>
<td>Reduce waste generated from the site, improving air, water, and soil quality for the region, all while generating biofuel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost, Available Funding, Partners</th>
<th>Cost: Unit Cost / Lump Sum / % Increase Over Business As Usual</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost: $\bullet \bullet \bullet$</td>
<td>Cost: TBD but there may be a modest financial incentive particularly if it is a research demonstration project</td>
<td>Third Party, Master Developer</td>
</tr>
<tr>
<td>Available Funding:</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Partners: Wasatch Resource Recovery</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Summary

<table>
<thead>
<tr>
<th>Elements</th>
<th>Baseline</th>
<th>Target</th>
<th>Cost, Financial Incentive, Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1: Recycling</td>
<td>~40% diversion, varies by county</td>
<td>50% recycling rate</td>
<td>Cost: Low</td>
</tr>
<tr>
<td>W2: Construction Waste</td>
<td>Salt Lake City requires 55% construction waste diversion</td>
<td>75% diversion from landfill</td>
<td>Benefit: High</td>
</tr>
<tr>
<td>W3: Waste to Energy</td>
<td>Business as usual does not include waste to energy but expected reduction in hauling fees</td>
<td>Provisions for composting and sitewide waste to energy</td>
<td>Incentive: Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partners: Utah Recycling Alliance</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cost: Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Benefit: High</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Incentive: Medium</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Partners: Utah Department of Environmental Quality</td>
</tr>
</tbody>
</table>
Cost-Benefit Comparison: 16 Sustainable Outcomes

### NEAR-TERM OUTCOMES

1. 1/3 Reduction in Vehicle Miles Traveled
2. 100% of people within a block of a trail
3. 100% of people within a 5 minute walk of transit
4. 10,000 charging stations by Year 10
5. 50% Transportation Carbon Reduction

### MID-TERM OUTCOMES

6. 142.5 acres of Parks and Open Space
7. 100% of people within a 2 minute walk of Park or Open Space
8. 50% of Parks are protected naturalized landscape
9. 25% increase in carbon sequestration
10. 50% less operational carbon in buildings
11. 20% less embodied carbon in buildings
12. 50% Recycling Rate
13. 75% construction waste diversion

### REQUIRES FURTHER STUDY

14. 100% retention of stormwater on site
15. 40% reduction in indoor water use
16. 100% retention of stormwater on site
Benchmarking and Goal Setting
Third Party Certifications

Certifications can help us achieve our goals while showcasing sustainable aspects of the project.

**Neighborhood Development (Holistic)**

The United States Green Building Council’s LEED Neighborhood Development (LEED-ND) standard is holistic, widely recognized in the global marketplace, and will ensure broad sustainability is followed throughout the development.

**Community (Healthy)**

The International WELL Building Institute administers the WELL Community standard which focuses on improved health outcomes through better design. While not widely adopted the project team should include critical adjacencies to community, mental and recreational amenities, AND air / water / thermal quality improvements.

**Living Community Challenge (Exemplary)**

The International Living Futures Institute works with project teams on the Living Community Challenge. This Challenge focuses on regenerative design with best in the world standards for resource efficiency. The project team should aim to meet select goals of the Living Community Challenge, recognizing that achieving all of the goals would be aspirational and require the right financial partners.
Section 2.3

Smart City Strategies
What is a Smart City?

A smart city is a city, district, or project that collects and leverages data to 1) operate more efficiently and 2) monitor performance metrics.
Why Undertake a Smart City Program

Insights gained from digital data are used to manage assets, resources and services efficiently; in return, that data is used to improve the operations across the city.
Data collected from citizens, devices, buildings and assets is processed and analyzed to monitor and manage traffic and transportation systems, power plants, utilities, water supply networks, waste, crime detection, information systems, schools, libraries, hospitals, and other community services.
Smart City Considerations

1. Establish Technology Infrastructure
   - Coordination
   - Methodology
   - Vendors
   - Maintenance

2. Collect Data
   - Anonymizing
   - Processing
   - Storing
   - Collating

3. Analyze or Respond to Data
   - Staff Expertise
   - Prioritization
   - Vendor Role

4. Modify or Direct Actions
   - Responsibility
   - Cost of Action
   - Compliance
Additional Considerations

0. Planning & Development
   - Extents
   - Privacy Concerns
   - Component Availability
   - Cost
   - Management

1. Establish Technology Infrastructure

2. Collect Data

3. Analyze or Respond to Data

4. Modify or Direct Actions

5. Refine & Update Systems
   - Disposal of Data
   - Cost of Updates
   - Obsolescence
Smart City Strategy
A Variety of Organizational Options
A Variety of Smart City Components

<table>
<thead>
<tr>
<th>SMART SYSTEMS</th>
<th>TREND</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPACE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Industry 4.0 technologies</td>
</tr>
<tr>
<td></td>
<td>centralised</td>
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<tr>
<td></td>
<td>MEP Plant</td>
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<tr>
<td>INFRASTRUCTURE</td>
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<tr>
<td>Reduced space for efficient centralised MEP Plant</td>
<td>Adaptive systems Reduce Energy Consumption</td>
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<tr>
<td>MOBILITY</td>
<td></td>
</tr>
<tr>
<td>Autonomous technology change road infrastructure</td>
<td>Reduced parking demand</td>
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<tr>
<td>LOGISTICS</td>
<td></td>
</tr>
<tr>
<td>Centralised logistics reduced space</td>
<td>Space considerations for autonomous delivery operation</td>
</tr>
<tr>
<td>SECURITY</td>
<td></td>
</tr>
<tr>
<td>Turnstile free Access</td>
<td>Elimination of physical barriers</td>
</tr>
<tr>
<td></td>
<td>High security measure required</td>
</tr>
</tbody>
</table>
1. Create a central Point Smart City Hub, adjacent to Mobility Hub at north BRT station.
2. Create five additional District-based hubs for specific applications pursuant to those Districts.
3. Create a Smart City infrastructure tunnel beneath the Loop Road to contain required equipment and cabling.
4. District Hubs will be located within buildings and provide specific real-time information for each District or neighborhood.
5. Smart City services may include:
   a. District Wifi
   b. Transportation Information
   c. Wayfinding Information
   d. Quality-of-Life Information
   e. Sustainable Metrics
   f. News
   g. Energy Use
   h. BRT and Circulator Service
If Smart Cities Had IQ’s, Barcelona Would Be A Genius
The Smartest City in the World
http://ajuntament.barcelona.cat/estrategiadigital/en

CITY IN COMMON
Technology for social change and public sector innovation

DEMOCRATIC CITY
Technology for a participatory, collaborative and transparent city

CIRCULAR CITY
Technology for a new, more sustainable and efficient urban model

CREATIVE CITY
Technology to promote invention, entrepreneurship and social innovation
Barcelona, Spain

**Digital City**

Open Data Platform
Data Collection System
Public Administration Innovation

Accessible Data
Digital Literacy
Technological Integration

Issue Focused
Digital Divide
Culture of Invention

Public Procurement
Start-up Culture
Social Interaction
Barcelona, Spain
Digital City

Internet of Things
● 500 kilometers of fiber optic cable
● 90% city to the home coverage
● Free citywide wifi
● 670 wifi hotspots
● 19,500 connected smart meters
● Residential smart waste bins
● Digital bus stops
● Parking sensor system
● 1,100 smart streetlights
● Smart irrigation systems
● 44 interactive kiosks
● Sentilo data dashboard

Outcomes
● $58 million annual water savings
● $37 million annual energy savings
● $50 million parking revenue
● 47,000 new jobs
Barcelona, Spain

Digital City

22 Barcelona
http://www.22barcelona.com/

• $250 million public investment to revitalize an urban industrial district
• Start-up village
• Innovation district
• Pilot programs
Kansas City, Missouri

Smart City Initiative
Kansas City, Missouri
Smart City Initiative

Most Comprehensive Smart City Network in US
http://kcmo.gov/smartcity/

- $15.8 million ($12 million private and 3.8 million public) investment integrated with 2.2-mile streetcar starter line
- Leverage data for informed decision-making and performance management
- Nation’s 1st Google fiber city
- Public-Private Partnership with Sprint and Cisco
- Living lab partnership to develop start-up businesses with open data

WHY DOES THAT DEVICE DO?

Kansas City’s current smart city system includes 125 “smart” streetlights that can track pedestrian activity, sensors on the streetcar to improve traffic, 25 information kiosks and public Wi-Fi. The devices are connected through Sprint’s Wi-Fi network, which is bolstered by several “small cells” along the existing 2.2-mile streetcar line.

1. TRAFFIC LIGHT SENSOR
   A traffic signal pre-emption receiver for emergency response service vehicles

2. SMART STREETLIGHTS
   Streetlights that can track pedestrian activity

3. STREETLIGHT SENSORS
   Streetlight nodes that help identify items such as obstacles blocking the streetcar

4. CROSSWALK SAFETY
   A crosswalk sensor that warns pedestrians

5. PUBLIC Wi-FI
   A public Wi-Fi access point

SOURCES: Blake Miller, KCBJ research
Kansas City Digital Roadmap
https://data.kcmo.org/dataset/KC-Digital-Roadmap/dw7i-pk8s

• Digital Inclusion
• Open Government
• Engagement
• Industry
• Smart City
Kansas City, Missouri

Lean Government

Bridging the Digital Divide
Digital Literacy
High-Speed Internet Access

Open Data
Data Optimization
Public Service Delivery

Public Engagement
Mobile Connectivity
Citizen Satisfaction

Infrastructure Upgrades
Leverage Academia
Living Lab

Accountability & Transparency
Data-Based Decision Making
Digital City Hall
Kansas City, Missouri

*Smart City Initiative*

**Internet of Things**
- 50 block of free wifi
- 125 smart streetlights
- 125 heat & motion sensors
- 25 interactive kiosks
- Real-time parking status
- Real-time traffic speed
- Socrata data dashboard

**Outcomes**
- Currently monitoring

---

![Image](https://example.com/image.png)

*Public Infrastructure*

**Kansas City will invest in the maintenance of streets**

The key measurement for this priority is citizen satisfaction with street maintenance. The goal is to increase satisfaction by at least 2% per year, which translates into a target of at least 31% of citizens satisfied by 2015. [Explore the data](https://example.com)

- 30% of citizens satisfied (Current as of Dec 2013)
- 31% of citizens satisfied (Dec 2015 Target)

**Why is this a priority?**

On August 7, 2012, the citizens of Kansas City voted to create the Street Utility Fund, which dedicates a portion (7.5%) of the city's earnings tax to maintenance of streets. The city's initiative to set aside this revenue resulted in part from citizens' consistent emphasis on the importance of street maintenance in the annual citizen...
Smart City Open Platform of the Future
https://www.link.nyc/

- Will replace pay phone network with 7,500 interactive kiosks across all 5 boroughs
- Free gigabit wifi, emergency services, voice calls, and charging station
- Sensor bays collect real-time environmental data
- Map and access to other city information and services
- Partnership with City and CityBridge – a consortium of Intersection, Qualcomm and CIVIQ Smartscapes
Link NYC
Reactive City

Internet of Things
- 7,500 interactive kiosks
- 5 connected community centers
- Motion sensors
- Environmental sensors
- Auditory sensors
- Opt-in location services (beacon)

Outcomes
- $0 cost to the City
- $500 million, 12-year franchise
- $200 million digital infrastructure
- 20,000 new registrants per week
- Nearing 1 million unique users
- 150 new jobs
- System still being deployed (5%)
Songdo, Korea

Songdo IBD

The City of the Future
http://songdoibd.com/

- $40 billion, 6 sq km master planned “aerotropolis” connected to Korea’s Incheon airport
- Incheon Free Economic Zone
- 3.5 hours to 1/3 of the world’s population
- 8 Metro stations
- Complete streets
- $35 million Cisco global innovation lab
Songdo IBD
Ubiquitous City

Internet of Things
● Pneumatic waste disposal system
● Integrated control system
● Telepresence interface
● Dual-plumbing (purple pipes)

Outcomes
● 36,000 residents
● 60,000 employees
● 1.9 million sq m LEED-certified
● 3.25 sq m residential
● 3.7 million sq m commercial
● 900,000 sq m retail
● 240 hectares open space
● 1 million sq m public space
● 26 km bike paths
● 4 universities
Smart City + KVEs + Sustainable Metrics
A Virtuous Cycle

Key Vision Elements
Aspirational

Sustainable Metrics
Performative

Smart City Initiatives
Operational
<table>
<thead>
<tr>
<th>Product Type</th>
<th>Acres</th>
<th>Units/SF</th>
<th>% of SF/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Single Family</td>
<td>6 AC</td>
<td>60 Units</td>
<td>1%</td>
</tr>
<tr>
<td>Townhomes</td>
<td>10 AC</td>
<td>180 Units</td>
<td>2%</td>
</tr>
<tr>
<td>Walk-up Condo</td>
<td>16 AC</td>
<td>400 Units</td>
<td>6%</td>
</tr>
<tr>
<td>Wrap Condo</td>
<td>5 AC</td>
<td>2.26 Units</td>
<td>3%</td>
</tr>
<tr>
<td>Urban Walk-up Apartments</td>
<td>20 AC</td>
<td>700 Units</td>
<td>10%</td>
</tr>
<tr>
<td>Wrap Apartments (4 story)</td>
<td>50 AC</td>
<td>3,025 Units</td>
<td>42%</td>
</tr>
<tr>
<td>podium (8 story)</td>
<td>27 AC</td>
<td>2,296 Units</td>
<td>32%</td>
</tr>
<tr>
<td>Midrise (12 story)</td>
<td>9 AC</td>
<td>360 Units</td>
<td>5%</td>
</tr>
<tr>
<td>Freestanding retail</td>
<td>1 AC</td>
<td>13,088 SF</td>
<td>2%</td>
</tr>
<tr>
<td>Neighborhood retail</td>
<td>10 AC</td>
<td>130,680 SF</td>
<td>20%</td>
</tr>
<tr>
<td>Lifestyle retail &amp; entertainment</td>
<td>10 AC</td>
<td>130,680 SF</td>
<td>20%</td>
</tr>
<tr>
<td>Ground floor retail</td>
<td>AC</td>
<td>375,072 SF</td>
<td>58%</td>
</tr>
<tr>
<td>Limited service hotels (stand alone garage)</td>
<td>7.5 AC</td>
<td>338 Keys</td>
<td>68%</td>
</tr>
<tr>
<td>Upscale hotel (integrated parking)</td>
<td>3.5 AC</td>
<td>210 Keys</td>
<td>32%</td>
</tr>
<tr>
<td>3-story lab/tech office (surface parked)</td>
<td>38 AC</td>
<td>320,700 SF</td>
<td>14%</td>
</tr>
<tr>
<td>5-story office (surface parked)</td>
<td>30 AC</td>
<td>600,840 SF</td>
<td>20%</td>
</tr>
<tr>
<td>5-story office (garage parked)</td>
<td>38 AC</td>
<td>3,833,260 SF</td>
<td>46%</td>
</tr>
<tr>
<td>Midrise office (10-story, integrated parking)</td>
<td>8 AC</td>
<td>1,568,160 SF</td>
<td>3%</td>
</tr>
<tr>
<td>Institutional/Anchor Tenant</td>
<td>25 AC</td>
<td>853,400 SF</td>
<td>14%</td>
</tr>
<tr>
<td><strong>summarize</strong></td>
<td>392 AC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| **Residential**                  | 7,445,005 SF | 1.22 FAR  |
| **Retail & Hospitality**         | 487,053 SF  | 0.53 FAR  |
| **Office**                       | 6,691,585 SF | 0.90 FAR  |
Thank You
End of Document
Part 1: Consensus Framework Plan and Detail Plans

1.1 Signature Design Features
1.2 Consensus Framework Plan
1.3 District Design Studies
1.4 Phasing Strategy
1.5 Design Guidelines

Part 3: Parks and Open Space

3.1 Overall Approach
3.2 Ecological Framework
3.3 Trail Network
3.4 Parks and Open Space Analog Projects
3.5 Parks and Open Space Overall Plan
3.6 Stormwater Approach (Task G)
3.7 River to Range Park
3.8 Central Park
3.9 The Point Community Park
3.10 Neighborhood and District Park Prototypes

Part 4: Transportation and Mobility

4.1 Mobility
Transit Master Plan
Trails and Active Mobility Plan
4.2 Traffic and Transportation
Comparison Sub-regional
Access Opportunities Comparison

Part 5: Civil and Technical

5.1 High-Level Economic / Financial Evaluation
5.2 Backbone Infrastructure Strategy Plan

Part 6: Addenda

6.1 Porter Rockwell Boulevard Study
6.2 Ballpark Study
6.3 BRT Slope Study
PART 3

Parks & Open Space
Section 3.1

Overall Approach
Overall Approach
Right Sizing/Programming Parks

Guides development and programming of parks based on decades of research and planning.

Local and National Standards
Provides an understanding of what similar, successful developments have achieved.

Stormwater Management & Ecology
Ensures sustainability targets are achieved and adds to the needed open space amount.
Why are parks and open space important?

**Economic Value**
- Increase property values
- Attract businesses and residents
- Generate direct and indirect revenue

**Social and Health Benefits**
- Promote active and healthy lifestyles
- Provide access to the outdoors
- Provide gathering places for communities

**Environmental Quality**
- Improve air quality
- Improve water quality and reduce flooding
- Provide habitat
Section 3.2

Ecological Framework
Framework

Ecological Context
Framework
Ecological Fragments

Habitat fragments are minimally disturbed natural areas. These areas may represent highly valuable local Green Infrastructure (GI) assets. They may improved ecosystem functions of neighboring cores, serve as green infrastructure building blocks, provide stepping stones for facilitating local connectivity, and pose opportunities for habitat restoration.
Framework
Connecting Ecological Fragments
Key migratory species use the Jordan River and adjacent landscapes as critical habitat and food sources throughout the year. To understand the migratory patterns and needs of these species, our team analyzed migratory paths and time of year species are found in Utah for eight key species identified in previous stages.
Framework

Habitat Seasonality and Key Species

Through consideration of habitat and food needs of key species within the project site we have identified native plant species which provide important benefits to human and non-human site users:

- Availability of food sources for key species at critical periods (i.e., early spring)
- Variety of flowering periods to maximize length of available food sources
Section 3.3

Trail Network
Trail Network

Trail Plan

Key Connections:

- Direct connection to the Jordan River Trail via Bangerter Highway overpass
- Connect to eastern trails including the Porter-Rockwell Trail and Draper-Canal Trail via I-15 overpass
- River to Range trail connects to on-street bikeway network forming a comprehensive active transportation network throughout the district
Trail Network
On-Street Bikeways

Key Connections:

- A system of high-quality protected bike lanes within street right of way (ROW)
- Combine these bike lanes with trail system to create complete bike network linking entire site
- Connects with bikeways beyond site boundaries
Trail Network
Pedestrian Network

Key Connections:

- A comprehensive system of wide, accessible sidewalks
- Connects with trail system to create a dense, convenient network across the site
- Pedestrian priority zone throughout the project core

- Pedestrian Network
- River to Range Trail (14’ multi-use trail)
- Trails (paved multi-use trail)
- Existing & Potential Trails
- Parks/Open Space
**Trail Network**  
**Bike & Trail Connectivity**

**Key Connections:**

- Areas of focus where two bikeways intersect or a trail and bikeway intersect
- Additional intersection design considerations ensure safety and efficient movement
- Connections to existing bikeways beyond site boundaries
- Connections to key external destinations, including Draper Station
- **31** nodes connecting on-street bikeways with trails enabling greater permeability

- Mobility Nodes
- On-Street Bikeways
- River to Range Trail (14’ multi-use trail)
- Trails (paved multi-use trail)
- Existing & Potential Trails
- Parks/Open Space
Section 3.4

Parks and Open Space
Analog Projects
Parks and Open Space Analogs
Total Open Space Percentage

The Point has three (3) Alternatives with a range of Open Space (21.2%, 23.3% and 25%).
20% of The Point site is infrastructure (roads).
Parks and Open Space Analogs

Parks and Open Space Service Population*

<table>
<thead>
<tr>
<th>Location</th>
<th>Park Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canary Wharf</td>
<td>0.14 ac/1k</td>
</tr>
<tr>
<td>City Center</td>
<td>0.4 ac/1k</td>
</tr>
<tr>
<td>Cambridge Crossing</td>
<td>0.52 ac/1k</td>
</tr>
<tr>
<td>Navy Yard Philadelphia</td>
<td>1 ac/1k</td>
</tr>
<tr>
<td>The Point</td>
<td>2.58 ac/1k</td>
</tr>
<tr>
<td>Hammarby</td>
<td>2.9 ac/1k</td>
</tr>
<tr>
<td>Mission Bay</td>
<td>3.5 ac/1k</td>
</tr>
<tr>
<td>Culdesac</td>
<td>3.8 ac/1k</td>
</tr>
<tr>
<td>Lake Nona</td>
<td>4 ac/1k</td>
</tr>
</tbody>
</table>

LOW PARK RATIO

< 1 ACRES/1,000 Service Population

HIGH PARK RATIO

> 2.5 ACRES/1,000 Service Population

*Service Population:
Assumes 15,000 residents
Assumes 40,000 workers
Assumes an average open space of 142 ac
Parks and Open Space Analogs
Selected Overview
**Scale Comparison**

### The Point
- **Service Population**: 2.58 ac/1,000 People
- **Site Size**: 303 ac
  - Parks/Open Space: 49 ac
  - Development: 80%
  - Commercial: 55%
  - Residential: 45%
  - FAR: 1.1
  - ac/1,000 Residents: 5.8 ac
  - ac/1,000 Employees: 3.5 ac
  - ac/1,000 Service Population: 2.58 ac

### Mission Bay
- **Service Population**: 3.5 ac/1,000 People
- **Site Size**: 606 ac
  - Parks/Open Space: 142 ac
  - Development: 58%
  - Commercial: 73%
  - Residential: 27%
  - FAR: 1.1
  - ac/1,000 Residents: 9.5 ac
  - ac/1,000 Employees: 3.55 ac
  - ac/1,000 Service Population: 2.58 ac

*Development to Open Space percentage accounts for roads at an assumed 20% of site area.*
Park Identity - Mission Bay

MISSION BAY

Programmatic Elements:
- Passive Lawn
- Event Lawn
- Green Corridors
  - Direct Connection to light rail (Metro “T” Line)
- Dog Park
- Native Planting/Gardens
- Cafe Seating
- Waterfront Esplanade
- Casual Food Kiosks
- Sports Fields/Courts
  - Baseball Field
  - Flexible Lawn (Turf)
  - Flexible Lawn (Grass)
Scale Comparison

<table>
<thead>
<tr>
<th>THE POINT</th>
<th>SERVICE POPULATION = 2.58ac/1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Size</td>
<td>606 ac</td>
</tr>
<tr>
<td>Parks/Open Space</td>
<td>142 ac</td>
</tr>
<tr>
<td>Development</td>
<td>58%</td>
</tr>
<tr>
<td>Commercial</td>
<td>73%</td>
</tr>
<tr>
<td>Residential</td>
<td>27%</td>
</tr>
<tr>
<td>FAR</td>
<td>1.11</td>
</tr>
<tr>
<td>ac/1,000 Residence</td>
<td>9.5 ac/1,000 Residents</td>
</tr>
<tr>
<td>ac/1,000 Employees</td>
<td>3.55 ac/1,000 Employees</td>
</tr>
<tr>
<td>ac/1,000 Service Population</td>
<td>2.58 ac/1,000 People</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LAKE NONA</th>
<th>SERVICE POPULATION = 4ac/1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Size</td>
<td>530 ac</td>
</tr>
<tr>
<td>Parks/Open Space</td>
<td>169.4 ac</td>
</tr>
<tr>
<td>Development</td>
<td>60%</td>
</tr>
<tr>
<td>Commercial</td>
<td>90%</td>
</tr>
<tr>
<td>Residential</td>
<td>10%</td>
</tr>
<tr>
<td>FAR</td>
<td>0.3</td>
</tr>
<tr>
<td>ac/1,000 Residence</td>
<td>10.6 ac/1,000 Residents</td>
</tr>
<tr>
<td>ac/1,000 Employees</td>
<td>6.5 ac/1,000 Employees</td>
</tr>
<tr>
<td>ac/1,000 Service Population</td>
<td>4 ac/1,000 People</td>
</tr>
</tbody>
</table>

* Development to Open Space percentage accounts for roads at an assumed 20% of site area.
Park Identity - Lake Nona

Lake Nona

Programmatic Elements:
- Central Lawn
- Pedestrian Paseos
- Fountains in signature (core) parks
- Community Gardens in residential zones
- Wide linear parks connecting districts
Scale Comparison

**THE POINT** SERVICE POPULATION = 2.58ac/1,000

<table>
<thead>
<tr>
<th>Site Size</th>
<th>606 ac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks/Open Space</td>
<td>142 ac</td>
</tr>
<tr>
<td>Development</td>
<td>58%</td>
</tr>
<tr>
<td>Commercial</td>
<td>73%</td>
</tr>
<tr>
<td>Residential</td>
<td>27%</td>
</tr>
<tr>
<td>FAR</td>
<td>1.11</td>
</tr>
<tr>
<td>ac/1,000 Residence</td>
<td>9.5 ac/1,000 Residents</td>
</tr>
<tr>
<td>ac/1,000 Employees</td>
<td>3.55 ac/1,000 Employees</td>
</tr>
<tr>
<td>ac/1,000 Service Population</td>
<td>2.58 ac/1,000 People</td>
</tr>
</tbody>
</table>

**HAMMARBY** SERVICE POPULATION = 2.9ac/1,000

<table>
<thead>
<tr>
<th>Site Size</th>
<th>494 ac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks/Open Space</td>
<td>110 ac</td>
</tr>
<tr>
<td>Development</td>
<td>75%</td>
</tr>
<tr>
<td>Commercial</td>
<td>20%</td>
</tr>
<tr>
<td>Residential</td>
<td>80%</td>
</tr>
<tr>
<td>FAR</td>
<td>0.5</td>
</tr>
<tr>
<td>ac/1,000 Residence</td>
<td>3.9 ac/1,000 Residents</td>
</tr>
<tr>
<td>ac/1,000 Employees</td>
<td>11.04 ac/1,000 Employees</td>
</tr>
<tr>
<td>ac/1,000 Service Population</td>
<td>2.9 ac/1,000 People</td>
</tr>
</tbody>
</table>

* Development to Open Space percentage accounts for roads at an assumed 20% of site area.
Park Identity - Hammarby

**Hammarby**

**Programmatic Elements:**
- Event Lawns
- Passive Lawns
- Event Amphitheater
- Boardwalks
- Green Corridors
  - Direct Connection to train system
- Green Roof Bike Parking
- Native Planting/Gardens
- Stormwater Planting
- Cafe Seating
- Playgrounds
  - Play Mounds
  - Adventure Play
- Sports Fields/Courts
  - Soccer Pitch
  - Skate Park
Section 3.5

Parks and Open Space Overall Plan
Parks and Open Space

Overall Open Space Plan

Vision:
To create a series of distinct, connected parks and linkages that establish a green network providing:

- Greenspace access within 500' for every resident and employee
- Stormwater management
- Habitat support for at risk species found within the region
- Passive and active recreation
- Civic gathering space
- Active mobility through low-stress trails and bikeways

The green network is organized by the River to Range Park which acts as a regional connector and green artery for other park typologies including:

- Central Park
- District Parks
- Neighborhood Parks
- Greenway & Buffer Parks
**Parks and Open Space**

**Park Types**

**Key Elements:** 142.5 ac overall
- Central Park = 6.8 ac
- District Parks = 10.6 ac
- Neighborhood Parks = 7.6 ac
- River to Range Park = 36.3 ac
- The Point Community Park = 7.9 ac
- Buffers = 43.2 ac
- Pedestrian Links = 19.1 ac
- Canals = 11.0 ac

---

**Park Types:**
- Central Park
- District Park
- Neighborhood Park
- River to Ranger Park
- Sports Park
- Edge Park
- Pedestrian Links
- Canals
Parks and Open Space
Programming Zones

Naturalized Open Space
Active Programming
Passive Programming
Urban Agriculture
Parks and Open Space
Programming Zones

Programming Allocation:
- Naturalized Open Space
- Active Programming
- Passive Programming
- Urban Agriculture
- Stormwater Management

Zones:
- Naturalized Open Space
- Active Programming
- Passive Programming
- Urban Agriculture
- Stormwater Management
- Trails
- Existing Trails

River to Range Park
North Canal Park
Southfork Drive
W 14600 S
Porter Rockwell Boulevard
S 1000 W
West River Park
South River Park
Community Park
North River Park
Ridge Park
East Jordan Canal
Jordan & Salt Lake City Canal
Pedestrian Links
Twin Peaks Park
Wasatch Park
Lone Peak Park
Central Park
Box Elder Park
The Hub Park
River to Range Park
Trail and BRT Connection Over I-15
5-MIN WALKING DISTANCE
Parks and Sports Facilities Program

Baseball/Softball - 1
Basketball - 3
Multi-purpose Courts - 4
Community Gardens - 1
Full-size Soccer/Football - 1
Tennis - 3
Playgrounds - 8
Dog Park - 4
Youth Soccer - 3
Volleyball - 4
Swimming Pool - 1
Multi-purpose Courts - 8

Area Provided = 9 Acres

Due to preferred plan selection at Stage 3, the following sports facilities should be provided off-site by others:
- Baseball/Softball - 1
- Basketball - 3
- Full-size Soccer / Football - 1
- Youth Soccer - 2
- Tennis - 5
- Multi-purpose Courts - 2
- Volleyball - 8
- Playground - 5

Note:
Based on NRPA Park Metrics Guidelines and projected service population for the property.
Section 3.6

Stormwater Approach
Introduction to
Green Infrastructure and Stormwater

The purpose of utilizing wet/dry ponds, swales and rain gardens as stormwater best management practices is to treat, prevent or reduce water pollution as well as to reduce peak flows of water to storm sewers and rivers during rain events.

Our approach:
- Detain a minimum 27-acre feet as our target, with a small amount of retention for recreational purposes.
- 100% of surface runoff is bio-filtered before reconnecting with the aquifer
- Decouple storm and sewage network for clean water overflow
- Use efficient fixtures to help reduce 35%-40% of water use
- Low flow and rainwater reuse will help reduce 45%-50% of water use
- Ultra low flow and greywater reuse will help reduce 55%-60% of water use
Stormwater Districts

The Approach:

Dispersed district management:

- Split areas logically into “Stormwater Districts”
- Provide detention/retention and conveyance through open space for volumes needed
- Support best practices for decentralized treatment, reducing cost burden of centralized conveyance and treatment
- Beneficial for development phasing
Approach to Green Infrastructure and Stormwater

Strategies:

- Detain and cleanse 27 acre feet in a combination of swales and dry ponds
- Potentially retain 4-5 acre feet for recreational and ecological purposes.

Greenways may be used to manage and convey stormwater runoff where possible.
Green Infrastructure Integrated with Streets
Green Infrastructure Saved $40M
Daybreak
Bioswale Removed 93% of TSS
Bagby Street
Section 3.7

River to Range Park
River to Range Park Analogs
Daybreak
South Jordan, UT

310’ width

Programmatic Elements:
- Founders’ Park
- Kids Play Area
- Picnic Tables
- Multi-use Field 240’x115’
- Community Garden (0.27 ac)
- Trails
Green Way Park
Central Park
Denver, CO

285’ width

Programmatic Elements:
- Sculptural Plaza
- Children’s Play Area
- Bouldering Area
- Lawns
- Shaded Seating
- Landscaped Mounds
- Woodland Buffers
- Stormwater Channel
- Artful Stormwater Detention Pond
Orange County
Great Park
Irvine, CA
500’ width

Programmatic Elements:
- Parking
- Shaded Seating
- Native Planting
- Lighted Pedestrian & Bicycle Trails
- 11-foot-wide Multi-use Trail
- 4-6-foot-wide Pedestrian Trail
- Playground
- Picnic Area
- Trail Undercrossing

Jeffrey Open Space
Irvine, CA
200’-400’ width

Programmatic Elements:
- Paved Trail
- Dirt Trail
- Seating
- Sculpture Garden
- Picnic Area
- Orange Grove
- Native Planting
- Lawn
- Public Restroom
River to Range Park Conceptual Design and Programming
River to Range Park
Character Zones

The Delta
Passive Recreation
Ecological Landscapes
Stormwater Management

Central Gateway
Active Recreation
Performance Space
Wetland Gardens

The Reach
Nature Play
Family Activities
Naturalized Landscape
Native Gardens

Activated Uplands
Active Recreation
Naturalized Landscapes
Prospect and Refuge

Connect to Jordan River
Connect over I-15
River to Range Park
Conceptual Section
River to Range

The Delta

Passive Programs Elements:
- Eco Park
- Nature Center
- Interpretive Nature Theater
- Bird Watching
- Picnic Areas
- Overlook
- Lawn
- Woodland Gardens
- Nature Play
- Gardens
- Ravine Gardens
- Woodland Buffers
River to Range

The Delta

Passive Programs Elements:
- Prairie Habitat
- Bird Watching
- Seasonal Wet Detention Pond
- Overlook
- Scrub Shrub Habitat
- Ravine Gardens
- Woodland Gardens
- Wet Meadow
- Interactive Theater
- Eco Park
- Lawn
- Nature Play
- Picnic Area
River to Range

The Delta
River to Range

The Delta
River to Range

The Delta
River to Range
The Reach

Active Program Elements:
- Nature Play
- Skate Park
- Dog Run

Passive Programs Elements:
- Interpretative Nature Walk
- Picnic Area
- Lawn(s)
- Bird Watching
- Woodland Gardens
- Pollinator Habitat
- Scrub Shrub Habitat
- Prairie Habitat
- Woodland Buffers
River to Range

The Reach
River to Range
The Reach
River to Range

The Reach

- Maintained Segments
- Naturalized Landscapes
- Programmed Edges
- Highly Connected Trails
- Stormwater Management
River to Range
Central Gateway

Active Program Elements:
Performance Theater
Plaza
Nature Play
Games

Passive Program Elements:
Lawn(s)
Interpretative Nature Walk
Woodland Gardens
Habitat (Scrub Shrub + Prairie)
Woodland Buffers
Pollinator Habitat
River to Range
Central Gateway
River to Range
Central Gateway
River to Range
Activated Uplands

Active Program Elements:
Ropes Course
Climbing Gardens
Swings

Passive Programs Elements:
Lawn(s)
Overlook
Garden
Prairie Habitat
Woodland Gardens
Pollinator Habitat
Precedent Imagery
Activated Uplands
Precedent Imagery
Activated Uplands
Precedent Imagery
Activated Uplands
Central Park Analogs
### Central Park Analogs

**Total Area of Parks and Open Space**

<table>
<thead>
<tr>
<th>Park</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dilworth Park</td>
<td>2.2 acres</td>
</tr>
<tr>
<td>Midtown Park</td>
<td>3.0 acres</td>
</tr>
<tr>
<td>Citygarden</td>
<td>3.5 acres</td>
</tr>
<tr>
<td>Navy Central Green</td>
<td>5.0 acres</td>
</tr>
<tr>
<td>Klyde Warren Park</td>
<td>5.1 acres</td>
</tr>
<tr>
<td>Bryant Park</td>
<td>5.8 acres</td>
</tr>
<tr>
<td>Point of the Mountain</td>
<td>6.8 acres</td>
</tr>
</tbody>
</table>

*Image of Central Park Analogs showing the total area of parks and open space.*
Central Park Analogs
Total Area of Parks and Open Space

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<td>Point of the Mountain Central Park</td>
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</tr>
</tbody>
</table>

Note: Appendix for all Central Park Analogs
Dilworth Park
Philadelphia, PA

Key Programmatic Elements:

- Dilworth Park is an urban civic plaza and transit access point adjacent to City Hall in downtown Philadelphia
- A large central splash feature is the dominant vertical and ephemeral feature and is used by both kids and adults
- The splash feature can be turned off, enabling the park to become a large flexible plaza for use during art fairs, farmers markets, and concerts
- A small lawn acts as an urban green and is used for lunch meetings, picnics, and events
- Planting along the edges helps buffer the park from busy adjacent streets while also creating a threshold for the park
Citygarden
St Louis, MO

Key Programmatic Elements:

- Citygarden is a largely passive urban park which stitches together downtown St Louis
- A sculpture park sits within the park, with meandering paths helping visitors experience the park
- A small pavilion serves as a coffee shop, inviting office users into the park during the day
- At the center of the park is a large splash element with a waterfall feature which invites visitors to climb onto (and into) the fountain
Midtown Park
Houston, TX

Key Programmatic Elements:

- Three large stormwater detention features create unique spaces for experiencing the cooling power of water including a waterfall, bridge, and reflection pool
- A sloped lawn adds vertical interest, creating a picnic lawn
- An adventure playground takes advantage of dense planting, shade trees, and a water feature to create a wooded backdrop
- A large pavilion/stage and water feature are the focal points, creating a destination for events, as well as shaded flexible seating
Key Programmatic Elements:

- With an annual operating budget of $22.4 million, Bryant Park is heavily programmed and staffed.
- Daily programming includes a carousel, ping pong, and putt putt golf.
- Weekly programming includes yoga on the lawn, kids concerts, and movie nights.
- Special seasonal programming includes Shakespeare in the Park and concerts.
- Crushed gravel paths featuring ground-cover planting and London Plane trees create “urban rooms” within the promenade, serving a variety of programmatic activities.
Central Park Conceptual Programming
Central Park Programming Disposition

Site Percentages

Site Program Layout

6.8 acres
Key Metrics: 6.8ac overall

Event Lawn
- Size - 22,000 sq ft
- 1 person per 10 sq ft = 2,200
- 1 person per 15 sq ft = 1,500

Plaza Festival/Market Capacity:
- 35,000 max sq ft reserved for vendors
  = 200 tents, 1,750 people*

*assumes 10’x10’ pop-up tents with 6’ long table inside,
1 person per 20 sq ft
Precedent Imagery

Central Park

This central civic space for the project can host many types of activities, including concerts and major events.
Precedent Imagery

Central Park
Precedent Imagery

Central Park
Section 3.9

The Point Community Park
Conceptual Design
The Point Community Park

Accommodated Program:
Baseball/Softball (1)
Soccer
  Full Size (1)
  Youth (3)
Tennis Courts (2)
Plaza
Kids Play
Flexible Lawns
Fitness/ Games
Casual Dining
Community Park
The Point Community Park

Accommodated Program:
Baseball/ Softball (1)
Soccer
   Full Size (1)
   Youth (3)
Tennis Courts (2)
Plaza
Kids Play
Flexible Lawns
Fitness/ Games
Casual Dining
Precedent Imagery

The Point Community Park

Sports Fields
Picnic Areas
Flexible Lawn
Precedent Imagery

The Point Community Park
Precedent Imagery
The Point Community Park
District Park Analogs
District Park Analogs
Total Area of Parks and Open Space

The Lawn on D
2.0 acres

Mary Bartelme Park
2.7 acres

Wasatch Park
4.2 acres

Navy Central Green
5.0 acres
The Lawn on D
Boston, MA

Key Programmatic Elements:

- The Lawn on D started out as a temporary park space adjacent to a convention center, with the understanding that the site would eventually become part of the convention center. However, as the residential community surrounding the park grew, demand for a permanent space led to the park becoming more permanent.

- A focus on flexible use includes the inclusion of a large plaza that serves as a food truck court while three artificial turf fields host art festivals, concerts, picnicking, and a large swing pavilion.

Site Percentages

- **Lawn**: 2,170 sq. ft.
- **Softscape**: 2,230 sq. ft.
- **Plaza**: 3,050 sq. ft.
- **Casual Dining**: 4,460 sq. ft.
- **Games**: 4,460 sq. ft.
- **Hardscape**: 27,430 sq. ft.
Mary Bartelme Park
Chicago, IL

Key Programmatic Elements:

- Criss-crossing paths create geometric spaces which separate programmatic elements and each path serves a specific use type.
- The park is surrounded by a mix of residential, office, and government uses, and the programmatic elements within the park are designed to serve these user groups including a large playground, flex-use lawns, a plaza space, and a sculptural misting water feature.
Navy Central Green
Philadelphia, PA

Key Programmatic Elements:

- A large circular running track defines the edge between active and passive areas.
- This circle breaks down further into a series of passively and actively programmed circles which provide visitors with a variety of amenities including a playground, bocce courts, a small passive lawn, stormwater detention and dense planting.

5.0 acres

Site Plan (N.T.S)  Site Percentages  Site Element Legend
District Parks
District Park
Wasatch Park

Active Programs Elements:
Multi-purpose Court (2)
Pickleball (2)
Bocce Ball
Bouldering
Ping Pong
Bike Hub

Passive Programs Elements:
Flexible Lawn
Shaded Lawn
Swings
Food Truck
Dining
Garden
District Park
Wasatch Park

Active Programs Elements:
- Multi-purpose Court (2)
- Pickleball (2)
- Bocce Ball
- Bouldering
- Ping Pong
- Bike Hub

Passive Programs Elements:
- Flexible Lawn
- Shaded Lawn
- Swings
- Food Truck
- Dining
- Garden
Prototype(s)

Window Parks

Active Programs Elements:
- Volleyball (2)
- Basketball (1)
- Plaza Games
- Flexible Lawn
- Performance

Passive Programs Elements:
- Overlook
- Flexible Lawn
- Terraced Lawn
- Casual Dining
- Overlook
- Terraced Garden

Twin Peaks Park

Lone Peak Park

Box Elder Park
Precedent Imagery

District Parks
Precedent Imagery

District Parks
Neighborhood Park

Ridge Park

Active Programs Elements:
Plaza Games
Kids Play
Flexible Lawn

Passive Programs Elements:
Amphitheater/ Events
Flexible Lawn
Splash
Art
Dining
Butterfly Garden
Neighborhood Park
Ridge Park

Active Programs Elements:
- Plaza Games
- Kids Play
- Flexible Lawn

Passive Programs Elements:
- Amphitheater/Events
- Flexible Lawn
- Splash
- Art
- Dining
- Butterfly Garden
Precedent Imagery

District Parks
Neighborhood Park

West River Park

Active Programs Elements:
- Basketball (1)
- Pickleball (3)
- Plaza Games
- Playground
- Flexible Lawn
- Dog Park

Passive Programs Elements:
- Flexible Lawn
- Shaded Seating
- Community Garden
- Rain Garden
Neighborhood Park
West River Park

Active Programs Elements:
- Basketball (1)
- Pickleball (3)
- Plaza Games
- Playground
- Flexible Lawn
- Dog Park

Passive Programs Elements:
- Flexible Lawn
- Shaded Seating
- Community Garden
- Rain Garden
Prototype(s)

Neighborhood Parks

Active Programs Elements:
- Basketball (1)
- Multi-purpose Court (1)
- Tennis (1)
- Playground
- Fitness / Plaza Games
- Skate Park
- Dog Run

Passive Programs Elements:
- Flexible Lawn
- Shaded Seating
- Butterfly Garden
- Ecological Study
- Garden

South River Park

North Canal Park

North River Park
Precedent Imagery
Residential Neighborhood Parks
Precedent Imagery

Residential Neighborhood Parks
Precedent Imagery

Residential Neighborhood Parks
Summary

Parks and Open Space

Highly Connected Green Network
- Small parks (1 acre) and connective greenways organized by the River to Range Park ensure that every resident and employee within The Point is within 500’ of a green space.

Multi-Modal Destination
- A highly connected, separated trail network enables easy access to and between The Point’s districts by foot or bicycle, including 31 nodes between trails and on-street bike routes.

Diversity of Open Space Typologies
- Larger district and neighborhood parks complement small parks and offer a variety of programs to support a variety of user groups.
  - For Residents
    - Neighborhood Parks featuring playgrounds, flexible lawns, dog parks, and splash pads provide family-oriented activities.
  - For Employees
    - District Parks featuring casual dining, plazas, pavilions, and sports courts provide space for work meetings, outdoor fitness, and social gatherings.

For the Region
- The River to Range Park acts as a connector between the Jordan River and Porter-Rockwell Trails, becoming a regional destination. Grab your bike and meet me at the River to Range!
- The Point Community Park featuring soccer fields, a baseball diamond, picnic pavilion, and adventure playground is a regional amenity serving youth leagues and pick-up games alike.

For the Ecosystem
- The River to Range Park doesn’t just connect people. As a corridor, the linear green spaces featured in the park provide important habitat and food sources for migratory birds and other wildlife, with 40% of open space acting as a biodiversity refuge.
- The River to Range Park, Greenways and Buffer Parks provide stormwater capacity that enables The Point to slow, clean and sustainably handle stormwater on site, bio-filtering 100% of surface runoff.
Thank You
Contents

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2.2 Sustainability / Resilience Framework
2.3 Smart City Strategies

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6.1 Porter Rockwell Boulevard Study
6.2 Ballpark Study
6.3 BRT Slope Study

Design Team Members:
Skidmore, Owings & Merrill | Master Planning
Design Workshop | Landscape Architecture
Hales Engineering | Traffic
Sam Schwartz | Mobility
Great Basin Engineering | Civil
SJ & A | Public Outreach
WSP | Transit
PART 4

Transportation & Mobility
Section 4.1

Mobility
Mobility at The Point
Key Vision Element: Transit

“Serve the site with a high-quality, future-focused, multi-modal transportation system, with an emphasis on convenience, safety, access, regional traffic reduction, limited parking, emissions reduction, and active transportation.”

The Vision:
A One-Car Community
Mobility at The Point
A “One Car Community”

What does a high-quality, future-focused, multi-modal transportation system look like at The Point?

A one-car community featuring a range of transportation options that are convenient, affordable, and make it easy to get around without a car.

1. **BRT**: forms the backbone for The Point’s mobility system and connects to surrounding communities, destinations, and other transit

2. **Circulator**: Links districts in The Point and encourages “park once” behavior

3. **Walking, Biking, and Micromobility**: Provide fine-grained connectivity within the site

4. **Streets**: Mobility at The Point comes together with a connected network of streets and trails that are safe, flexible, and foster a vibrant, active public realm

5. **Flex Zones and Intersections**: Enable diverse, safe, and efficient streets

6. **Mobility Hubs**: Create simple connections between different transportation options
Mobility at The Point
Five Key Elements Create a One Car Community

Front Runner
Connect The Point to the region

Bus Rapid Transit (BRT)
Connect to surrounding communities, destinations, and other transit

Circulator
Link districts in The Point and encourage “park once” behavior

Walking/Biking/Micromobility
Provide fine-grained connectivity within the site

Streets
Integrate and mix within The Point’s streets
Bus Rapid Transit (BRT)
Strategic Overview
Bus Rapid Transit
What is Bus Rapid Transit (BRT)?

BRT is a high-quality bus-based transit system that delivers fast, comfortable service.

BRT systems include features similar to a light rail or metro system, making it more reliable, convenient and faster than regular bus services.

With the right features, BRT can avoid many of the delays that typically slow regular bus services and serve large numbers of riders.
Bus Rapid Transit

BRT serving The Point will be gold-standard and feature all the elements of a premier BRT system.

1. **Dedicated right of way:** lanes fully dedicated to buses, off-limits to other traffic to allow BRT to travel unimpeded much like rail lines

2. **Busway alignment:** avoid conflicts with other vehicles, people parking, and deliveries to minimize delays

3. **Off-Board Fare Collection:** Collecting fares before people get on the bus slashes boarding time

4. **Intersection Treatments:** Technology can be used to give buses green lights at traffic signal and eliminate another potential source of delay

5. **Platform-Level Boarding:** Boarding platforms are elevated so all riders, including those with strollers, wheelchairs, or limited mobility can board quickly and comfortably
Bus Rapid Transit

BRT at The Point

- BRT will form the backbone for The Point’s mobility system and connect to surrounding communities, destinations, and other transit
- The site will be served by two stations, with 80% of the site within a 10-minute walk of the system.
- Both BRT stations will act as key activity centers within the site.
Bus Rapid Transit

Supporting Transit Ridership

The Point’s mobility system is designed around BRT and to encourage transit ridership.

- Circulator serves as a first/last-mile connection for people using BRT to get to their final destination at The Point
- Streets intentionally designed to create safe, comfortable space for people walking and biking deliver easy access to transit
- Mobility hubs located at BRT stations bring together a range of transportation options and amenities into a single location to enable seamless connectivity
Circulator
Circulator

What is a circulator?

A transit circulator is a localized transit system that provides direct, frequent service within a community.

Circulators can provide connections between:

- neighborhoods,
- commercial areas,
- transit hubs, and
- other activity centers.

Circulators can complement and augment public transit service by providing missing connections to key destinations and providing frequent, tailored service.
Circulator
Benefits of a Circulator at The Point

A Circulator at The Point would help fill a key mobility gap—providing an alternative to single-occupancy vehicles for internal trips that are further than most people are able or willing to walk.

In addition to improving overall mobility within The Point, a Circulator would:

1. Provide **universal mobility** for all residents, workers, and visitors, regardless of age or ability, without the need for a car;
2. Foster **“park once”** behavior and reduce necessary parking;
3. Help create a **healthy community** by reducing short vehicle trips; and
4. Support **BRT ridership** by providing a simple, convenient first/last mile connection.
Circulator Vehicle Types

**Lower Capacity**

- **Neighborhood Electric Vehicle**
  - Capacity: 6 - 8
  - Cost: $15 - $25,000

- **Autonomous Shuttle**
  - Capacity: 6 - 12
  - Cost: $350 - $400,000 (lease & operation)

- **Passenger Van/Minibus**
  - Capacity: 15
  - Cost: $50,000

**Higher Capacity**

- **Standard 40-ft Bus**
  - Capacity: 40 - 80
  - Cost: $500,000

- **Streetcar**
  - Capacity: 150
  - Cost: $2.5 - $4.5 million
Circulator

Estimating Potential Ridership

1. Total trips = 150,000
   a. 5% via BRT = 7,500
   b. Estimate 12.2% of BRT riders will use Circulator for first/last mile = 1,000

2. Internal trips = 24,000
   a. Estimate 2.9% would use Circulator = 600 - 800

Estimated ridership for Circulator within The Point is between **1,600 - 1,800 trips per day**.

Estimates based on data from the 2017 National Household Travel Survey for areas with residential densities between 10-24,000 people/sq. mile
Circulator

Fixed-Route vs. On-Demand

**Fixed-route**: Circulator operates on a set route and follows an established schedule.

**On-demand service**: no set route or schedule; the user requests a ride through an app and the operator’s system looks for other riders going in the same direction and dynamically generates a route. A number of private operators (e.g., Via, Bridj) now offer on-demand services.

**Accommodating potential ridership at The Point with on-demand service would be challenging.**

Circulator at The Point could potentially operate as a **hybrid**—running **fixed-route service during peak periods** and switching to **on-demand service during periods of lower demand**.

<table>
<thead>
<tr>
<th>Fixed-Route Circulator</th>
<th>On-Demand Circulator</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pros:</strong></td>
<td><strong>Pros:</strong></td>
</tr>
<tr>
<td>• Higher capacity and ability to serve more riders</td>
<td>• Serve a wider range of destinations with flexible routing</td>
</tr>
<tr>
<td>• Does not require user to have a smartphone</td>
<td>• Lower operational costs (~5-10%)</td>
</tr>
<tr>
<td>• More certain business model and long-term stability</td>
<td></td>
</tr>
<tr>
<td><strong>Cons:</strong></td>
<td><strong>Cons:</strong></td>
</tr>
<tr>
<td>• Higher operational costs</td>
<td>• Potentially higher cost for end users</td>
</tr>
<tr>
<td>• Cannot serve every potential destination</td>
<td>• Barriers for people without a smartphone</td>
</tr>
<tr>
<td></td>
<td>• Instability of venture capital-backed operators</td>
</tr>
<tr>
<td></td>
<td>• Lower capacity/productivity (~3-6 passengers/revenue hour)</td>
</tr>
</tbody>
</table>
Circulator

Autonomous Shuttles

With improvements in autonomous vehicle (AV) technology, a number of cities, transit agencies, and private developments have begun piloting autonomous shuttles.

UDOT and UTA launched an autonomous shuttle pilot with EasyMile in 2019, which served more than 6,600 riders and saw AV shuttle drive more than 1,900 miles.

An AV circulator at The Point offers a number of benefits:

- Cost-effective in the near-term with potential for further reductions as technology improves (and attendant no longer necessary)
- Safety benefits and vehicle size mean circulator could operate in a range of right of ways (including greenways)
- Vehicle size and precise capabilities reduce amount of space needed
- Typical vehicle size aligned with estimated demand
- Use of innovative technology may attract additional interest and usage
Circulator

*Autonomous Shuttle Examples*

**Mixed Traffic, Within Street**

Grand Rapids, MI

Offers shuttle service to the general public in downtown, traveling in mixed traffic but on a fixed route.

**Dedicated Lane, Within Street**

Jacksonville, FL *(planning phase)*

Offers fixed-route service along a main street downtown, within a dedicated lane next to regular traffic lanes.

**Separate Right-of-Way**

Arlington, TX

Offered shuttle service on an off-street multi-use path connecting people between parking lots and stadiums.
Circulator
Fixed-Route Options

Criteria for assessing circulator fixed-route options:

- Maximize coverage and capture
- **Serve major internal desire lines**
- Intuitive to use
- Support transit ridership
Circulator Operating Options

Routing

1. **Greenway Route**
   - Run Circulator on ROW within existing greenway space and green corridors.

2. **Loop Route**
   - Add two lanes dedicated to the Circulator on the Loop Road for exclusive Circulator use.

3. **Combined Loop Greenway Route**
   - Add two lanes dedicated to the Circulator on the Loop Road for exclusive Circulator use.
   - Run Circulator on ROW within existing greenway space and green corridors to create two loop routes.
### Circulator Operating Options

#### Routing

1. **Greenway Route** *(Separate Right-of-Way)*

<table>
<thead>
<tr>
<th>PRO:</th>
<th>CON:</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ Does not encounter traffic congestion/experience delays</td>
<td>- Less-intuitive route</td>
</tr>
<tr>
<td>+ Depending on technological advancements, may be able to operate autonomously in near future</td>
<td>- Does not directly serve north BRT station</td>
</tr>
<tr>
<td>+ High-profile service</td>
<td>- Reduces total green space and impacts character of green space</td>
</tr>
<tr>
<td>+ Covers greater portion of site (including high-density office and innovation district)</td>
<td>- May require fencing within greenways to keep path clear</td>
</tr>
<tr>
<td>+ Does not reduce total developable land</td>
<td>- Least-connected with other mobility modes-- may require users to go out of their way from key destinations</td>
</tr>
<tr>
<td>+ Connects to potential future FrontRunner station</td>
<td>- Several points where circulator crosses major road</td>
</tr>
</tbody>
</table>
## Circulator Operating Options

### Routing

2. **Loop Route** *(Dedicated Lanes, Within Street)*

<table>
<thead>
<tr>
<th><strong>PRO:</strong></th>
<th><strong>CON:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>+ Seamlessly connects with other adjacent mobility modes</td>
<td>- Digital or human enforcement needed to keep lanes clear</td>
</tr>
<tr>
<td>+ Directly connects with both BRT stations</td>
<td>- Can complicate/restrict curb uses, including disability access and loading</td>
</tr>
<tr>
<td>+ Simple, intuitive route</td>
<td>- Requires wider roadway, creating longer crossings for people walking</td>
</tr>
<tr>
<td>+ Connects all district cores and many key destinations</td>
<td>- Fully autonomous service currently does not have advanced capabilities to operate on street right-of-way</td>
</tr>
<tr>
<td>+ Operates in dedicated space within the street to minimize impact of congestion and interaction with other vehicles</td>
<td>- Outermost areas of the site not covered</td>
</tr>
</tbody>
</table>
Circulator Operating Options
Routing

3. Combined Loop/Greenway Route (Partial Dedicated Lanes, Within Street + Partial Separate Right-of-Way)

**PRO:**

+ Loop portion seamlessly connects with other adjacent mobility modes
+ Directly connects with both BRT stations
+ Greenway portion does not encounter traffic congestion/experience delays
+ Connects all district cores and many key destinations
+ More routing options
+ Minimizes points where circulator crosses a street and interacts with traffic

**CON:**

- Digital or human enforcement needed to keep lanes clear in loop road
- Can complicate/restrict curb uses, incl. disability access/loading
- Requires wider roadway in loop, with longer crossings for people walking
- Less-intuitive route
- Reduces total green space and impacts character of green space
- May require fencing within greenways to keep path clear
- Outermost areas of the site not covered
### Circulator Operating Options

#### Routing

<table>
<thead>
<tr>
<th>1. Greenway Route</th>
<th>2. Loop Route</th>
<th>3. Combined Loop/Greenway Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ Does not encounter traffic congestion/experience delays</td>
<td>+ Seamlessly connects with other adjacent mobility modes</td>
<td>+ Loop portion seamlessly connects with other adjacent mobility modes</td>
</tr>
<tr>
<td>+ Depending on technological advancements, may be able to operate autonomously in near future</td>
<td>+ Directly connects with both BRT stations</td>
<td>+ Directly connects with both BRT stations</td>
</tr>
<tr>
<td>+ High-profile service</td>
<td>+ Simple, intuitive route</td>
<td>+ Greenway portion does not encounter traffic congestion/experience delays</td>
</tr>
<tr>
<td>+ Covers greater portion of site (including high-density office and innovation district)</td>
<td>+ Connects all district cores and many key destinations</td>
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</tr>
<tr>
<td>+ Does not reduce total developable land</td>
<td>+ Operates in dedicated space within the street to minimize impact of congestion and interaction with other vehicles</td>
<td>+ More routing options</td>
</tr>
<tr>
<td>+ Connects to potential future FrontRunner station</td>
<td>- Digital or human enforcement needed to keep lanes clear</td>
<td>+ Minimizes points where circulator crosses a street and interacts with traffic</td>
</tr>
<tr>
<td>- Less-intuitive route</td>
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</tr>
<tr>
<td>- Does not directly serve north BRT station</td>
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</tr>
<tr>
<td>- Reduces total green space and impacts character of green space</td>
<td>- Fully autonomous service currently does not have advanced capabilities to operate on street right-of-way</td>
<td>- Requires wider roadway in loop, with longer crossings for people walking</td>
</tr>
<tr>
<td>- May require fencing within greenways to keep path clear</td>
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<td>- Less-intuitive route</td>
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<tr>
<td>- Least-connected with other mobility modes—may require users to go out of their way from key destinations</td>
<td>- Reduces total green space and impacts character of green space</td>
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</tr>
<tr>
<td>- Several points where circulator crosses major road</td>
<td>- May require fencing within greenways to keep path clear</td>
<td>- Outermost areas of the site not covered</td>
</tr>
</tbody>
</table>
Circulator Operating Options
Operational Characteristics

Stop Spacing Options:

Every ⅛ mile:
- Reduces average walking distance to stops
- Circulator serves as “mode of final connection” to more destinations
- Frequent stopping can increase travel times

Every ¼ mile:
- Increased average walking distance to stops
- Circulator service more oriented towards longer trips
- Fewer stops reduces travel times

Service Frequency Options:

5-Minute Headways:
- Riders do not need to plan trips around a schedule-- next vehicle is only ever a few minutes away
- Requires the most vehicles, but features highest capacity

10-Minute Headways:
- Average wait times are not long, but experiences with longer waits may dissuade unplanned use

15-Minute Headways:
- Riders need to plan trips around schedule to avoid long wait times
- May lead to crowding at period of peak demand

Hours of Operation:

Early Morning/Late Night:
- Ridership will be lowest, but serves critical function of safely transporting people in dark hours of the day

Variable Service at Off-Peak Hours:
- Can consider skipping certain stops
- Can consider lower service frequencies
- Focus may become more on serving longer trips, connecting a few key destinations, connecting to other key mobility assets
Circulator Operating Options
Stops: ⅛ Mile Spacing

1. Greenway Route
2. Loop Route
3. Combined Loop Greenway Route
Circulator Operating Options

Stops: ¼ Mile Spacing

1. Greenway Route

2. Loop Route

3. Combined Loop Greenway Route
Circulator
Cost Estimate (AV)

Based on pilots in the U.S., the current annual costs for AV shuttles (including leasing and operating costs) range from $350 - $400,000 per vehicle.

As driverless technology improves and having an attendant within the vehicle becomes unnecessary, operating costs may decrease an additional 20 - 40%.

<table>
<thead>
<tr>
<th>Distance</th>
<th>1. Greenway Route</th>
<th>2. Loop Route</th>
<th>3. Combined Loop/Greenway Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance</td>
<td>2 miles</td>
<td>2 miles</td>
<td>3 miles</td>
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<tr>
<td>required</td>
<td>5-Minute Headways: 9</td>
<td>5-Minute Headways: 9</td>
<td>5-Minute Headways: 12</td>
</tr>
<tr>
<td>Costs</td>
<td>15-Minute Headways: $1.4M - $1.6M</td>
<td>15-Minute Headways: $1.4M - $1.6M</td>
<td>15-Minute Headways: $1.75M - $2M</td>
</tr>
<tr>
<td></td>
<td>5-Minute Headways: $3.15M - $3.6M</td>
<td>5-Minute Headways: $3.15M - $3.6M</td>
<td>5-Minute Headways: $4.2M - $4.8M</td>
</tr>
</tbody>
</table>
Transit Master Plan

- Provide BRT stations at key locations to maximize capture area; at the Central Park and at the southeast office districts

- Circulator Route works hand in hand with the BRT system to provide access to public transit in all areas of the project

---

[Map of the transit master plan with key locations and routes labeled]

- Central Park BRT Station Co-located with Major Mobility Hub
- River to Range Park BRT Station
- 5-Minute Walking Radius
- 10-Minute Walking Radius
- BRT connection over I-15 to Lehi
- BRT connection to Draper FrontRunner Station

---

- BRT Line
- BRT Station
- Circulator Route Option 1 (15' ROW; E-W within River to Range Park and N-S along North South Greenway)
- Circulator Route Option 2 (10' ROW within Loop Road ROW)
Pedestrian and Bicycle Circulation Plan
Pedestrian and Bicycle Circulation Plan
Principles and Key Considerations

1. **The network is only as strong as its weakest link.** Even just a one-block gap in network infrastructure leaves bicyclists and pedestrians vulnerable and can reduce the appeal of replacing vehicle trips with walking or bicycling.

2. **Connect districts and destinations.** Build networks that allow people to safely and efficiently travel between districts and key destinations.

3. **Connect with mobility points.** Build networks that seamlessly integrate with multiple mobility options and points, including BRT and circulator service.

4. **Connect to external infrastructure.** Ensure internal networks have strong connections to existing external bicycle and pedestrian networks to enhance regional mobility.

5. **Design networks with the youngest and oldest in mind.** Creating great networks for our most vulnerable neighbors ensures great networks for everyone.
Pedestrian & Bicycle Circulation Plan

Trail Network

Key Connections:

- Direct connection to the Jordan River Trail via Bangerter Highway overpass
- Connect to eastern trails including the Porter-Rockwell Trail and Draper-Canal Trail via I-15 overpass
- River to Range trail connects to on-street bikeway network forming a comprehensive active transportation network throughout the district
Pedestrian & Bicycle Circulation Plan

Bikeway Network

Key Elements:
- A system of bikeways within street right-of-way
- Combine with trail system to create complete bike network linking entire site
- Connects as well with bikeways beyond site boundaries
Pedestrian & Bicycle Circulation Plan
Trails, Bikeway and Mobility Nodes

Key Elements:
- Areas of focus where two bikeways intersect or a trail and bikeway intersect
- Connections to existing bikeways beyond site boundaries
- Connections to key external destinations, including Draper Stations
- 31 nodes connecting on-street bikeways with trails enabling greater permeability
Pedestrian and Bicycle Circulation Plan

Mobility Nodes

Clear, safe, and convenient connections between the trail and street network will be critical for people walking and biking at The Point.

The Intersection Guidance section beginning on page 50 details design tools that should be utilized at key nodes to create safe, comfortable experiences for people walking and biking.

In addition to design features, mobility nodes represent key decision points for people walking and biking and wayfinding should help direct people to nearby destinations.

Wayfinding also presents an opportunity to further The Point’s brand and contribute to the community’s sense of place.
Pedestrian & Bicycle Circulation Plan

Pedestrian Network

Key Elements:

- A comprehensive system of wide, accessible sidewalks
- Connects with trail system to create a dense, convenient network across the site
- Pedestrian priority zone throughout the core
Pedestrian & Bicycle Circulation Plan

Bicycle Coverage Analysis

Key Takeaways:

- With combined bikeway and trail networks, 98% of the site is within 1/8 mile (650') of a designated bikeway.
Pedestrian & Bicycle Circulation Plan
Pedestrian Coverage Analysis

Key Takeaways:

- With the combined pedestrian network and trail network, 98% of the site is within ¼ mile (650') of a high-quality pedestrian route.
Street Design
Street Design Principles
Why The Point’s Streets Matter

The Point’s streets represent an opportunity to embed the Key Vision Elements into a foundational component of the project from its onset. Streets occupy a significant portion of the site area, and everyone who lives, works, or visits The Point will interact with its streets.

The Point’s streets will influence how people choose to get around the community, shape the public realm, and impact the project’s sustainability and economic development goals.

Designing streets that further the project’s vision and goals will require a tailored approach grounded in a set of guiding street design principles that align with the Key Vision Elements.
Street Design Principles

Five Principles for Great Streets at The Point

1. **Design streets for the type of place you want to create.** Focus on designing streets to deliver a safe, comfortable, and efficient experiences for all users, rather than maximizing vehicle throughput.

2. **Streets are public space.** Our streets play an important mobility function, but great places are accomplished by focusing on streets as public spaces for people to enjoy, meet, shop and recreate.

3. **A connected network is critical for pedestrians and bicyclists.** Frequent connections and a comprehensive network are critical for increasing access to destinations for people walking, rolling and biking.

4. **Design streets to be adaptable and flexible.** Streets need to accommodate different uses at different times of the day. Design spaces that can switch from parking, to drop-offs, to delivery, to dining to events. This flexibility can enable streets to adapt as mobility forms, technology and habits shift.

5. **Design streets with the youngest and oldest in mind.** Creating great streets for our most vulnerable neighbors ensures great streets for everyone.
Street Typologies

Based on preliminary right of way widths in the three alternative plans, streets were organized into five categories within The Point:

1. **Parkway**—Acts as the main north-south artery for the project (ROW ~120 feet)

2. **Primary Streets**—Connect districts across the site for people using all modes of transportation (ROW ~80 feet)

3. **Secondary Streets**—Enable circulation within districts and accommodate a mix of diverse activities/functions (ROW ~60 feet)

4. **Local Streets**—Provide access to adjacent buildings and act as shared community spaces (ROW ~40 feet)

5. **Active Mobility Corridor**—Exclusive corridors for people walking and biking that provide comfortable, efficient connections.
Street Typologies
Cross Section Zones

Analyze three distinct zones within the street to prioritize different functions and uses.

**Mobility Zone**
Primary function is to move people and goods. Travel lanes can serve all modes or be dedicated to serve a specific mode (e.g., bike lanes).

**Flex Zone**
The space adjacent to the curb which can serve multiple functions, contain multiple uses along a single street, and can vary uses across different time periods (see following page for more detail).

**Pedestrian Zone**
Comprised of the space between the property line and the curb, the pedestrian zone includes the sidewalk and the landscape/furniture zone.
Parkway

Five-Lane Section

The Parkway is a signature element of the project and deliver a unique, memorable experience for people visiting The Point. Large amounts of space are geared towards landscaping and green infrastructure to create a high-quality experience for people biking and walking to access nearby high-density residential and mixed use areas.
Parkway

Expanded Public Space

The middle section of the parkway transitions to a traffic couplet with two lanes in each direction on either side of a wide landscaped space. This expanded public space intersects with and complements the River to Range Greenway and also sits adjacent to some of the highest building densities.
The northern portion of the parkway may require three travel lanes in each direction as well as a center median with turn lanes.

In addition to capacity to handle anticipated traffic volumes, this section of the parkway includes off-street bike lanes and significant space for landscaping.
Parkway Examples

Richmond, VA

Oslo, Norway

Brooklyn, NY
## Parkway - Design Guidance

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total ROW</td>
<td></td>
<td>120 - 126’</td>
<td></td>
</tr>
<tr>
<td>Vehicle Travel Lanes</td>
<td></td>
<td>4 - 6</td>
<td></td>
</tr>
<tr>
<td>Vehicle Travel Lane Width</td>
<td></td>
<td>10 - 11’</td>
<td></td>
</tr>
<tr>
<td>Target Vehicle Volumes</td>
<td></td>
<td>25,000 - 50,000</td>
<td></td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
<td></td>
<td>25 mph</td>
<td></td>
</tr>
<tr>
<td>Median/Turn Lane</td>
<td></td>
<td>12 - 18’</td>
<td></td>
</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td></td>
<td>8’</td>
<td></td>
</tr>
<tr>
<td>Minimum Landscape/Furniture Zone</td>
<td></td>
<td>8’</td>
<td></td>
</tr>
<tr>
<td>Minimum Frequency of Ped Crossings</td>
<td></td>
<td>660 - 800’</td>
<td>330’</td>
</tr>
<tr>
<td><strong>Bikeway Type</strong></td>
<td></td>
<td>Separated/Protected</td>
<td></td>
</tr>
<tr>
<td>Minimum Bikeway width (one-way)</td>
<td></td>
<td>6’</td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Corner Turning Radii</td>
<td></td>
<td>30’</td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Spacing Between Driveways</td>
<td></td>
<td>330’</td>
<td></td>
</tr>
<tr>
<td><strong>Flex</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flex Zone Priorities</td>
<td>1. Safety and Accessibility</td>
<td>1. Safety and Accessibility</td>
<td>1. Safety and Accessibility</td>
</tr>
<tr>
<td></td>
<td>2. Plantings and Green Infrastructure</td>
<td>2. Short-term Loading/Delivery</td>
<td>2. Low-Carbon Mobility</td>
</tr>
</tbody>
</table>
Primary Street

A street with two travel lanes and a center turn lane can still manage significant traffic volumes (potentially 20,000 vehicles depending on operational factors), while also freeing up more spaces for other uses.

With only two travel lanes, a primary street could include flex zones on both sides, sidewalk-level bike lanes, and wide sidewalks. Flex zones could incorporate permeable pavers.
Primary Street: Circulator Option

Depending on anticipated traffic volumes, primary streets may require four travel lanes. With this volumes of cars, bike facilities should be separated or raised to ensure safety and comfort.

Depending on surrounding land uses, flex zone space could be used for additional landscaping, parking, deliveries, or other uses. Certain segments may include dedicate circulator lanes.
## Primary Street

### Primary Street - Design Guidance

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
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</thead>
<tbody>
<tr>
<td><strong>Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total ROW</td>
<td></td>
<td></td>
<td>80-85'</td>
</tr>
<tr>
<td>Vehicle Travel Lanes</td>
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<td></td>
<td>2 - 4</td>
</tr>
<tr>
<td>Vehicle Travel Lane Width</td>
<td></td>
<td></td>
<td>10 - 11'</td>
</tr>
<tr>
<td>Target Vehicle Volumes</td>
<td>12 - 15,000</td>
<td>12 - 20,000</td>
<td>12 - 20,000</td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
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<td>25 mph</td>
</tr>
<tr>
<td>Median/Turn Lane</td>
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<td>0 - 10'</td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
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<td></td>
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</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td>6'</td>
<td></td>
<td>8'</td>
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<tr>
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<td></td>
<td></td>
<td>5'</td>
</tr>
<tr>
<td>Minimum Frequency of Ped Crossings</td>
<td>660'</td>
<td></td>
<td>330'</td>
</tr>
<tr>
<td><strong>Bikes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bikeway Type</td>
<td></td>
<td></td>
<td>Separated/Protected</td>
</tr>
<tr>
<td>Minimum Bikeway width (one-way)</td>
<td></td>
<td></td>
<td>5'</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Corner Turning Radii</td>
<td></td>
<td></td>
<td>25'</td>
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<tr>
<td>Minimum Spacing Between Driveways</td>
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<td></td>
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<td>2. Short-term Loading/Delivery</td>
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<td></td>
<td>2. Low-Carbon Mobility</td>
<td>3. Short-term Loading/Delivery</td>
<td></td>
</tr>
</tbody>
</table>
Secondary Street

Secondary streets will enable circulation within districts but can also support a diverse mix of uses and support surrounding businesses or other uses.

Incorporating flex zone space can allow for parking, loading, and deliveries or be used for expanded public space, such as parklets.
## Secondary Street

### Secondary Street - Design Guidance

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
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<tbody>
<tr>
<td><strong>Vehicles</strong></td>
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</tr>
<tr>
<td>Total ROW</td>
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<td>60-65’</td>
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<tr>
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<td>Vehicle Travel Lane Width</td>
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<td>10’</td>
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<tr>
<td>Target Vehicle Volumes</td>
<td></td>
<td>5 - 10,000</td>
<td>8 - 10,000</td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
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<td>20 - 25 mph</td>
</tr>
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<td>Median/Turn Lane</td>
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</tr>
<tr>
<td><strong>Pedestrians</strong></td>
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</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td>6’</td>
<td>7’</td>
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<td>Minimum Frequency of Ped Crossings</td>
<td>660’</td>
<td>330’</td>
<td>660’</td>
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<tr>
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<tr>
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<td>220’</td>
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| Flex Zone Priorities    |             | 1. Safety and Accessibility  
2. Short-term Loading/Delivery  
3. Plantings and Green Infrastructure | 1. Safety and Accessibility  
2. Short-term Loading/Delivery  
3. Great Public Space  
1. Safety and Accessibility  
2. Short-term Loading/Delivery  
3. Great Public Space |

### Flex Zone Priorities

1. Safety and Accessibility
2. Short-term Loading/Delivery
3. Plantings and Green Infrastructure

1. Safety and Accessibility
2. Short-term Loading/Delivery
3. Great Public Space
Secondary Street
Shared Street

With lower traffic volumes and speeds, secondary streets could also be designed as curbless, shared streets that prioritize people walking and provide flexible public space.

Vehicles could still be allowed on these streets, but a combination of traffic calming, pavement materials, and streetscaping slow vehicles to create a safe space for all users.
### Secondary Street (Shared Street) - Design Guidance

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total ROW</td>
<td></td>
<td></td>
<td>60-65'</td>
<td></td>
</tr>
<tr>
<td>Vehicle Travel Lanes</td>
<td></td>
<td>n/a (shared mobility zone)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobility Zone Width</td>
<td></td>
<td>18 - 20'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target Vehicle Volumes</td>
<td></td>
<td>&lt; 3,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
<td></td>
<td>15 mph</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median/ Turn Lane</td>
<td></td>
<td>n/a</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td></td>
<td>10'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Landscape/ Furniture Zone</td>
<td></td>
<td>6-10'</td>
<td></td>
<td></td>
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<tr>
<td>Minimum Frequency of Ped Crossings</td>
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<td>Continuous</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bikes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bikeway Type</td>
<td></td>
<td>Shared Mobility Zone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Bikeway width (one-way)</td>
<td></td>
<td>n/a (shared mobility zone)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Corner Turning Radii</td>
<td></td>
<td>15'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Spacing Between Driveways</td>
<td></td>
<td>330'</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Flex</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Local Street

On local streets, a narrow right-of-way provides a human-scaled environment.

Limited flex zone allows for some parking, loading and delivery space but can also be used for additional landscaping.

Daybreak, UT
### Local Street - Design Guidance

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicles</strong></td>
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</tr>
<tr>
<td>Total ROW</td>
<td>50’</td>
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<td>Vehicle Travel Lanes</td>
<td>2</td>
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<tr>
<td>Vehicle Travel Lane Width</td>
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<tr>
<td>Target Vehicle Volumes</td>
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<td>&lt; 3,000</td>
<td>&lt; 3,000</td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
<td>20 mph</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median/Turn Lane</td>
<td>n/a</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td>6’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Landscape/Furniture Zone</td>
<td>4’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Frequency of Ped Crossings</td>
<td>660’</td>
<td>330’</td>
<td>660’</td>
</tr>
<tr>
<td><strong>Bikes</strong></td>
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</tr>
<tr>
<td>Bikeway Type</td>
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<td>On-street</td>
<td></td>
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<tr>
<td>Minimum Bikeway width (one-way)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Corner Turning Radii</td>
<td>10’</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Spacing Between Driveways</td>
<td>50’</td>
<td>165’</td>
<td>165’</td>
</tr>
<tr>
<td><strong>Flex</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Local streets are also good candidates for curbless, shared street design, where people walking and biking are the primary users of the street.

Curbless streets can easily be closed to vehicles for community events, encouraging socialization and recreation among neighbors.
## Local Street - Shared Street

<table>
<thead>
<tr>
<th>Flex Zone Priorities</th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
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<tbody>
<tr>
<td>1. Safety and Accessibility</td>
<td>1. Safety and Accessibility</td>
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<tr>
<td>2. Great Public Space</td>
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<table>
<thead>
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<td>40’</td>
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<td>Vehicle Travel Lanes</td>
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<td>n/a (shared mobility zone)</td>
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<tr>
<td>Mobility Zone Width</td>
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<td>14 - 20’</td>
<td></td>
</tr>
<tr>
<td>Target Vehicle Volumes</td>
<td>&lt; 2,000</td>
<td>&lt; 2,000</td>
<td>n/a</td>
</tr>
<tr>
<td>Target Vehicle Speed</td>
<td>10 mph</td>
<td>10 mph</td>
<td>n/a</td>
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<tr>
<td>Median/Turn Lane</td>
<td></td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Minimum Sidewalk Width</td>
<td>6’</td>
<td>6’</td>
<td>n/a</td>
</tr>
<tr>
<td>Minimum Landscape/Furniture Zone</td>
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<td>4’</td>
<td></td>
</tr>
<tr>
<td>Minimum Frequency of Ped Crossings</td>
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</table>

<table>
<thead>
<tr>
<th>Pedestrian</th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Spacing Between Driveways</td>
<td>Every 330’</td>
<td>Every 330’</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicycle</th>
<th>Residential</th>
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<th>Office</th>
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<tbody>
<tr>
<td>Bikeway Type</td>
<td></td>
<td>Shared Mobility Zone</td>
<td></td>
</tr>
<tr>
<td>Minimum Bikeway width (one-way)</td>
<td></td>
<td>n/a (shared mobility zone)</td>
<td></td>
</tr>
<tr>
<td>Maximum Corner Turning Radii</td>
<td>10’</td>
<td>10’</td>
<td>n/a</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other</th>
<th>Residential</th>
<th>Mixed-Use/ Commercial</th>
<th>Office</th>
</tr>
</thead>
</table>

---

**NOTE:** The table above outlines the flexible zone priorities and various design specifications for Local Streets and Shared Streets, focusing on vehicular, pedestrian, and bicycle considerations along with other infrastructure elements. The priorities reflect a balanced approach to safety, accessibility, and public space enhancement, with additional considerations for short-term loading and delivery in commercial areas. The design guidelines ensure a multimodal approach that accommodates diverse user needs while maintaining functional and aesthetically pleasing public spaces.
Active Mobility Corridor (Greenway): Circulator Option

Some corridors within The Point can be dedicated exclusively for people walking, biking, or using lightweight micromobility devices (e.g., scooters).

These corridors would include a wide, two-way pedestrian and bicycle shared-use facility (also open to lightweight micromobility devices) to accommodate large numbers of people biking for commuting or recreational purposes. Certain corridors may also include a dedicated path for the circulator.
Flex Zones
**Flex Zones**

**Overview**

Flex zones create a dynamic curb space that maximizes the highest and best uses of streets. Flex zones:

- Should be set by first determining priorities for the street overall
- Serve a variety of mobility, public space, commercial and green purposes
- Vary by land use
- Can vary throughout the day, throughout seasons or over the long term
Flex Zones
How to Set Flex Zone Uses

1. Set Goals for the Street
   - Safety and Accessibility
   - Great Public Space
   - Space-Efficient and Low-Carbon Mobility
   - Plantings and Green Infrastructure
   - Short-Term Loading/Delivery
   - Long-Term Car Storage

2. Determine Adjacent Land Use
   - Residential
   - Commercial/Mixed-Use
   - Office
Flex Zones
Goals and Design Options

Safety and Accessibility
- Curb extensions
- Accessible parking/loading
- Short-term loading/delivery zones (to prevent double parking)

Great Public Space
- Food trucks and markets
- Parklets and expanded cafe/community space
- Tree canopy
- Plantings/green infrastructure

Space-Efficient and Low-Carbon Mobility
- Transit boarding
- Paratransit boarding
- Bicycle and shared micromobility parking
Flex Zones
Goals and Design Options

**Plantings and Green Infrastructure**
- Plantings/ Green infrastructure
- Tree canopy

**Short-Term Loading/Delivery**
- Ride-hailing drop-off and pick-up zone
- Short-term parking/loading zone
- Commercial delivery loading zone
- Parcel delivery zone

**Long-Term Vehicle Storage**
- Long-term parking
- Accessible parking
## Flex Zones
Prioritized Goals by Land Use

<table>
<thead>
<tr>
<th>Residential</th>
<th>Commercial/Mixed-Use</th>
<th>Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Short-Term Loading/Delivery</td>
<td>2. Short-Term Loading/Delivery</td>
<td>2. Short-Term Loading/Delivery</td>
</tr>
<tr>
<td>5. Long-Term Car Storage</td>
<td>5. Plantings and Green Infrastructure</td>
<td>5. Great Public Space</td>
</tr>
</tbody>
</table>
**Flex Zones**

**Varying Uses Over Varying Times**

**Long-Term**

The flex zone can designate specific uses that are intended to remain in place for the foreseeable future but can be adjusted easily with new paint, signage or flexible infrastructure. These uses may change because of future adjustments in mode demand, land use or mobility habits.

- Paratransit boarding
- Accessible parking
- Ride-hailing drop-offs and pick-ups zones
- Short-term parking/loading zones
- Commercial delivery zones
- Parcel delivery zones
- Transit boarding platforms
- Bicycle and shared micromobility parking
- Long-term vehicle storage
Flex Zones
Varying Uses Over Varying Times

Seasonal
The flex zone can adjust based on the season, accommodating more public space and active transportation/micromobility parking in the warmer months and more vehicle-oriented space in the colder months (but don’t discount that active transportation and great public space are still viable in the coldest months).

More Space in Warmer Months:
- Food trucks and markets
- Parklets and expanded café space
- Bicycle and shared micromobility parking

More Space in Colder Months:
- Ride-hailing drop-offs and pick-ups
- Long-term vehicle storage
**Flex Zones**
**Varying Uses Over Varying Times**

**Daily**
The flex zone can adjust on a daily basis, accommodating different demands and uses in the early morning, afternoon, evening and late night. Carefully-designed signage and markings are necessary to clearly communicate uses.

- Commercial delivery zones
- Peak-hour transit lanes
- Ride-hailing drop-offs and pick-ups
- Food trucks and markets
- Short-term parking/loading zones
- Parcel delivery zones
- Long-term vehicle storage
Flex Zones
Varying Uses Over Varying Times

Permanent
While the flex zone is designed to be dynamic, it is likely to include some more permanent features that will last the lifetime of the street or require substantial reconstruction to convert.

- Curb extensions
- Tree canopy
- Plantings/ Green stormwater infrastructure
- Transit boarding platforms
Flex Zones
Managing the Curb

Signage
Changing curb uses will be new to most road users, especially uses that adjust throughout the day. Thoughtfully-designed signage is needed to communicate each use.

- Fixed signage can communicate 2-3 different uses throughout the day
- Digital signage removes confusion by only displaying the relevant information at the time

Pricing
Utilizing variable pricing can align supply with demand, better distribute vehicles throughout an area and can reduce excessive circling searching for parking. A recent pilot in DC demonstrated that an asset-light approach utilizing predictive models can run an effective variable price parking network without installing significant infrastructure.

Enforcement
Particularly when a curb flexes from a car storage use to a loading, transit or public space use, enforcement and towing may be necessary to manage the space.
Flex Zones
Space Allocation Process

**DETERMINE:**
- Street Typology
- Surrounding Land Use
- Any Extraordinary Land Uses
- Specific Goals for Street

**REFERENCE:**
- Prioritized Goals by Land Use
- Design Options to Meet Goals

**ALLOCATE SPACE:**
1. Based on Any Extraordinary Land Uses
2. Based on Specific Goals for Street
3. Based on Prioritized Goals by Land Use
   a. Based on Time of Day
   b. Based on Day of Week
   c. Based on Time of Year
Flex Zones

Allocation Example
Intersection Guidance

Design Goals

1. Slow vehicle movements

2. Ensure visibility of all users

3. Limit exposure within intersection for vulnerable users
Intersection Guidance
Design Guidelines

Design guidelines for all intersections:

- Design intersections as compact as possible
- Avoid dedicated right-turn lanes and slip lanes
- Avoid multi-stage pedestrian crossings
- Mark crosswalks in all directions
- Prevent parked vehicles within 25 feet of intersections
- Avoid long signal cycle lengths
- Install Leading Pedestrian Intervals on mid-and-high-volume streets
- Install Accessible Pedestrian Signals that include auditory indication
### Intersection Guidance

#### Surface Street At-Grade Trail Crossings

**Major Street, Non-signalized**
- High Intensity Activated Crosswalk (HAWK) signals (activated by cyclist or detection)
- Fully painted crossing path
- Refuge median for two-stage crossing

**Signalized Intersection**
- Dedicated bicycle signal
- Fully painted crossing path

**Minor Street, Non-signalized**
- Bicycle/Pedestrian warning sign
- Fully painted crossing path
- Narrowed roadway/vehicle lanes
- May consider gateway or raised crossing to further slow vehicles and encourage yielding
Intersection Guidance

Curb Radius Guidelines

Curb radii should be minimized so as to induce slow vehicle turning movements while also still allowing the largest vehicle commonly utilizing the intersection to complete turns.

Consider both actual radius and effective radius (see diagram).

Local Street + Local Street: 10’
Local Street + Secondary Street: 15’
Secondary Street + Secondary Street: 15’
Secondary Street + Primary Street: 20’
Primary Street + Primary Street: 20’
Primary Street + Boulevard: 25’
Intersection Guidance
Pedestrian Crossing Typologies

Baseline standard for all intersections:

- Utilize high-visibility crosswalk markings at all legs of the intersection
- Wherever a street features a flex zone, it should always be capped with a curb extension
**Intersection Guidance**

**Pedestrian Crossing Typologies: Raised Crosswalk**

**Guidance:**

- Elevate the crosswalk to the level of the sidewalk
- Requires cars to ramp up to move through crosswalk, slowing vehicles and signaling pedestrian priority
- Ramps should be marked to warn vehicles
- Tactile warning strips should be installed

**Where to Use:**

Across minor legs of an intersection if minor leg is a:

- Secondary Street with low volumes
- Local Street

Raised crosswalks should also be considered the default installation for mid-block crossings.
Intersection Guidance
Pedestrian Crossing Typologies: Raised Crosswalk

Guidance:

- Elevate the crosswalk to the level of the sidewalk
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- Local Street

Raised crosswalks should also be considered the default installation for mid-block crossings
Intersection Guidance

Pedestrian Crossing Typologies: Raised Intersection

Guidance:

- Elevate the entire intersection to the level of the sidewalk
- Requires cars to ramp up to move through intersection, slowing vehicles and signaling pedestrian priority
- Ramps should be marked to warn vehicles
- Tactile warning strips should be installed

Where to Use:

- Where two low-volume Secondary Streets intersect
- Where two Local Streets intersect
- Where a shared street meets a Secondary or Local Street
- At intersections featuring mid-volume Secondary Streets and/or mid-volume Primary Streets in areas of high pedestrian activity
**Intersection Guidance**

**Pedestrian Crossing Typologies: Raised Intersection**

**Guidance:**

- Elevate the entire intersection to the level of the sidewalk
- Requires cars to ramp up to move through intersection, slowing vehicles and signaling pedestrian priority
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**Where to Use:**

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- Where two Local Streets intersect
- Where a shared street meets a Secondary or Local Street
- At intersections featuring mid-volume Secondary Streets and/or mid-volume Primary Streets in areas of high pedestrian activity
**Intersection Guidance**

**Pedestrian Crossing Typologies: Continuous Sidewalk**

**Guidance:**

- Continue sidewalk *elevation and materials* uninterrupted across intersecting street
- Indicates to drivers they are crossing a pedestrian space (as opposed to pedestrians crossing a vehicle space)
- May consider utilizing tactile warning strips
- Design with very tight corner radii
- Design with steeper ramp-up

**Where to Use:**

- Across very low-volume Local Streets where they intersect higher-volume streets, with strong consideration in areas of high pedestrian activity
- Where alleys intersect streets
Intersection Guidance
Pedestrian Crossing Typologies: Continuous Sidewalk

Guidance:

- Continue sidewalk elevation and materials uninterrupted across intersecting street
- Indicates to drivers they are crossing a pedestrian space (as opposed to pedestrians crossing a vehicle space)
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Where to Use:

- Across very low-volume Local Streets where they intersect higher-volume streets, with strong consideration in areas of high pedestrian activity
- Where alleys intersect streets
Intersection Guidance

Bicycle Crossing Toolkit

Bike Signals

Protected Intersection

Bike Box

Two-Stage Turn Queue Box

Intersection Crossing Markings

Conflict Markings
Intersection Guidance
Bicycle Crossing Toolkit: Bike Signals

Guidance:

- Can be used to give bicyclists a leading start on traffic
- Can be used to hold bicycles during a vehicle turning phase
- Can be used as a redundant signal to clarify bicycle permissions
- Timing bicycle signals in a corridor at a standard travel speed can produce a “green wave” where bicyclists get uninterrupted movement through consecutive intersections

Where to Use:

- At all signalized intersections with a marked bicycle lane or path
Intersection Guidance
Bicycle Crossing Toolkit: Protected Intersection

Guidance:

- Keeps bicycles physically separated from vehicles at intersections
- Slows right-turning vehicles and improves motorist sightlines of cyclists
- Can also create safer left-hand turns for cyclists

Where to Use:

- At all signalized intersections with marked bicycle lanes or paths
Intersection Guidance
Bicycle Crossing Toolkit: Bike Box

Guidance:

- Designated, painted area between stop bar and crosswalk
- Give bicyclists a dedicated space to wait at intersection
- Give bicyclists a head start at next green light to improve visibility

Where to Use:

- At signalized intersections with on-street bicycle lane
Intersection Guidance

Bicycle Crossing Toolkit: Two-Stage Turn Queue Box

Guidance:

- Provide comfortable way for bicyclists to make left turn on signalized streets
- Stage 1: Cyclist crosses just through intersection where they are provided space to wait
- Stage 2: Cyclist rotates bicycle 90 degrees to prepare to go through intersection at next green

Where to Use:

- At signalized intersections with on-street bicycle lane
Intersection Guidance
Bicycle Crossing Toolkit: Intersection Crossing Markings

Guidance:

● Cycle lane is marked through the intersection with high-visibility paint
● Raises awareness for motorists of potential conflict area
● Reinforces that through cyclists have priority over turning vehicles

Where to Use:

● Across all intersections featuring marked or dedicated bicycle lanes
Intersection Guidance

Bicycle Crossing Toolkit: Conflict Markings

Guidance:

- Cycle lane is marked through conflict points, like driveways, with high-visibility paint
- Alert motorists to the presence of bicyclists

Where to Use:

- Across all non-intersection locations where a bicycle lane or path encounters a potential vehicle conflict
Mobility Hubs
Mobility Hubs

Mobility hubs bring together a range of transportation options and amenities into a single location to enable seamless connectivity. Mobility hubs can include a wide range of amenities, such as:

- Micromobility Parking + Charging
- Transit/shuttle boarding
- Ride-hail loading
- Package lockers
- Secure bike parking
- Real-time travel information
- Car share spaces
- Wayfinding
Mobility Hubs

US Examples

Chicago, IL

Long Beach, CA
Mobility Hubs

International Examples

Toyota City, Japan

Munich, Germany
Mobility Hubs

Major mobility hub: Co-located with north BRT station with capacity to serve a significant number of people. Would require dedicated space or could be incorporated into the ground floor of a building/parking facility.

Micro hubs: Located in district centers so all residents/workers are within a five-minute walk of a hub. Could utilize curb space and public space to accommodate amenities.
**Mobility Hubs**

**Major Hub Prototype**

**Major mobility hub**

- Co-located with north BRT station
- Occupy share of ground floor in adjacent building and adjacent curb space
- Capacity to serve up to **1,085 people/hr** (~10% of peak hour trips)
- ~**10,000 sq ft** for designated uses + vehicle and pedestrian access

Sketch of major mobility hub at north BRT station
Mobility Hubs

Major Mobility Hub

- Capacity to serve up to **1,485 people/hr** (~12% of peak hour trips)
- Require 5,000 sq ft of space for designated uses + additional space for vehicle and pedestrian access

<table>
<thead>
<tr>
<th>Mode</th>
<th>Description</th>
<th>Dimensions</th>
<th># of spaces</th>
<th>Veh/Hr</th>
<th>Pax/veh</th>
<th>Max hourly volume</th>
<th>Space (sq ft)</th>
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<tbody>
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<td>BRT</td>
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<td>100' x 10'</td>
<td>1</td>
<td>12</td>
<td>40</td>
<td>480</td>
<td>1000'</td>
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<tr>
<td>TNC</td>
<td>Designated pick up/drop off space</td>
<td>20' x 8'</td>
<td>10</td>
<td>40</td>
<td>1.2</td>
<td>480</td>
<td>1600'</td>
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<td>Bike Share</td>
<td>Designated parking/charging space</td>
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<td>20</td>
<td>1</td>
<td>200</td>
<td>180'</td>
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<tr>
<td>Scooter Share</td>
<td>Designated parking/charging space</td>
<td>3' x 6'</td>
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<td>1</td>
<td>200</td>
<td>180'</td>
</tr>
<tr>
<td>Circulator</td>
<td>Curbside loading space</td>
<td>40' x 8'</td>
<td>1</td>
<td>12</td>
<td>10</td>
<td>120</td>
<td>320'</td>
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<tr>
<td>Car Share</td>
<td>Designated off-street parking space</td>
<td>20' x 8'</td>
<td>4</td>
<td>1</td>
<td>1.2</td>
<td>5</td>
<td>640'</td>
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</table>
Mobility Hubs
Minor Hub Prototype

Minor mobility hub

- Located in district centers across the site
- Utilize curb space, public space, and adjacent parking facilities
- Capacity to serve up to ~400 people/hr
- Requires ~200 linear feet of curb space/public space
Bus Rapid Transit
Technical Overview
Vehicle Options

- 40 foot electric (Ogden BRT) $1M
- 60 foot electric (Ogden BRT) $2M
- 60 foot hybrid-electric busses (UVX) $1.3M
# BRT Operations

## Service and Headways

<table>
<thead>
<tr>
<th>Day</th>
<th>Peak Headways</th>
<th>Off-Peak Headways</th>
<th>Span of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekdays</td>
<td>15</td>
<td>15 to 30 Minutes</td>
<td>4:45AM to 11:55PM</td>
</tr>
<tr>
<td>Saturday</td>
<td>15</td>
<td>15 to 30 Minutes</td>
<td>6:15AM to 11:55PM</td>
</tr>
<tr>
<td>Sunday</td>
<td>No service</td>
<td>No service</td>
<td></td>
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</table>
## BRT Operations

### Run time Calculations

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Distance (Miles)</th>
<th>Run Time (Minutes:Seconds)</th>
<th>Average Speed (Miles per hour)</th>
<th>Cycle Time (Minutes:Seconds) (Two-way plus Layover)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>7.44</td>
<td>17:47</td>
<td>25.1 mph</td>
<td>55:35</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>7.47</td>
<td>18:43</td>
<td>24 mph</td>
<td>57:25</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>7.53</td>
<td>17:47</td>
<td>25.4 mph</td>
<td>55:35</td>
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</tbody>
</table>
## BRT Operations

### Fleet Vehicle Requirements

<table>
<thead>
<tr>
<th></th>
<th>Buses in-Service</th>
<th>Ready Vehicles</th>
<th>Maintenance Spare</th>
<th>Total Fleet Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>6</td>
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</table>
Stage 3 Alternative 1 BRT Pricing
May 12, 2021

Assumptions for BRT Alignment-

- 12’ Travel Lanes with 4’ shoulders
- Use 8% vertical grade similar to Ogden BRT
- Pavement section- 8” PCCP, 8” UTBC, 12” Granular Borrow
- Box Structure over Canal
- 55’ wide structure over frontage road and I-15
  - 55’ width includes Multi-use path with separation
- Embankment slopes run at 6:1 for heights up to 5’
- Embankment heights over 5’ run at 2:1 with concrete barrier
- Curb and Gutter in areas with no barrier
- Includes two Stations
- Traffic signals at intersecting roadways
- BRT centered enough in ROW to accommodate embankment without walls
Stage 3 Alternative 1 BRT Alignment Through Point of Mountain
Stage 3 Alternative 1 BRT Pricing Summary
May 12, 2021

- Structure over I-15 and Frontage Roads is about 500’
  - Travelled way about 25’ over I-15
- Section of fill west of I-15 is about 1000’ long
- BRT estimated cost range
  - Without structures $18.1M to $21.7M
  - Including I-15 and Bangerter Structures $38.4M to $46.1M
Stage 3 Alternative 2 BRT Pricing
May 12, 2021

Assumptions for BRT Alignment:

- 12’ Travel Lanes with 4’ shoulders
- Use 8% vertical grade similar to Ogden BRT
- Pavement section- 8” PCCP, 8” UTBC, 12” Granular Borrow
- Three Box Structure- Canals (2), Road (1)
- 55’ wide structure over frontage road and I-15
  - 55’ width includes Multi-use path with separation
- Embankment slopes run at 6:1 for heights up to 5’
- Embankment heights over 5’ run at 2:1 with concrete barrier
- Curb and Gutter in areas with no barrier
- Includes two Stations
- Traffic signals at intersecting roadways
- BRT centered enough in ROW to accommodate embankment without walls
Stage 3 Alternative 2 BRT Alignment Through Point of Mountain
Stage 3 Alternative 2 BRT Pricing Summary
May 12, 2021

- Structure over I-15 and Frontage Roads is about 500’
  - Travelled way about 25’ over I-15
- Section of fill west of I-15 is about 1000’ long
- BRT estimated cost range
  - Without structures $20.0M to $24.0M
  - Including I-15 and Bangerter Structures $40.2M to $48.3M
Assumptions for BRT Alignment:

- 12’ Travel Lanes with 4’ shoulders
- Use 8% vertical grade similar to Ogden BRT
- Pavement section - 8” PCCP, 8” UTBC, 12” Granular Borrow
- Three Box Structure - Canals (2), Road (1)
- 55’ wide structure over frontage road and I-15
  - 55’ width includes Multi-use path with separation
- Embankment slopes run at 6:1 for heights up to 5’
- Embankment heights over 5’ run at 2:1 with concrete barrier
- Curb and Gutter in areas with no barrier
- Includes two Stations
- Traffic signals at intersecting roadways
- Embankment height will require walls
Stage 3 Alternative 3 BRT Alignment Through Point of Mountain
Stage 3 Alternative 3 BRT Pricing Summary
May 12, 2021

- Structure over I-15 and Frontage Roads is about 600’
  - Travelled way about 25’ over I-15
- Section of fill west of I-15 is about 1000’ long
  - Height of fill will require walls
- BRT estimated cost range
  - Without structures $21.2M to $25.5M
  - Including I-15 and Bangerter Structures $43.4M to $52.1M
BRT Concept Alignment Provided by UTA Through Point of Mountain- Very direct route

- Alignment is 6200 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 24.4 MPH
- Travel Time Between Bangerter Highway & I-15 is 2:53.
- Total Trip time for Point of Mountain BRT is 18:03.
Stage 3 Alternative 1 BRT Alignment Through Point of Mountain (Before discussions with UTA about alignment)

- Alignment is 6818 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 24.1 MPH
- Travel Time Between Bangerter Highway & I-15 is 3:13
- Total Trip time for Point of Mountain BRT is 18:37
Stage 3 BRT Alternative 1 (5 13 21)

- Alignment is 6612 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 24.1 MPH
- Travel Time Between Bangerter Highway & I-15 is 3:07
- Total Trip time for Point of Mountain BRT is 18:31.
Stage 3 Alternative 2 BRT Alignment Through Point of Mountain
(Before discussions with UTA about alignment)

- Alignment is 7100 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 23.1 MPH
- Travel Time Between Bangerter Highway & I-15 is 3:30
- Total Trip time for Point of Mountain BRT is 18:54.
Stage 3 BRT Alternative 2 (5 13 21)

- Alignment is 6917 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 23.1 MPH
- Travel Time Between Bangerter Highway & I-15 is 3:24
- Total Trip time for Point of Mountain BRT is 18:48.
Stage 3 Alternative 3 BRT Alignment Through Point of Mountain (Before discussions with UTA about alignment)

- Alignment is 6875 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 24.4 MPH
- Travel Time Between Bangerter Highway & I-15 is 3:15
- Total Trip time for Point of Mountain BRT is 18:39.
Stage 3 BRT Alternative 3 (5 13 21)

- Alignment is 6323 feet across Point of the Mountain Development between Bangerter Highway & I-15
- Average speed of 24.4 MPH
- Travel Time Between Bangerter Highway & I-15 is 2:59
- Total Trip time for Point of Mountain BRT is 18:23.
Trip Generation & Reductions
Trip Generation and Reductions

EPA / MXD Methodology

Inputs

- Land Uses
- ITE Trip Generation
- Internal Characteristics
- External Characteristics

D-Variables

- Density
- Diversity
- Design
- Destination Accessibility
- Distance to Transit
- Development Scale

Internal Capture

- Trips within the development between land uses

External Reductions

- Trips external to the site taken on alternative modes
Trip Generation and Reductions

The EPA / MXD methodology uses several detailed inputs to determine internal capture and external reductions. These inputs include trip generation, land use mix, household size, vehicles per household, development size, intersection density, transit accessibility, and proximity to nearby employment and population in the immediate vicinity and region. Using the EPA / MXD methodology for this framework plan resulted in approximately 113,000 daily vehicle trips after a 26.1% trip reduction, including 16.5% internal capture. As a comparison, the default ITE internal capture methodology would suggest that this site would have 10% internal capture based on the land uses.

Numerous land use programming alternatives were tested early on in the development of this framework plan, attaining up to a 30% reduction in trips, including 21% internal capture. These higher reductions were attained when a higher total gross floor area and more residential units were planned. However, this also meant that the total trip generation was very high, up to approximately 170,000 daily trips. Other scenarios presented fairly high internal capture rates while keep trips low. One example was a scenario with high residential use and moderately high retail use. This resulted in a 25% reduction, including 19% internal capture.

As The Point plan continues to evolve, alternate scenarios with more residential and retail could be considered to optimize internal capture and multi-modal trips, while keeping overall trips low.
**Trip Generation and Reductions**

**Process:**
- Trip generation calculated based on standard ITE rates
- EPA / MXD methodology used to estimate trip reductions by alternative:
  - Internal trip capture
  - External multi-modal reductions

**Observations:**
- Final concept has a lower trip generation than two of the three Stage 3 alternatives

<table>
<thead>
<tr>
<th>Metric</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Reductions</td>
<td></td>
</tr>
<tr>
<td>Internal Capture</td>
<td>16.5%</td>
</tr>
<tr>
<td>External Reductions</td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td>5.0%</td>
</tr>
<tr>
<td>Biking</td>
<td>1.1%</td>
</tr>
<tr>
<td>Transit</td>
<td>5.4%</td>
</tr>
<tr>
<td>Total</td>
<td>11.5%</td>
</tr>
<tr>
<td>Combined Reduction</td>
<td>26.1%</td>
</tr>
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<table>
<thead>
<tr>
<th>Metric</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Reductions</td>
<td></td>
</tr>
<tr>
<td>Internal Capture</td>
<td>13.7%</td>
</tr>
<tr>
<td>External Reductions</td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td>5.0%</td>
</tr>
<tr>
<td>Biking</td>
<td>1.1%</td>
</tr>
<tr>
<td>Transit</td>
<td>5.4%</td>
</tr>
<tr>
<td>Total</td>
<td>11.6%</td>
</tr>
<tr>
<td>Combined Reduction</td>
<td>23.7%</td>
</tr>
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</table>

<table>
<thead>
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<th>Metric</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip Generation (post-reduction)</td>
<td></td>
</tr>
<tr>
<td>Weekday Daily</td>
<td>112,858</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>9,647</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>11,525</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Metric</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip Generation (pre-reduction)</td>
<td></td>
</tr>
<tr>
<td>Weekday Daily</td>
<td>152,717</td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>12,639</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>15,100</td>
</tr>
</tbody>
</table>
Connectivity & Roadway Sizing
Internal Connectivity

- Excellent connectivity and flow around the site with grid system

- Two north-south corridors:
  - Porter Rockwell Blvd
  - 200 West Extension

- Loop Road
External Connectivity

- Overpass connections over I-15:
  - 13800 South
  - Southfork Drive
  - Transit/Ped

- Primary connections to major roadways:
  - 600 West
  - Bangerter
  - 200 West
  - Porter Rockwell Blvd
  - 14600 South
  - Future I-15 Frontage Road
Roadway Sizing

- 2050 daily volumes

- 3 lanes each direction with middle left-turn lane:
  - 600 West, **north** of north loop road

- 2 lanes each direction with middle left-turn lane:
  - 600 West, **south** of north loop road

- 1 lane each direction with middle left-turn lane:
  - Loop roads
  - 200 West extension road
Regional Impact
Future Sub-Regional Projects

- 14600 South - 5 Lanes (2050 per Bluffdale TMP)
- 14600 South - 6/7 Lanes (2025 per Draper TMP, 2030 per Bluffdale TMP)
- 13800 South - 5 Lanes (2035 per Draper TMP)
- Galena Blvd - 5 Lanes (2050 per WFRC)
- 600 West - 7 Lanes (2035 per Draper TMP)
- Double Track FrontRunner (2040 per WFRC)
- NB I-15 Collectors & Distributors (2030 per WFRC)
- Interchange Improvements (2040 per WFRC)
- 13800 South Overpass (2050 per WFRC, 2035 per Draper TMP)
- Southfork Dr. Overpass (2050 per WFRC)
- I-15 Frontage Roads (2040 per WFRC)
- Highland Drive - 5 Lanes (2040 per WFRC, 2025 per Draper TMP)
- Porter Rockwell Blvd - 7 Lanes (2030 per WFRC)

WFRC Phasing
- Phase 1 (2030)
- Phase 2 (2040)
- Phase 3 (2050)
Regional Impact

- Travel demand model results were evaluated to identify regional VMT, VHT, and daily traffic volumes for 2050 conditions

- Two Scenarios:
  - WFRC Regional Transportation Plan (RTP), which assumes previous land use programming
  - Final Concept, assuming that previously planned households are relocated elsewhere

- Observations:
  - Final Concept results in slightly higher VMT, VHT, and traffic volumes than the previous plan, likely due to relocated units

## 2050 Projections

<table>
<thead>
<tr>
<th>Metric</th>
<th>WFRC RTP</th>
<th>Final Concept</th>
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</thead>
<tbody>
<tr>
<td>Regional Vehicle-Miles Traveled (VMT)</td>
<td>87,837,985</td>
<td>87,913,480</td>
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<tr>
<td>Regional Vehicle-Hours Traveled (VHT)</td>
<td>2,304,699</td>
<td>2,305,871</td>
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### Daily Traffic (vehicles per day)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>WFRC RTP</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>600 W, N of Bangerter</td>
<td>52,000</td>
<td>48,000</td>
</tr>
<tr>
<td>600 W, S of Bangerter</td>
<td>74,000</td>
<td>68,000</td>
</tr>
<tr>
<td>600 W, N of 14600 S</td>
<td>43,000</td>
<td>45,000</td>
</tr>
<tr>
<td>Bangerter, E of 600 W</td>
<td>102,000</td>
<td>102,000</td>
</tr>
<tr>
<td>Bangerter, W of 600 W</td>
<td>118,000</td>
<td>122,000</td>
</tr>
<tr>
<td>Porter Rockwell, S of 14600 S</td>
<td>36,000</td>
<td>42,000</td>
</tr>
<tr>
<td>Porter Rockwell, E of MVC</td>
<td>74,000</td>
<td>75,000</td>
</tr>
<tr>
<td>14600 S, W of I-15</td>
<td>61,000</td>
<td>59,000</td>
</tr>
<tr>
<td>14600 S, W of Project Area</td>
<td>30,000</td>
<td>30,000</td>
</tr>
<tr>
<td>I-15, S of 14600 S</td>
<td>276,000</td>
<td>278,000</td>
</tr>
<tr>
<td>I-15, N of Bangerter</td>
<td>276,000</td>
<td>278,000</td>
</tr>
<tr>
<td>Redwood Rd, N of 14600 S</td>
<td>43,000</td>
<td>44,000</td>
</tr>
<tr>
<td>Redwood Rd, S of 14600 S</td>
<td>32,000</td>
<td>33,000</td>
</tr>
<tr>
<td>MVC, N of Porter Rockwell</td>
<td>152,000</td>
<td>148,000</td>
</tr>
<tr>
<td>MVC, S of Porter Rockwell</td>
<td>157,000</td>
<td>153,000</td>
</tr>
<tr>
<td>13800 South, W of I-15</td>
<td>21,000</td>
<td>24,000</td>
</tr>
<tr>
<td>Southfork Drive, W of I-15</td>
<td>16,000</td>
<td>16,000</td>
</tr>
</tbody>
</table>

**SUM OF SUB-REGIONAL ROADWAYS**

<table>
<thead>
<tr>
<th>WFRC RTP</th>
<th>Final Concept</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,563,000</td>
<td>1,565,000</td>
</tr>
</tbody>
</table>
Off-Site Improvements

- **600 West (North of Bangerter)**
  - Future (with Point): 7 Lanes
  - Future (w/o Point): 7 Lanes
  - Currently: 5 Lanes

- **14600 South (West of PRB)**
  - Future (with Point): 5 Lanes
  - Future (w/o Point): 5 Lanes
  - Currently: 2 Lanes

- **13800 South (West of 200 West)**
  - Future (with Point): 3 Lanes
  - Future (w/o Point): 2 Lanes
  - Currently: 2 Lanes

- **13800 South (200 W to 150 E)**
  - Future (with Point): 4/5 Lanes
  - Future (w/o Point): 2/3 Lanes
  - Currently: 2 Lanes

- **Southfork Crossing**
  - Future: 3-5 Lanes
  - Includes lane for turning movements at FR

- **I-15 Frontage Road**
  - Future (with Point): 2/3 Lanes
  - Future (w/o Point): 2/3 Lanes
  - Currently: 2 Lanes
  - 2/3 Lanes = 2 Lanes with Turn Pockets
Porter Rockwell Boulevard
Roadway Classification
Roadway Classification - City

- Draper Master Transportation Plan (Nov. 2019):
  - Porter Rockwell Blvd is a future “arterial”
Roadway Classification - UDOT (Porter Rockwell Blvd)

- Utah Department of Transportation (see Admin. Rule R930-6):
  - Porter Rockwell Boulevard (south of 14600 South) is a “regional priority-urban importance” roadway (Access Category 5)

- Existing Classification: Access Category 5 (Regional priority-urban importance)
  - Moderate speed (generally 45 mph or higher) and moderate to high traffic volumes.
  - Balance between direct access and mobility.
  - Moves traffic across multiple communities or jurisdictions.

- Similar classification: Access Category 6 (Priority-urban importance)
  - Moderate to low speeds (40 mph or less) and moderate to high traffic volumes.
  - Provides service to through traffic movements, it allows more direct access to occur.
  - Moves traffic across multiple communities or jurisdictions.
Access Management Standards

- Spacing standards are provided for accesses, streets, and signals

- Appropriate signal spacing is good for traffic flow and progression

- Limiting closely-spaced accesses and streets improves safety and traffic flow

Source: Draper Master Transportation Plan
Access Management Standards

- The same spacing standards apply for Draper’s “arterial” and for UDOT’s Access Category 5
- If Draper’s City standards are followed, UDOT’s standards for Access Category 5 are also met
  - If UDOT chooses at a later date to assume ownership, the spacing should be acceptable
- Spacing outlined in UDOT Access Category 6 may be appropriate for 600 West once The Point is fully developed

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Classification</th>
<th>Signal Spacing</th>
<th>Street Spacing</th>
<th>Access Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draper City</td>
<td>Arterial</td>
<td>2,640 feet (½ mile)</td>
<td>660 feet</td>
<td>350 feet</td>
</tr>
<tr>
<td>UDOT</td>
<td>Access Category 5</td>
<td>2,640 feet (½ mile)</td>
<td>660 feet</td>
<td>350 feet</td>
</tr>
<tr>
<td></td>
<td>Access Category 6</td>
<td>1,320 feet (¼ mile)</td>
<td>350 feet</td>
<td>200 feet</td>
</tr>
</tbody>
</table>
Four Porter Rockwell Alternatives

1 Boulevard
- **Pros**
  - Compact footprint.
  - Minimal land take.
- **Cons**
  - Width of roadway.

2 Couplet
- **Pros**
  - Reduced apparent road width.
- **Cons**
  - Through traffic dispersed into project.
  - Traffic speed and signage.

3 Full Parkway
- **Pros**
  - Strong project feature.
  - Reduced apparent road width
- **Cons**
  - Large land take.
  - Open space uses limited.

4 Modified Parkway
- **Pros**
  - Focused feature.
  - Limited land take.
- **Cons**
  - Limited aesthetic impact.
  - Varied traffic movements.

See Appendix 6.1 for more details
Modified Parkway
Traffic Plan

See Appendix 6.1 for more details
Section 5.1

High-Level Economic / Financial Evaluation
# Cost Estimate; Tranche 1 & 2

## Key Costs:

**Tranche 1:**
- **Overall:** +/- $72.1 Million
- **Per Net Developable Acre:** +/- $205K

**Tranche 2:**
- **Overall:** +/- $121.6 Million
- **Per Net Developable Acre:** +/- $347K

**Total, Tranche 1 & 2:**
- **Overall:** +/- $193.7 Million
- **Per Net Developable Acre:** +/- $552K

Notes:
Number are approximate and may vary due to rounding.
Net Developable Acres: 350.6 ac

## Tranche 1: Potential Regional Shared Costs

<table>
<thead>
<tr>
<th>Assumptions</th>
<th>Units</th>
<th>Quantity</th>
<th>Cost Per Unit</th>
<th>Notes/Caveats</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRT Line + Two Stations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2' Tranit Lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uses 81% vertical grade similar to Ogden’s BRT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lump Sum</td>
<td>1</td>
<td>$26,327,311</td>
<td>$25,597,311</td>
<td></td>
</tr>
<tr>
<td>Two External Bridges (I-15 &amp; Saltair)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Includes embankment or walls necessary to place bridge over I-15/Saltair</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lump Sum</td>
<td>1</td>
<td>$26,654,902</td>
<td>$25,354,902</td>
<td>Includes both bridges</td>
</tr>
<tr>
<td>Bangor Pedestrian and Bike Bridges</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian, Bike, and Wholesale Bridge from site to Jordan River</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>507 width x 490’ length</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lump Sum</td>
<td>1</td>
<td>$10,650,000</td>
<td>$10,000,000</td>
<td>Contributory Estimate *</td>
</tr>
<tr>
<td>Roads</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>External Road Ugrades</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modification of existing roads</td>
<td>Lin. ft.</td>
<td>26,600</td>
<td>$600</td>
<td>$16,000,000</td>
</tr>
</tbody>
</table>

**SUBTOTAL T1** | **$23,001,811**

## Notes:
Numbers are approximate and may vary due to rounding.

## Tranche 2: Master Developer Costs

<table>
<thead>
<tr>
<th>Assumptions</th>
<th>Units</th>
<th>Quantity</th>
<th>Cost Per Unit</th>
<th>Notes/Caveats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolition</td>
<td>Removal of Poison Buildings</td>
<td>One-time cost to remove all buildings and cap utilities</td>
<td>Lump Sum</td>
<td>1</td>
</tr>
<tr>
<td>Roads</td>
<td>Boulevard (12’ ROW)</td>
<td>Assumes 4’ base over 14’ base course</td>
<td>Lin. ft.</td>
<td>5,638</td>
</tr>
<tr>
<td>Primary Roads (6’ ROW)</td>
<td></td>
<td></td>
<td>Lin. ft.</td>
<td>17,653</td>
</tr>
<tr>
<td>Earthwork</td>
<td>Primary Roadway Earthwork</td>
<td>Assumes leveling of roadways (12-inch depth) averaged</td>
<td>Cu. Yd.</td>
<td>100,905</td>
</tr>
<tr>
<td>Landscaping Earthwork</td>
<td>5% of G5 erosion control on railroad</td>
<td>Cu. Yd.</td>
<td>56,003</td>
<td>$46</td>
</tr>
<tr>
<td>Utilities</td>
<td>Project Drainage Upgrades</td>
<td>Includes 20,000 ft for present structures</td>
<td>Lin. ft.</td>
<td>48,920</td>
</tr>
<tr>
<td>36-inch Dia. SD Line outfall to Jordan River</td>
<td>Includes hydraulic pre-treatment prior to discharge</td>
<td>Lin. ft.</td>
<td>2,190</td>
<td>$760</td>
</tr>
<tr>
<td>Project Electrical Ugrades</td>
<td>Includes conduit and present structure for boulevard and水泥streer</td>
<td>Lin. ft.</td>
<td>50,000</td>
<td>$760</td>
</tr>
<tr>
<td>Substation</td>
<td>Potential cost sharing with panel developers</td>
<td>Lump Sum</td>
<td>1</td>
<td>$8,500,000</td>
</tr>
<tr>
<td>Project Sewage Upgrades</td>
<td>12’ x 12’ GAS Main Includes $15,000,000 for sewers</td>
<td>Lin. ft.</td>
<td>22,003</td>
<td>$105</td>
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<tr>
<td>Project Water Upgrades</td>
<td>Provides 26,000 ft for hydrant, valves &amp; fittings</td>
<td>Lin. ft.</td>
<td>22,003</td>
<td>$56</td>
</tr>
<tr>
<td>Project Gas Ugrades</td>
<td>Assumes gas mains are on both sides of boulevard and connect to current Dominion Energy Standards</td>
<td>Lin. ft.</td>
<td>48,570</td>
<td>$25</td>
</tr>
<tr>
<td>Open Space</td>
<td>River to Range Park Light programming</td>
<td>Acres</td>
<td>36</td>
<td>$125,000</td>
</tr>
<tr>
<td>General Park</td>
<td>Places, Water Features, Pavilions</td>
<td>Acres</td>
<td>0.8</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Community Park</td>
<td>Sports Fields, Parking, Lighting, Buildings</td>
<td>Acres</td>
<td>7.9</td>
<td>$500,000</td>
</tr>
<tr>
<td>Edge Parks</td>
<td>Trails (112’ wide), 2 shoulders</td>
<td>Acres</td>
<td>42.2</td>
<td>$475,000</td>
</tr>
<tr>
<td>Transit</td>
<td>Transit Corridor</td>
<td>Annual vehicle and operating costs for HRT shuttles</td>
<td># of vehicles</td>
<td>9</td>
</tr>
</tbody>
</table>

**SUBTOTAL T2** | **$12,972,410**

Cost/Net Project Acre | $209,911
Cost Estimate; Tranche 3 & 4

Key Costs:

Tranche 3:
- Overall: +/- $88.7 Million
- Per Net Developable Acre: +/- $253K

Total, Tranche 1,2 & 3:
- Overall: +/- $282.4 Million
- Per Net Developable Acre: +/- $805K

Notes:
Number are approximate and may vary due to rounding.
Net Developable Acres: 350.6 ac
Cost Estimates by Phase & District
Cost by Phase
Alternative 1

Cost Assignment Methodology

1. Sum all Tranche 2 & 3 costs, including backbone infrastructure = $315.5 million
2. Assign costs proportionally to each Phase based on % of total land area.
3. Total land area: 606 acres

Phase 1 Cost: $65 million
Phase 2 Cost: $59 million
Phase 3 Cost: $85 million
Phase 4 Cost: $32 million
Phasing Strategy
Alternative 2

Cost Assignment Methodology

1. Sum all Tranche 2 & 3 costs, including backbone infrastructure = $315.5 million
2. Assign costs proportionally to each Phase based on % of total land area.
3. Total land area: 606 acres

Phase 1 Cost: $69 million
Phase 2 Cost: $76 million
Phase 3 Cost: $52 million
Phase 4 Cost: $46 million
Cost by District

Cost Assignment Methodology

1. Sum all Tranche 2 & 3 costs, including backbone infrastructure = $210.3 million
2. Assign costs proportionally to each District based on % of total District area.
3. Total District area: 467 ac

South River District: 46 ac
- 9.8% of total District area
- Cost: $20.6 million

North River District: 46 ac
- 9.8% of total District area
- Cost: $20.6 million

West River District: 48 ac
- 10.3% of total District area
- Cost: $21.7 million

Canal District: 75 ac
- 16.1% of total District area
- Cost: $33.8 million

Wasatch District: 122 ac
- 26.2% of total District area
- Cost: $55.1 million

The Hub: 59 ac
- 12.6% of total District area
- Cost: $26.5 million

The Ridge District: 71 ac
- 15.2% of total District area
- Cost: $32.0 million
Section 5.2

Backbone Infrastructure Strategy Plan
Tranche 2
Project Sewage and Water Upgrades

Sewage

- 10" - 18" Main Line = 22,000 linear feet

Potential 10MW Substation (apx. 2ac)

10”-18” Dia. Main Sewage Line

Connection to existing 30” dia. Main Sewage Line

Connection to existing 24” dia. Main Sewage Line

24” dia. Main Water Line

16” dia. Main Water Line

12” dia. Main Water Line

Connection to existing 24” dia. Draper City MWL

Connection to existing 12” dia. Draper City MWL
Tranche 2
Landscape and Roads

Open Space
- Open Space = 89.1 ac (63% of all Open Space)

Roads
- 120’ ROW Boulevard = 5,638 linear ft
- 90’ ROW Roads = 17,650 linear ft
PART 6

Addenda
Section 6.1

Porter Rockwell Boulevard Study
Porter Rockwell Boulevard

Positioning:

- A major thoroughfare providing access through the project but also an opportunity to create a memorable experience.
- Main point of entry from the north from Bangerter Hwy, and to the south from W14600S.
- Provides access through the core of the project and directly adjacent to the Lifestyle & Entertainment Center.
Three Alternatives

Urban Boulevard
Couplet
Parkway
Urban Boulevard
Urban Boulevard
Framework Plan

Key Elements

- Landscape-oriented signature boulevard that is uniquely Utah
- 120’ ROW with 20’ landscape area on either side
- 5,620 linear feet
Urban Boulevard
Master Access Plan

- Full movement, Signalized
- Full movement, Signalization TBD
- Right-in, Right-out

Intersection design varies depending on boulevard design.

Initially right-in, right out. Potential future connection to Southfork Dr.

Continuation of 13800S

Future connection

Initially right-in, right out. Potential future connection to 14000S

Future road upgrade

North
Urban Boulevard
Cross Section
## Urban Boulevard

### Pros & Cons

#### PROS

1. Consolidates traffic impacts in a single location that can be appropriately designed and managed.
2. Reduces negative impacts on overall pedestrian experience.
3. Can be designed as a project feature, a well-landscaped and attractive signature roadway for the project.
4. Boulevard would have a landscaped median, thus decreasing negative visual impacts of the road and reducing pedestrian crossing distances.
5. Strengthens development district identity by creating a clear edge to districts.
6. Creates a clear N-S mobility corridor within the project.
7. Does not mix off-site through-traffic with local traffic. Discourages regional cut-through traffic.
8. Can accommodate pedestrian bridges and underpasses.

#### CONS

1. Larger overall roadway dimension.
2. Potentially lower automobile throughput.
3. Longer pedestrian crossings.
Couplet
Couplet Framework Plan

Key Elements

- Boulevard splits into one-way two lane roads
- 400’ - 450’ block between the couplet
Couplet
Detailed Plan

Connection to Jordan River Wetlands & Trail

W 14600 S
Porter Rockwell Blvd
Western Adjacent Development

S 600 W
Bangerter Highway

North BRT Station
Central Park

Prison Site
Lifestyle Ent. & Retail
Institutional District

Southern canal
West Residential Districts

1,100'
1,565'
1,090'
880'
650'
540'
780'
955'
835'
970'

Full movement, Signalized
Full movement, Signalization TBD
One Way + Two Way, Signalization TBD

0 400' 800' 1,200'
Scale Comparison - Couplet
Palm Springs

Point of the Mountain

Palm Springs
Not an ideal pedestrian experience:
- No development identity between the one-way roads
- Auto-centric environment with narrow sidewalks close to roadbed
Scale Comparison - Couplet
Issaquah, WA
Scale Comparison - Couplet
Issaquah, WA

Not an ideal pedestrian experience:

- Larger lands take with underutilized land where the one-way roads merge
- No development identity
- Auto-centric environment with narrow sidewalks close to roadbed
Central Boulevard vs Couplet

<table>
<thead>
<tr>
<th></th>
<th>120’ ROW Central Boulevard</th>
<th>Couplet 80’ ROW Both Directions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Road ROW Area</td>
<td>15.3 ac</td>
<td>18.8 ac</td>
</tr>
<tr>
<td>Total Frontage of Parcels Along Road</td>
<td>5,742 linear feet</td>
<td>10,650 linear feet</td>
</tr>
<tr>
<td>Total Area of Undevelopable Parcels</td>
<td>0 ac</td>
<td>5 ac</td>
</tr>
<tr>
<td>Total Area of Parcels Directly Adjacent to Road</td>
<td>68.7 ac</td>
<td>80.6 ac</td>
</tr>
</tbody>
</table>
Couplet
Pros & Cons

**PROS**

1. Division of large roadway into two potentially smaller roadways.
2. Potentially increases external automobile throughput.
3. Shorter pedestrian crossings.
4. Potentially simpler automobile signal timing and coordination.

**CONS**

1. Greater land take
   a. Transitions to one-way system require additional land for roadways.
   b. Loss of development land estimated at 5-6 acres.
2. Higher traffic speeds, which yields:
   a. Concerns over pedestrian safety
   b. Less pleasant sidewalk environments
3. Increased signage and driver-management infrastructure.
4. Increased travel distances due to one-way system (particularly detrimental for emergency response and in the event of street closures).
5. Parcels between the couplet have no district affiliation, thereby reducing development identity and value. Creates a “dead-zone” or no-mans-land between the couplet.
6. Mixes off-site through-traffic with local traffic.
7. Creates more variable design and aesthetic challenges.
8. Extends noise and traffic impacts into districts.
9. Compromises desired pedestrian priority zone.
10. Poor visibility and exposure for parcels on cross streets whose facades do not face the direction of flow.
11. One-way configuration is confusing for drivers and pedestrians looking for destinations, especially if the rest of the area has two-way roads.
Parkway
Parkway
Framework Plan

Key Elements

- Boulevard splits into two lane one-way roads
- 166’ curb-to-curb parkway in between the roads
Parkway
Traffic Plan

Full movement, Signalized
Full movement, Signalization TBD
One Way + Two Way, Signalization TBD

Point of the Mountain Framework Plan - Final Report
Skidmore, Owings & Merrill | Design Workshop | WSP | Great Basin | Sam Schwartz | Hales Engineering | SJ+A
Parkway
Cross Section
Parkway
Pros & Cons

**PROS**

1. Creating an iconic arrival experience for the project.
2. Strengthens district identities by creating a clear N-S delineation.
3. Reduced land take compared to the couplet.
4. Shorter pedestrian crossings.

**CONS**

1. Leads to reduction of potential development land.
2. Varied traffic movements.
3. Uses in open space are limited.
Modified Parkway
Modified Parkway Framework Plan

Key Elements

- Boulevard splits into two lane one-way roads within the main ring road
- 126’ curb-to-curb parkway in between the roads
- Larger median in the 1-2 blocks leading up to the park area

BRT connection to Draper Front Runner Station
BRT Station 10 minute walk catchment area
Connection to Jordan River
BRT connection over I-15 to Lehi
Detailed Plan Area
Modified Parkway
Traffic Plan

- **Full movement, Signalized**
- **Full movement, Signalization TBD**
- **One Way + Two Way, Signalization TBD**

Connection to Jordan River Wetlands & Trail

**BRT connection north**

**Northern canal**

**Prison Site**

**Western Adjacent Development**

**Central Park**

Potential Community Park

Lifestyle Ent. & Retail

North BRT Station

Modified Parkway Traffic Plan

0 400' 800' 1,200'
Modified Parkway
Cross Section
Modified Parkway
Street Character
Creating an iconic and vibrant arrival/departure experience:

- Clear landscape identity; strong local street trees and quality landscape in the medians
- Ample pedestrian space
- Providing at-grade raised crossings
- Continuous, raised cycle track
Urban Parkway Precedent
The Big Dig, Boston

Transformation of an elevated highway into a public amenity:
- A mile long, 100-250 ft wide open space
- Providing spaces for events and other activities
- Placing buildings closer to the park created a more vibrant activated space
Quality Streetscape Elements

- Consistent and high quality landscape
- Ample pedestrian space
- Wide medians as refuge for pedestrians
- Buildings at the lot line
- Designing occasional spaces for parking, loading and drop-offs
Quality Streetscape Elements

- Narrow traffic lanes
- Well planted medians
- Wide sidewalks
- Bright colors
- Adjacent commercial uses

- Providing extra-wide planting and pedestrian spaces on either side of travel lanes
- Using tactical materials to transform boulevards over seasons and time as technology, habits and land uses change
- Providing stormwater management
Four Porter Rockwell Alternatives

1 Boulevard
Pros
● Compact footprint.
● Minimal land take.
Cons
● Width of roadway.

2 Couplet
Pros
● Reduced apparent road width.
Cons
● Through traffic dispersed into project.
● Traffic speed and signage.

3 Full Parkway
Pros
● Strong project feature.
● Reduced apparent road width.
Cons
● Large land take.
● Open space uses limited.

4 Modified Parkway
Pros
● Focused feature.
● Limited land take.
Cons
● Limited aesthetic impact.
● Varied traffic movements.

RECOMMENDED ALTERNATIVE
Section 6.2

Ballpark Study
Salt Lake Bees (Triple-A)

SLC
Iowa Cubs (Triple-A)
Des Moines, Iowa
Columbus Clippers (Triple-A)
Columbus, Ohio
Potential Stadium Locations

Location A
Advantages: Limited impact on surrounding uses; distinct and separate parcel; Easy access from Bangerter.
Disadvantages: Parcel size and shape is not optimal.
Shared Parking Opportunities: Poor
Transit Access: Excellent

Location B
Advantages: Largest site; Close to core; secondary parcel value.
Disadvantages: Parcel shape is linear; split by electrical easement.
Shared Parking Opportunities: Excellent, with office uses
Transit Access: Excellent

Location C
Advantages: On Porter Rockwell; prominent location.
Disadvantages: Smallest site and split by road; In residential neighborhood.
Shared Parking Opportunities: Average
Transit Access: Poor

Location D
Advantages: Second largest site; Highly visible from I-15
Disadvantages: Distance from transit; overall road access poor.
Shared Parking Opportunities: Excellent, with office uses
Transit Access: Poor
Section 6.3

BRT Slope Study
BRT Slope Study Area

Study section is cut along the BRT line starting from the southern BRT station to the western edge of I-15, looking northeast.
BRT Slope Study

Study 1
Recommended configuration

Study 2
Not viable as there is not enough clearance at 60' ROW road
Thank You
End of Document