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REDEVELOPMENT AGENCY *of* SALT LAKE CITY

STAFF MEMO

DATE: March 29, 2024

PREPARED BY: Ashley Ogden, Senior Project Manager
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RE: Rio Grande District Vision & Implementation Plan

REQUESTED ACTION: No formal action requested.

POLICY ITEM: Depot District Project Area

BUDGET IMPACTS: N/A

EXECUTIVE SUMMARY:

In February 2023, the RDA engaged a consultant team comprising Perkins+Will, HR&A Advisors, Kimley-Horn, and Phil Myrick, placemaking expert, to create a design and redevelopment strategy for approximately 15 acres of RDA-owned property in the Depot District Project Area ("Rio Grande District Vision & Implementation Plan" or "Plan"). The subject properties include 11 acres within the Rio Grande District ("District") bounds of 500-600 West and 200-400 South, and an additional 4 acres near 600 West and 100 South. Additional adjacent acreage that is not owned by the RDA is also considered, with the permission of the property owners.

The *Vision* piece of the document includes a Vision Statement and Guiding Ambitions for the Rio Grande District, and 11 Design Moves ranging from tangible to programmatic to environmental to social, which were distilled from conversations with the community and form a foundation for the Plan's design standards and guidelines. This section proposes alignments of new and reconstructed streets, locations of public plazas and open space, land uses, building heights, orientation and massing, sustainable development features, and a District parking strategy, among other considerations.

The *Implementation* piece identifies a development phasing strategy and the RDA's roles in the planning, development, operations, and long-term success of the Rio Grande District. The Governance Framework builds on this by considering the functional goals of each role, and anticipated funding and staffing needs over time as the project is built out. This section concludes with a recommended set of next steps to initiate an RDA-led governance structure that provides clarity of leadership, decision-making, and resource alignment in order to drive desired outcomes in the District.

Now that the Plan is complete, staff is focused on the execution of multiple near-term steps related to site entitlement, design, securing funding for improvements, and deploying select sites for development.

VISION & IMPLEMENTATION PLAN:

Project Name Change

In 2015, the RDA conducted a comprehensive project branding effort that resulted in the Station Center name. Staff understood the confusion between the many similar names utilized in the area and over the past few months, conducted multiple brainstorming sessions where new names were proposed and shortlisted. The project team decided to rename the project as the Rio Grande District as it pays homage to the iconic Rio Grande Depot building, is a natural fit as a descriptor that is already used for the neighborhood, and is a name that can live on past the life of the redevelopment project. The Rio Grande District name has been incorporated into the final Plan document to avoid confusion as the project progresses.

Vision Statement and Guiding Ambitions

The Rio Grande District Vision & Implementation Plan presents a long-term development road map that encapsulates the following vision statement:

The Rio Grande District places community wellness at the heart of its design framework.

The neon glow of the Rio Grande sign shining atop the historic depot is a beacon, welcoming all Utahns to be a part of a robust new Downtown neighborhood located at Utah's most transit-rich gateway.

The design serves the two guiding ambitions that were established at the outset of the planning process:

1. *The Rio Grande District is the best transit-oriented development site in Utah.*
2. *The Rio Grande District is an urban neighborhood committed to advancing community wellness and delivering equitable outcomes.*

Design Moves

Conversations with the community revealed common themes and observations that are important to the users and neighbors of the Rio Grande District, which were distilled into 11 Design Moves that will ensure that future development activities conform with the vision for the neighborhood. These include (in no specific order):

1. **Establish compact, walkable blocks** by breaking up the typical Salt Lake City block with new streets to ensure a walkable environment while promoting compact urban development.
2. **Restore the site for all living things** by planting native species and promoting biodiversity, clean air, and water conservation.
3. **Enable low carbon mobility** via low-stress pedestrian and bicycle facilities that are seamlessly connected to Salt Lake Central Station.
4. **Champion the Green Loop** as a critical part of the mobility network and an inclusive community open space that will activate the neighborhood at different times of the day and year.

5. **Ensure functional roadways** by providing two-way travel lanes, on street parking, pick up/drop off points, and ingress and egress for parking and loading.
6. **Lead with a shared parking strategy** that includes progressive parking ratios, a shared garage for neighborhood users, and opportunities to broker agreements to utilize existing but underutilized parking supply within the Depot District.
7. **Curate public places,** such as the 300 South Festival Street, Arts Campus, and Green Loop, with arts, culture, and performance.
8. **Strengthen social fabric** by delivering community benefits that support a more equitable, resilient urban fabric and ensuring that historically marginalized and underrepresented communities are the beneficiaries of this new district.
9. **Catalyze street life and mixed-use development** with activated ground floor space for shops, restaurants, and maker's spaces, and an array of other land uses ranging from residential, to space for non-profits, to incubator, lab, and office space for the growing life sciences industry.
10. **Maximize the TOD potential** by allowing for increased building heights and density.
11. **Design sustainable buildings** that promote occupant connections to nature, preservation of key buildings to preserve embodied carbon, conservation of water, and harnessing of the sun through high performing buildings and renewable energy systems.

RDA Roles in Rio Grande District

As master developer, the RDA will serve the following key roles in the planning, development, operations, and long-term success of the Rio Grande District:

- **Land Owner:** As the primary land owner, the RDA will facilitate the development of RDA-owned properties with ground leases.
- **Infrastructure Developer:** The RDA and City will design, construct, manage, and maintain infrastructure and public spaces throughout the District in alignment with the Plan's vision of walkability and sustainability.
- **Programming Manager:** The RDA will lead the activation and programming of the District, in collaboration with adjacent property owners, tenants, and local organizations.
- **District Curator:** RDA tools may be used to incentivize other parties, including developers and space users, to advance vision and policy goals.

Governance Framework

The Plan contains a Governance Framework with recommendations for the initiation of an RDA-led governance structure that provides clarity of leadership, decision-making, and resource alignment to drive desired outcomes in the Rio Grande District. The Framework considers the functional goals for each key role in the project, as well as anticipated funding and staffing needs to achieve those goals over time as the project is built out. Please see below for an example of the Governance Framework during Phase I of the project.

6.3.4 Phase 1 Action Items and Goals



	Funding	Staffing and Support	Functional Goal
Land Owner Infrastructure Developer	**Capital Funding** • Prepare initial project budgets • Determine level of bond funding necessary and seek legislative approval **Operational Funding** • Provide annual appropriations from RDA to Rio Grande District to fund catalytic organizational operations (i.e. staff and 3rd party consultants)	• Identify 1-2 full-time staff dedicated to moving the development work forward with a focus on early stage financial and development planning. • Advance design, planning, and development strategy to facilitate development partnership. • Confirm legal advisory mechanism to support transactions	• Complete vision and implementation planning process. • Establish design guidelines. • Craft developer solicitation requests (e.g., RFPs, RFIs, etc.) • Solicit development partner(s). • Negotiate development transaction. • Execute CC&Rs and/or development agreements.

Table 25: *Phase 1 Start Up Action Items and Goals*

Governance Next Steps

The Plan concludes with a set of recommended next steps to initiate governance of the Rio Grande District and advance the project vision:

1. **Align Stakeholders:** Initiate discussions with neighborhood property owners, potential programming partners, and relevant City departments regarding involvement in a working group, which could turn into a more formalized governance structure as the District is built out.
2. **Conduct Business Planning:** Establish the core functions and processes required to manage the day-to-day operations of a successful Rio Grande District.
3. **Develop Rio Grande District Policies:** Explore the option to develop RDA policies that are specific to the Rio Grande District to support the execution of the Plan.

NEAR-TERM NEXT STEPS:

- **Rezone:** The RDA is coordinating with the Planning Division to submit a zoning petition to allow for increased building heights in the Rio Grande District, per the Plan.

- **Financing of Public Improvements:** As discussed at the December 12, 2023, RDA Board Meeting, staff has developed a preliminary funding strategy for the construction of the public improvements and shared parking structure. The strategy relies on HTRZ tax increment to repay upfront financing options such as a loan from the State Infrastructure Bank or bond.

- **Intermodal Hub HTRZ Application:** RDA staff is currently compiling an application to create a new HTRZ that is centered on the UTA Intermodal Hub, which would provide funding that is critical to the buildout of the Rio Grande District public improvements. The RDA plans to submit the application to the State before May 1st, 2024.

- **Public Improvements Design:** The RDA has re-engaged the public improvements design consultants to develop construction drawings for upgraded utilities, new and reconstructed streets, public plazas and open space, streetscaping, lighting, etc. The RDA will work with the Engineering Division with the goal of putting the construction project out to bid in early 2025.

- **Parking Structure Design:** The RDA has engaged a consultant to develop a conceptual-level design for the shared parking structure on the south block. This will provide a clearer picture of construction costs, which will inform future funding decisions.

- **Request for Proposals (RFP):** It is the RDA's goal to release a RFP from developers in 2024 to develop two sites on the north block.

OVERVIEW OF PLANNING PROCESS:

- ✓ **Nine virtual focus group meetings** were hosted in April/May 2023 to discuss the vision of the project and gauge potential public-private partnerships. Participants were categorized as educational institutions, industry anchors, industry partners, adjacent property interests, public agencies, and City elected officials.

- ✓ To ensure a shared vision that enables community-focused outcomes, **two advisory committee meetings** were held in May 2023 at Gallivan Hall. Approximately 40 representatives of the following groups/sectors participated:
  - Downtown, Capitol Hill, Fairpark, and Poplar Grove Community Councils
  - Salt Lake City Corporation
  - State of Utah
  - Adjacent property owners, developers, and tenants
  - Life sciences, fintech, and economic development entities
  - Education and healthcare institutions
  - Nonprofit organizations

- ✓ In August 2023, **four virtual meetings were held with adjacent property owners/developers** of the Rio Grande District blocks. The project team shared information about the draft urban design framework, proposed right-of-way alignments that will require coordination, intentions to implement a shared parking strategy, and ideas for long-term governance of the neighborhood.

- ✓ At the September 2023 RDA Board Meeting, staff and the consultant team provided an **interim progress update and opportunity for Board Members to provide feedback** on the project's trajectory. The conversation was focused on the in-progress urban design framework, as well as consultant recommendations regarding the purview of a Rio Grande District governance entity to oversee the long-term vibrancy of the neighborhood.

- ✓ In September 2023, the project team hosted a **workshop to share the draft urban design framework with City Departments** and receive their feedback. Special attention was paid to the redesign of the 500 West right-of-way between 200 and 400 South and how that section can be improved in the short term without impeding on other City initiatives, such as the Green Loop.

- ✓ In September 2023, the project team **reconvened the advisory committee** for an in-person, interactive work session that informed the finalization of the Plan.

- ✓ In October 2023, to address feedback received by the RDA Board regarding district governance, the consultant team organized **a series of work sessions** with RDA leadership, project staff, and the City Attorney's Office.

- ✓ At the December 2023 RDA Board Meeting, staff **presented a proposed funding strategy for public improvements** contained in the Plan, including upgraded utilities, new and reconstructed streets, public open spaces, and a shared parking structure on the south block.

- ✓ During Q1 of 2024, staff received requests from multiple groups to present information about the Plan. **High-level previews** were provided to representatives of the Rio Grande neighborhood, Downtown Community Council, Downtown Alliance Board of Advisors, Salt Lake City Arts Council, and Salt Lake City School District.

PREVIOUS BOARD ACTION:

On November 10, 2022, the RDA Board adopted a resolution for RDA Budget Amendment No. 2 for FY 2022-23. The budget amendment provided funds for the RDA to contract with the consultant team to develop a planning and implementation strategy for approximately 15 acres of RDA-owned property in the Depot District Project Area.

ATTACHMENTS:

A. Map of Rio Grande District Area
B. Rio Grande District Vision & Implementation Plan

ATTACHMENT A. MAP OF RIO GRANDE DISTRICT AREA

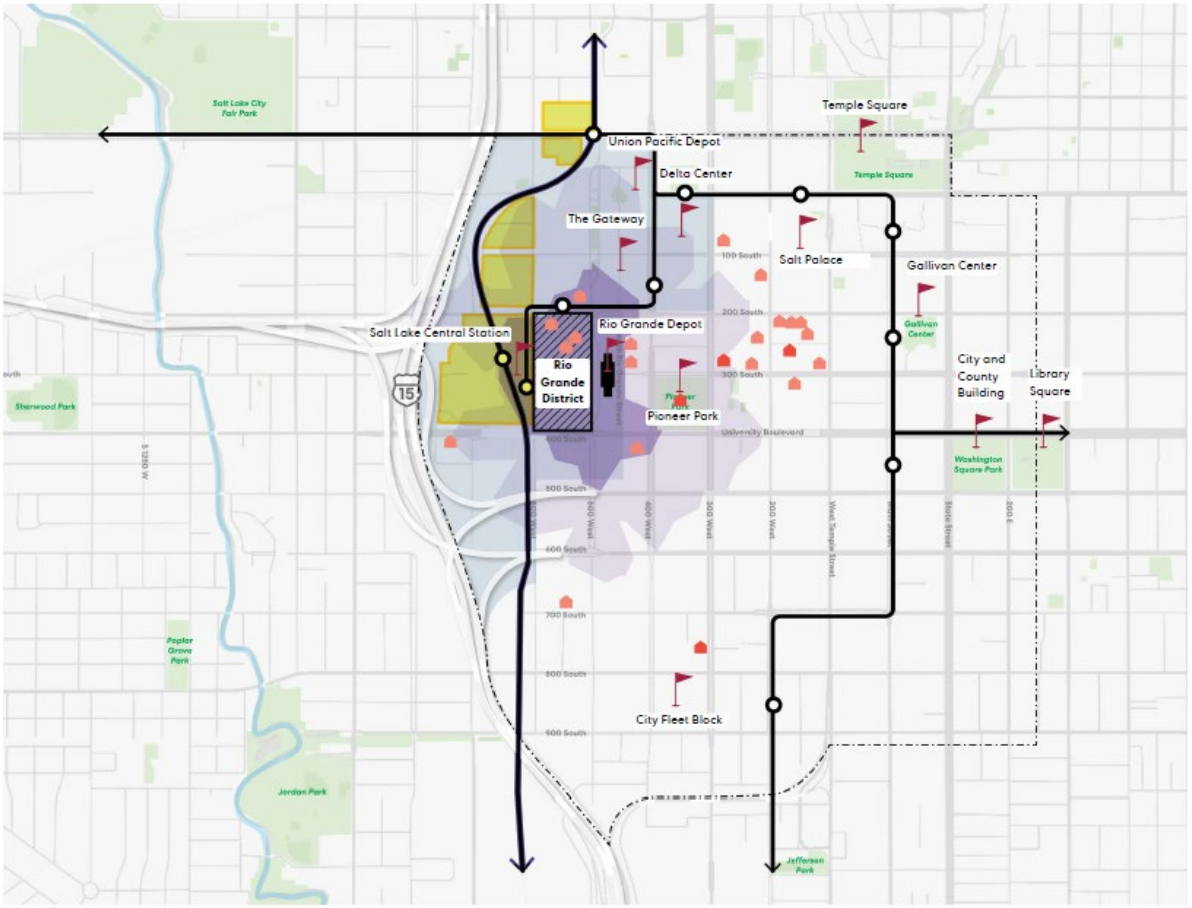


Figure 2.1:
Downtown Context Map

SLCRDA

Rio Grande District

Vision and Implementation Plan

APRIL 2024



Rio Grande District

Vision and Implementation Plan

Prepared by

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A2 100 South Design Workshop Summary

This is an interactive document.

When viewed in PDF supported viewers, click on the table of contents above and underlined sections and figures throughout the document to navigate to relevant pages.

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1.1 Project Vision

The Rio Grande District places community wellness at the heart of its design framework.

The neon glow of the Rio Grande sign shining atop the historic depot is a beacon, welcoming all Utahns to be a part of a robust new Downtown neighborhood located at Utah's most transit rich gateway.

The Rio Grande District Vision and Implementation Plan presents a long-term development road map that encapsulates the vision statement above and the values memorialized in Salt Lake City's Downtown Plan to deliver *'an internationally recognized destination and a vibrant neighborhood defined by mountain beauty and the best quality of life in the country.'*

The design framework outlined here serves the two guiding ambitions established at the onset of the planning process:

1. The Rio Grande District is the best transit-oriented development site in Utah.

2. The Rio Grande District is an urban neighborhood committed to advancing community wellness and delivering equitable outcomes.



Figure 1.1:
Rendering of the Green Loop

1.2 **Transit-Oriented Development**

The Rio Grande District is the best transit-oriented development (TOD) site in Utah.

A magnetic hub that maximizes its downtown location.

The Rio Grande District is uniquely positioned to receive a wide range of public and private investments. Most notable is the site's adjacency to Utah Transit Authority (UTA) Salt Lake Central Station, the City's premier transit hub. Currently, this station provides service for Frontrunner commuter rail, TRAX light rail, local bus, Amtrak, and Greyhound. Furthermore, UTA is proposing to enhance transit service at this station via the Tech Link TRAX Study. This wealth of existing and future transit service complements parallel projects such as the City's Green Loop linear park and urban trail, the renovation of the Rio Grande Depot, and the potential future home of a National Governing Body of Sport.

A public realm that serves as an armature for future growth.

The site's design framework is founded on a network of walkable, fine grain public spaces that are anchored by notable buildings such as the Rio Grande Depot, the Salt Lake Mattress Building, and Artspace's Macaroni Flats.

300 South becomes a vibrant festival street that serves as a civic scaled and experience-rich Downtown entrance for Salt Lake Central Station transit patrons, seamlessly connecting to the magnificent Rio Grande Depot.

As part of the Green Loop, 500 West becomes a lush urban forest, providing biophilic respite within a downtown setting, while also promoting alternative modes of transportation for a climate positive future.

Building on the wealth of artists, cultural organizations, and non-profits located in the Rio Grande District's Artspace facilities, the Arts Campus becomes an ever-evolving canvas for SLC's thriving arts, music, and community scene.

A new iconic social heart where the past and future converge.

At the intersection of the Green Loop and the Festival Street forms the Rio Grande District's epicenter for public life. From this social heart rise three distinct buildings that represent the district's past, present and future. To the east is the revitalized Rio Grande Depot, one of Utah's grandest buildings; to the south is the proposed headquarters and training center for a National Governing Body of Sport; and to the north is a future iconic tower, which will enhance SLC's evolving skyline while providing expansive views out to SLC's magnificent natural environs.

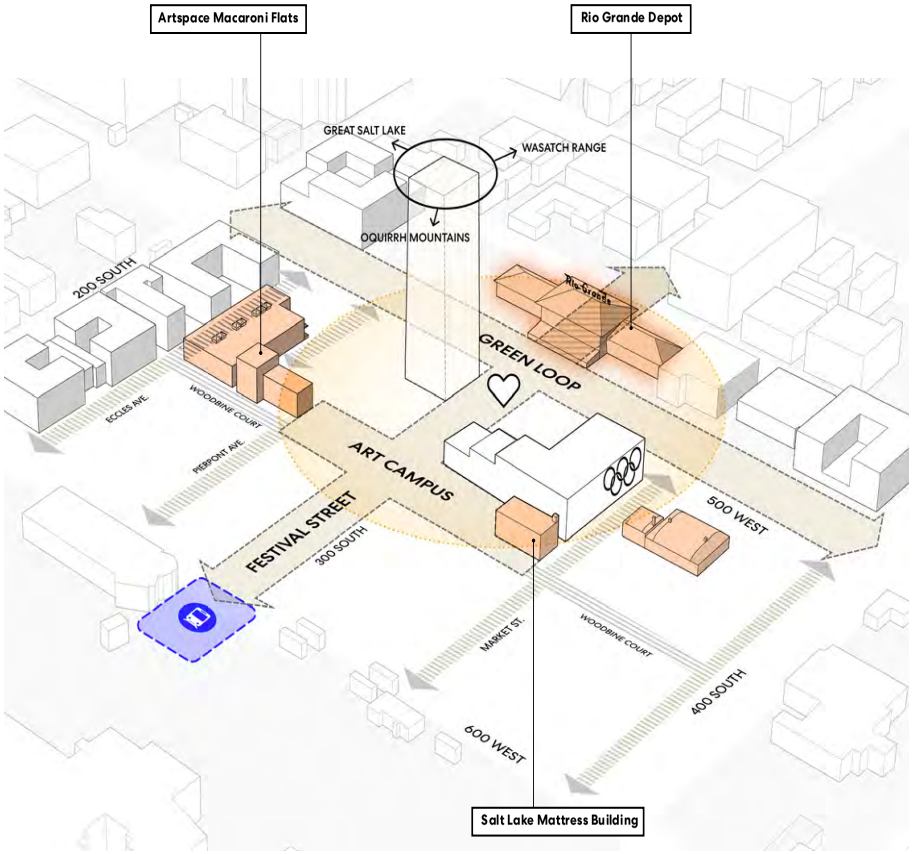


Figure 1.2:
Project Vision Design Parti

What is Transit-Oriented Development (TOD)?

TOD means integrated urban places designed to bring people, activities, buildings and public space together with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities. *

* *Institute for Transportation & Development Policy (ITDP) https://www.itdp.org/library/standards-and-guides/tod3-0/what-is-tod/*

1.3 Community Wellness District

The Rio Grande District is an urban neighborhood committed to advancing community wellness and delivering equitable outcomes.

An emerging district that reflects the mission of the RDA.

The RDA's mission is to strengthen neighborhoods and business districts by improving livability, creating economic opportunity, and fostering authentic, equitable communities. The RDA is committed to enhancing the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability.

As such, the Rio Grande District's future built and natural environment upholds this commitment to community wellness by championing inclusive growth and taking a holistic approach to sustainability and resilience.

A district committed to delivering social infrastructure that enables all people to thrive.

Adopted City and RDA policies will influence the future built form of the Rio Grande District. The adopted Plan Salt Lake (2015) identifies Equity as one of its guiding principles, specifically highlighting access to public amenities and events, to healthy food, housing, employment, education, and recreation.

To actualize this principle, the Rio Grande District Vision and Implementation Plan promotes the construction of affordable housing units and commercial spaces, fosters access to active recreation opportunities and healthy food options within new public spaces, expands access to apprenticeship and upward mobility, and invests in physical and programmatic connections to Westside neighborhoods.

A national model for climate positive development.

Salt Lake City Climate Plan (2017) defines 'climate positive' as protecting the health and safety of its residents by ensuring access to clean air, clean water, and a livable environment.

Salt Lake City is already experiencing significant impacts of global climate change leading to record heat, drought, and increasingly harmful air pollution.

The design framework takes a holistic approach to addressing these pressing environmental issues via building standards for high-performing, biophilic buildings, reducing embodied carbon through preserving and revitalizing existing buildings, on-site stormwater management and re-use for outdoor irrigation, an all-electric district through renewable energy sources, low-carbon transportation options, and an inclusive public realm.



Figure 1.3:
Community wellness programming in the Arts Campus Plaza

1.4 The Design Moves

The Project Vision is distilled into 11 design moves informing the Vision and Implementation Plan.



Establish Compact, Walkable Blocks

Strategically break up the typical SLC block with new streets to ensure a walkable environment while promoting compact urban development.



Restore the Site for All Living Things

Streets, parks, plazas, and the spaces between buildings will be designed to heal the site, restoring the land back for all living things with native plants, fostering biodiversity, cleaning air, and water conservation.



Enable Low Carbon Mobility

With new streets comes an opportunity to champion low carbon modes of transportation via low-stress pedestrian and bicycle facilities that are seamlessly connected to the Salt Lake Central Station.



Curate Public Places with Arts, Culture, and Performance

Building on existing Artspace facilities, the Plan includes an Arts Campus plaza, a place for temporal art, cultural events, performances and maker spaces for emerging artisans.



Strengthen Social Fabric

The Rio Grande District's horizontal and vertical development should deliver significant community benefits to support a more equitable, resilient urban fabric and ensure that historically marginalized and underrepresented communities are the recipients of this new district.



Catalyze Street Life and Mixed-Use Development

A calibrated mix of uses fosters vibrant street life with spaces for shops and restaurants along 300 South and the Green Loop. New development consists of an array of different land uses ranging from residential, to tech office, to civic and cultural.



Champion the Green Loop

A critical part of the neighborhood's mobility network is the Green Loop on 500 West. The Green Loop is more than just an urban trail, it's envisioned as an inclusive community open space that activates the neighborhood at different times of the day and year.



Ensure Functional Roadways

While the Plan leads with people-first streets, it is critical that streets also serve as functional roadways with two way vehicle travel lanes, on street parking, pick up/drop off points, and ingress and egress for parking and loading.



Lead with Shared Parking

The shared parking strategy includes progressive parking ratios for new development, a shared, unbundled garage for all neighborhood uses, and opportunities to broker agreements to utilize existing but underutilized parking supply within the Depot District.



Maximize the TOD Potential

The Rio Grande District is the best transit-oriented development (TOD) site in the state of Utah, and therefore development has downtown height allowances to capitalize on this optimal location.



Design Sustainable Buildings

The design standards promote occupant connections to nature, preservation of key buildings to preserve embodied carbon; conserving water through outdoor irrigation and greywater systems, and harnessing the power of sun through high performing buildings, and renewable energy.

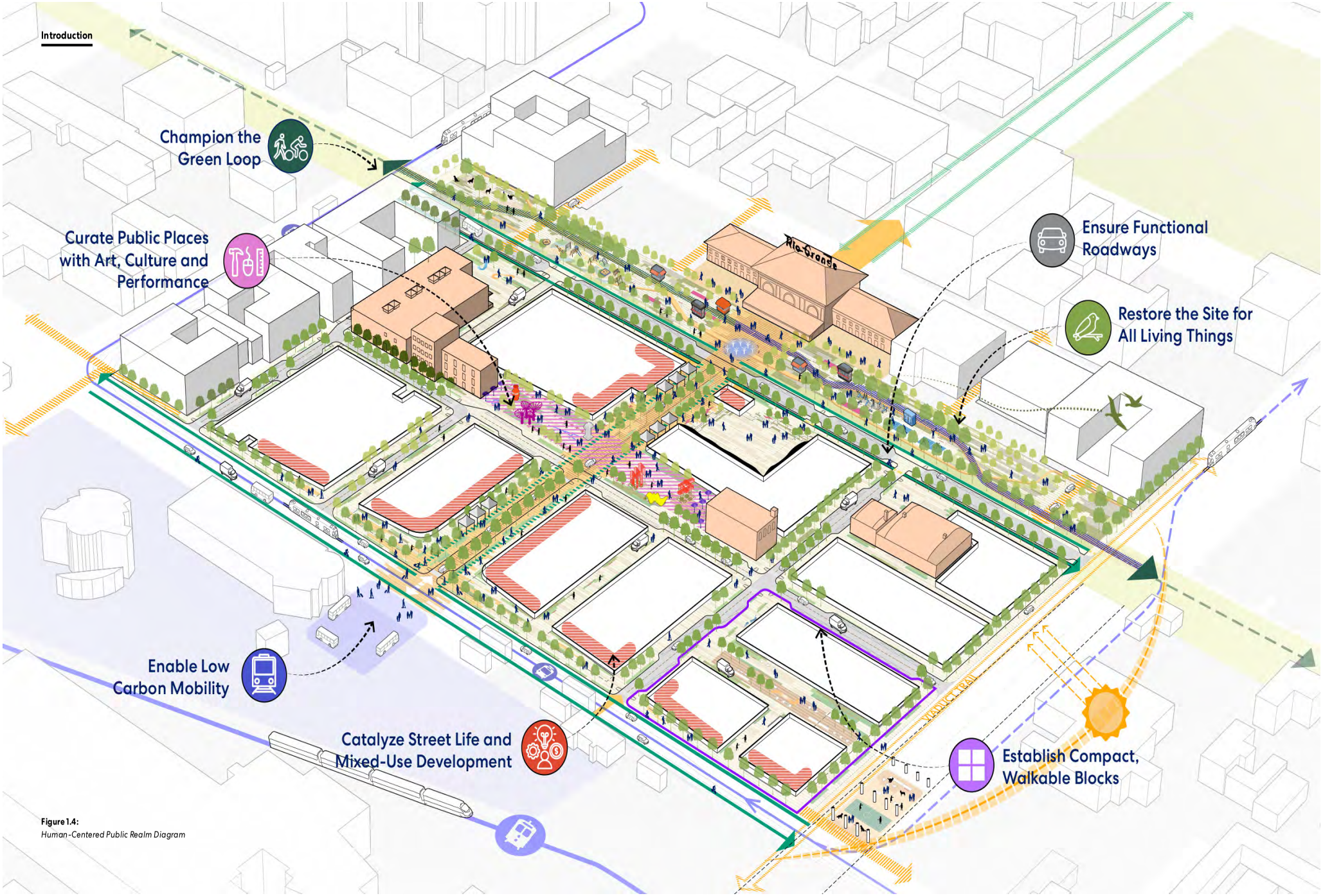


Figure 1.4:
Human-Centered Public Realm Diagram

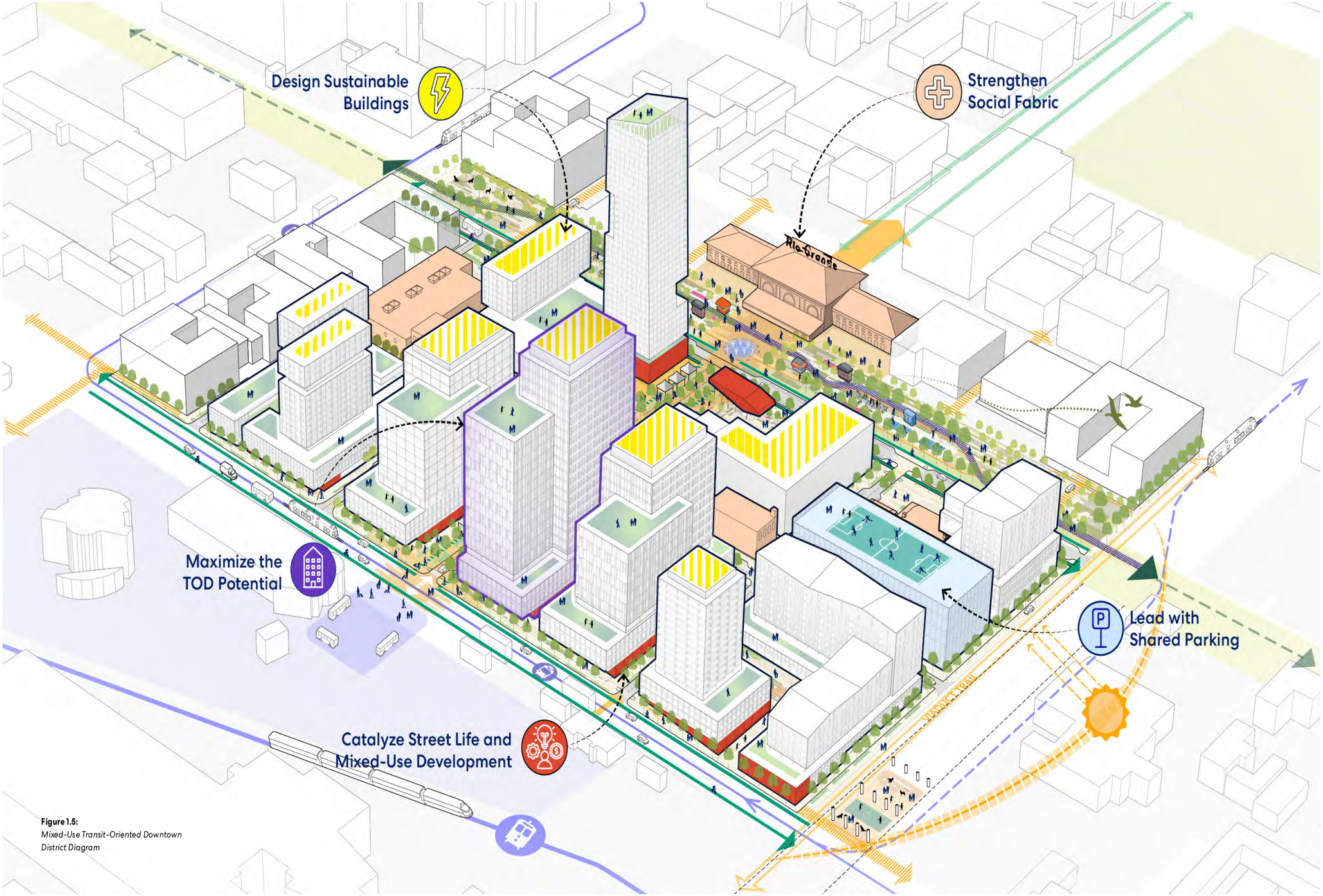


Figure 1.5:
Mixed-Use Transit-Oriented Downtown District Diagram

1.5 Stakeholder Engagement

Stakeholders representing a diverse cross-section of the SLC community helped shape the Plan.

The engagement process led by the Redevelopment Agency of Salt Lake City (RDA) included a variety of outreach touchpoints including stakeholder advisory meetings, one-on-one and small group work sessions, and an update to the RDA Board. These conversations revealed a series of common themes and observations that were critical to the users and neighbors of the Rio Grande District. This input ranging from streets, open space, programming, and urban form ideas, guided the development of the urban design framework and placemaking strategy. Stakeholder engagement included the following parties:

Elected Officials
- Mayor Erin Mendenhall
- Salt Lake City Council

Property Owners
- Artspace
- Stack Real Estate (lessee)
- University of Utah

Educational Partners
- Utah System of Higher Education
- Utah State University
- Salt Lake Community College
- STEM Action Center
- Salt Lake Education Foundation

Industry Anchors
- Recursion Pharmaceuticals
- Denali Therapeutics
- PIVOT Center
- Altitude Lab
- Intermountain Health
- University of Utah Health
- Stena Center for Financial Technology

Industry Partners
- BioHive
- BioUtah
- Governor's Office of Economic Opportunity (GOEO)
- World Trade Center Utah
- EDCUtah

Salt Lake City
- Planning
- Transportation
- Engineering
- Public Lands
- Arts Council
- Economic Development
- Police
- Fire
- Public Utilities
- Housing Stability

Government Partners
- State of Utah
- Utah Transit Authority (UTA)
- Utah Department of Cultural and Community Engagement

Non-Profits
- USA Climbing
- Downtown Alliance
- Urban Food Connections of Utah
- Utah Arts Alliance
- Make Salt Lake
- Slug Magazine / Craft Lake City
- NeighborWorks Salt Lake
- Community Development Finance Alliance of Utah

Development / Real Estate
- W3 Partners
- BCG Holdings
- Gardner Batt
- Hamilton Partners
- dbUrban

Neighborhood Councils
- Poplar Grove
- Fairpark
- Capitol Hill







Figure 1.6:
Photographs from the Rio Grande District Stakeholder Engagement Worksessions

1.6 Plan Document Structure

This document contains six chapters, each containing descriptive text, figures, and precedent images to explain and visualize the proposed redevelopment of the Rio Grande District.

Chapter 1: Introduction details the project vision for the Vision and Implementation Plan including the design framework big moves and community engagement.

Chapter 2: The Site provides an overview of Downtown Salt Lake City context, the historical significance of existing buildings on the site, and existing site conditions including ownership and zoning.

Chapters 3,4,5: Design Standards and Guidelines outlines requirements that govern the construction and modification of open spaces, streets, and buildings within the Rio Grande District. Standards are quantifiable or objective requirements whereas guidelines are qualitative or subjective requirements.

Each new open space, street, and buildings within the Rio Grande District must meet the standards and guidelines prescribed in these chapters unless modifications to these standards and/or guidelines are approved by the RDA. An annotated example of a typical design standards spread is featured on the right in **FIGURE 1.7.**

Chapter 6: Implementation describes a high level development phasing strategy, RDA's role in governing the long-term success of the district including programming, funding, and staffing.

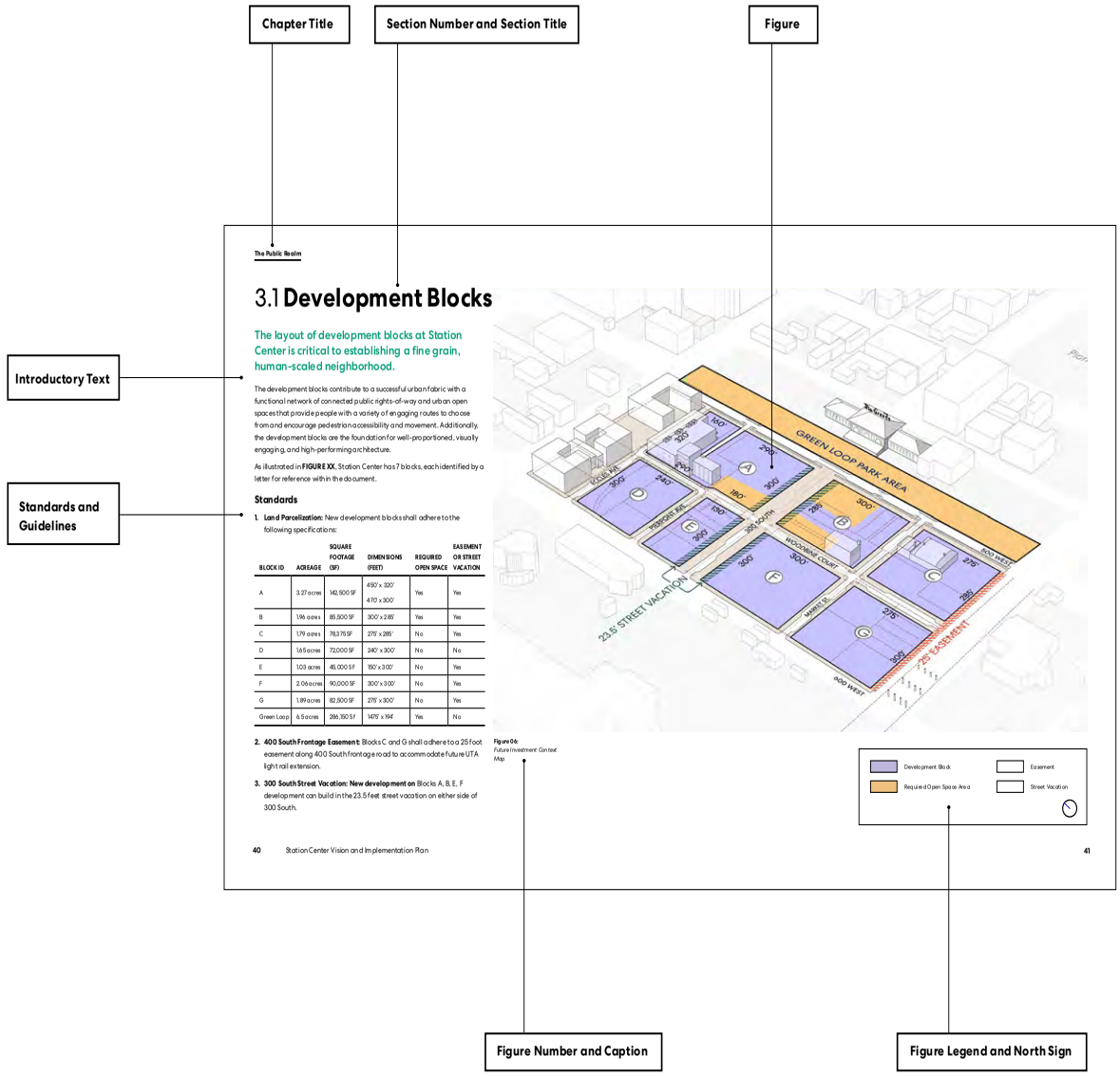


Figure 1.7:
Design Standards and Guidelines User Guide

2 The Site

2.1 Downtown Context 30

2.2 Transportation Context 32

2.3 Site History 36

2.4 Site Ownership 38

2.5 Site Today 40

2.6 Site Zoning 42

2.1 Downtown Context

The Rio Grande District is one of Downtown's key opportunity sites due to its central location.

Site Location

The Rio Grande District is located in the Depot District on the western edge of Downtown Salt Lake City. The Rio Grande District is bounded by 400 South to the south, 200 South to the north, 600 West and Salt Lake Central Station to the west, and 500 West and the Rio Grande Depot to the east.

The Rio Grande District is within a 10-minute-walk of major destinations such as the Delta Center, The Gateway, Pioneer Park, the West Quarter, and the Salt Palace Convention Center.

Recent Development:

Within Downtown, The Depot District, The Granary, and Central 9th neighborhoods have seen significant development and investment over the past few years, building thousands of new housing units and new jobs. On the 500 West segment of the Rio Grande District, two projects are either under construction or in the pipeline - The Rio, a seven-story, 210-unit apartment building with ground floor retail and The Nest @ Rio Grande, a 220-unit apartment building.

Central Station Plan (UTA)

In 2019, UTA and RDA led an area plan for 38 acres of land in and around Salt Lake Central and North Temple Transit Stations. The parcels are identified in yellow in **FIGURE 2.1.**

Rio Grande Depot Renovation

In 2020, an earthquake and its subsequent aftershocks damaged the 114-year-old Rio Grande Depot. The building is currently undergoing seismic upgrades and a major renovation with a target reopening in 2026.

Pioneer Park Vision Plan

Pioneer Park has undergone a comprehensive vision plan encompassing the northern end of the park to include a new playground, plaza, pavilion, ranger station, shade lawn, mist fountain, and habitat area. Phase 1 construction is anticipated in 2025.

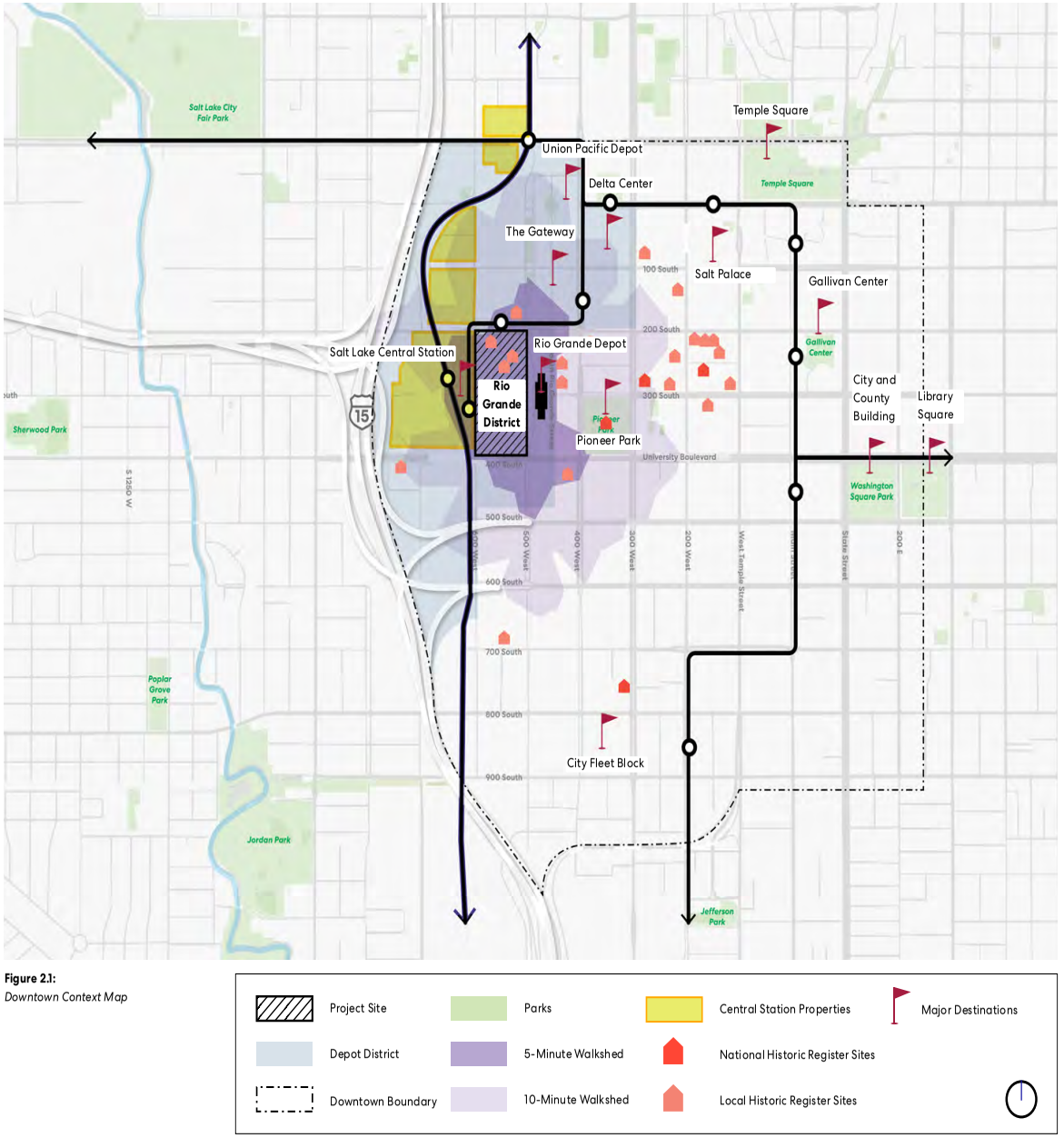


Figure 2.1:
Downtown Context Map

2.2 Transportation Context

The site is located at the convergence of extensive existing and future multi-modal transportation.

Transit Connectivity

The Rio Grande District is currently served by the TRAX Blue Line, Frontrunner (Ogden to Provo), Amtrak, Greyhound Bus at Salt Lake Central Station; TRAX Blue Line at the Old Greektown Station, and UTA local bus service on 400 South and 200 South.

The Green Loop

The Downtown Neighborhood Plan proposes a series of major long-range active transportation capital projects. The most prominent is a proposed linear park called the Green Loop. 500 West is currently the western alignment for the Loop, serving as a north-south connection through Downtown.

Future of Light Rail Study

The Future of Light Rail (FOLR) Study developed a concept design for the Granary District Ballpark Spur to Salt Lake Central via 400 South and 600 West. This allows through running operation, such as interlining of the proposed Orange Line with the existing Green Line or proposed Strategic Blue Line operation. Due to the 400 South viaduct approach crossing the Frontrunner and Union Pacific tracks, there are limited options at this location.

Connection to Westside

Salt Lake City is currently divided by Interstate 15 and Union Pacific Railroad (UPRR) mainline and intermodal terminal, a regional north-south corridor that has bi-furcated east-west connectivity, altered community cohesion, and embedded socio-economic inequities, and environmental injustice. *

Existing connections to the Westside neighborhoods adjacent to the Rio Grande District include:

- 400 South via Viaduct
- 200 South at grade
- The Folsom Trail via 600 West and North Temple

* *Critical Connections: Healing Salt Lake City's East-West Divide*

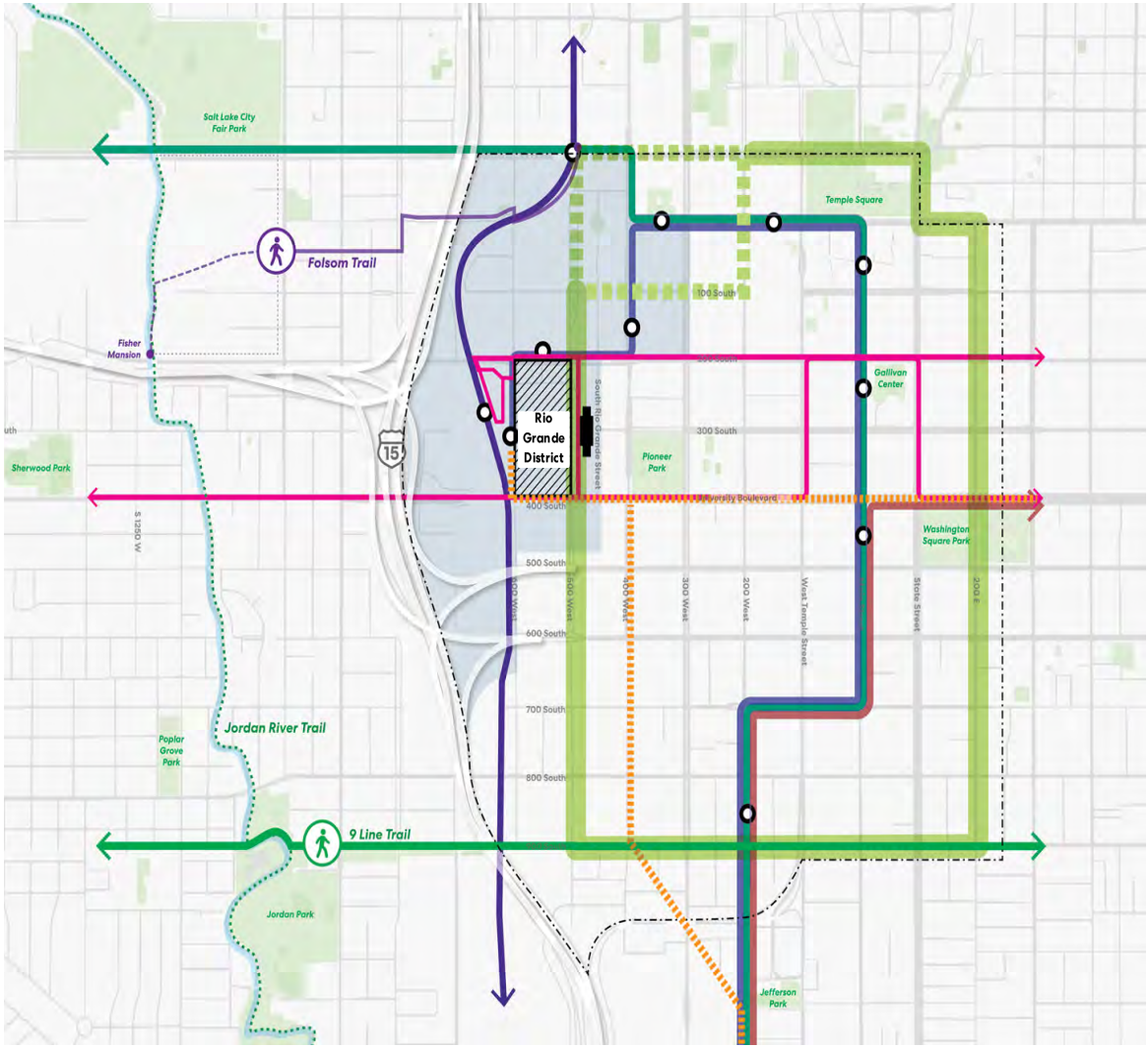


Figure 2.2
Transportation Context Map

2.2 Transportation Context

The Vision Plan takes into consideration transportation capital projects that are currently being implemented or planned in both Salt Lake City and UTA's Capital Plans.

PROJECT ID	CORRIDOR	SEGMENT	PROJECT NAME	DESCRIPTIONS
1	200 South	400 West to 900 East	Complete Street / Transit Corridor Reconstruction	Transit improvements, Buffered Bicycle Lanes, Pedestrian Improvements, Curbside Parking and Loading Zones
2	400 South	Post Street (900 West) to 400 West	Viaduct Trail	Two-way multi-use trail for pedestrian and bicyclist on south side of 400 South. New barricades between motor vehicles and trail
3	300 South	600 West to 300 West	Salt Lake Central Station Bikeway Connection	Provide bikeway connection between Salt Lake Central station and existing 300 South bicycle facilities.
4	300 South	300 West to 1000 East	n/a	Pavement maintenance and bike lane upgrades
5	400 South	300 West to Main Street	400 South Bicycle Lanes	Bicycle Lanes are currently in design by Salt Lake City
6	600 West	North Temple to 300 South	Buffered Bike Lanes	Buffered or Protected Bike Lanes
7	Multiple	Multiple	Green Loop	Convert existing street space to include more green space and active transportation options
8	n/a	n/a	UTA TechLink TRAX Line	Improve east-west Downtown and regional transit connectivity. Realign the TRAX Red Line New TRAX Orange line along 400 South
9	n/a	n/a	Increased Frontrunner Frequency	Increase train frequency: Peak from 30 minutes to 15 minutes; Off-peak from 60 minutes to 30 minutes.

Table 1:
Relevant Transportation Capital Projects

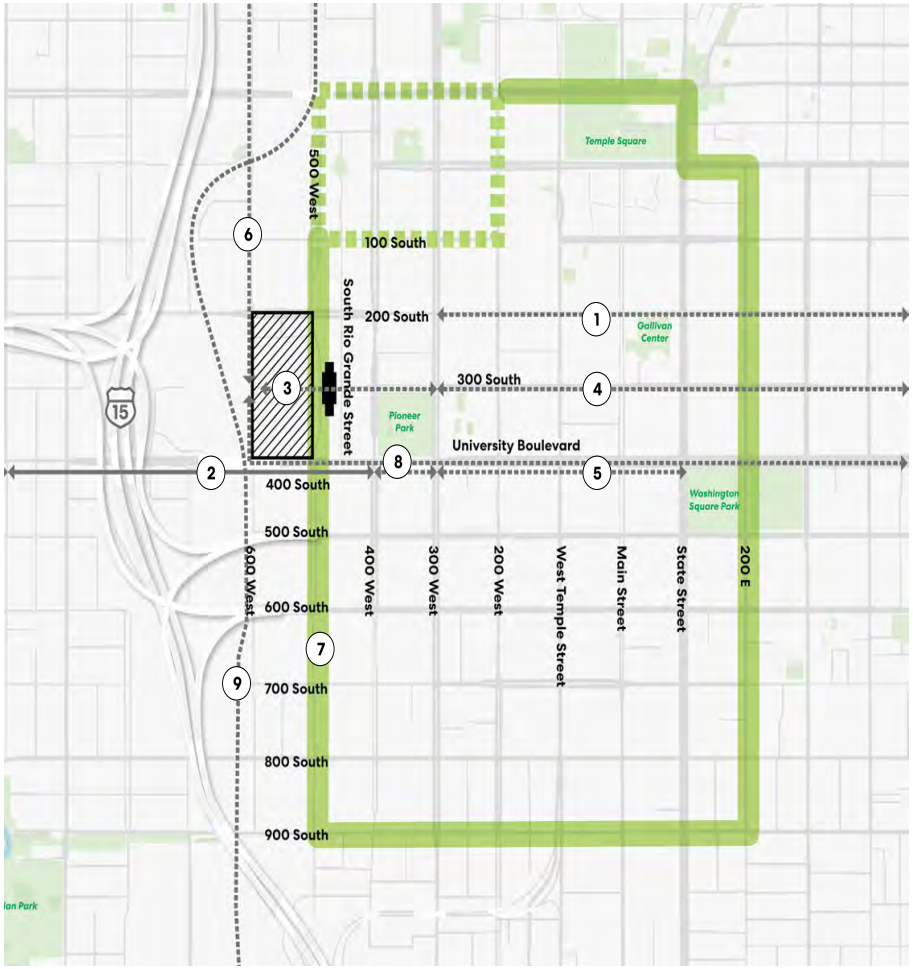


Figure 2.3
Relevant Transportation Capital Projects

2.3 **Site History**

The Vision and Implementation Plan acknowledges and celebrates the site's rich history.

The area around the Rio Grande District was originally settled by the Fremont Tribe of Native Americans who benefited from the fertile soils in the area.

Mormon Pioneers arrived in the Great Salt Lake Basin in 1847 and drew up a plat of the City a couple months later, which brought the Rio Grande District blocks into existence. There were eight original owners on each block, equally divided into 1.25-acre segments. In 1870, the railroad was built on the west side of Salt Lake City, bringing with it a regional commerce connection while also creating a demarcation line between east and west in the City that still exists today.

By 1900, the area had been densely settled by a large number of Greek families and other immigrant workers who were mainly laborers for the railroad. Greek-owned businesses began to spring up along 200 South at that time and the area became known as Greek Town.

In 1911, the Rio Grande Depot opened its doors and became the city's central rail station for transporting people, industrial goods, minerals, and agricultural products. This new building replaced two smaller Rio Grande depots that existed where the Salt Lake Central Station now stands. The new Depot connected Salt Lake City to Denver and to the west coast. This building also had the effect of further dividing the City's more affluent residents on the East from the immigrant communities to the west.

The direct connection to the railroad in the district spurred a transition from residential land uses towards manufacturing and industrial uses, which resulted in a jumbled mix of residential and industrial uses intermixed with rail spurs and roads.

Businesses located on the two blocks of the Rio Grande District included Utah Ice & Storage, The Jensen Creamery Companies, J.I.Case Implement, Z.C.M.I. General Warehouse, Western Macaroni Manufacturing Company, Salt Lake Mattress and Manufacturing Company and the Z.C.M.I. Stables. By 1949, the rail boom had hit its peak and Interstate 15 was built just to the west in the 1960's. By 1977, passenger rail ceased operations at this location. This marked a steady decline in the area until the Gateway and Central Station were built in the early 2000's and signaled a new future for this part of the city.*

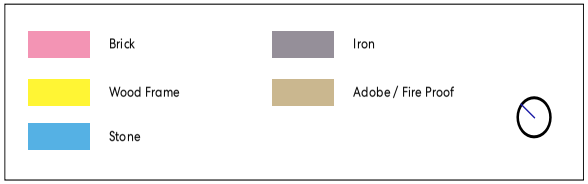
* *Summary of Site History from Station Center Design Standards and Guidelines (2015)*



Figure 2.4
Historic Photographs of Rio Grande Depot and Salt Lake Mattress Building. Credit: *Utah State Historical Society*



Figure 2.5
Historic Site Map from 1911. Credit: *History of The Hub, Salt Lake City*



2.4 Site Ownership

Today, the Rio Grande District consists of a consortium of property owners and businesses.

PROPERTY OWNERS	ACREAGE	PARCELS	BUILDINGS ON PROPERTY
Redevelopment Agency of Salt Lake City	10.8 acres	29	SDI Warehouse SDI Printex Salt Lake Mattress Building Blue Warehouse
Nicholas & Co.	3.3 acres	1	Nicolas & Co. Building
Artspace	1.6 acres	3	Artspace City Center Artspace Macaroni Flats Artspace Bridge
University of Utah Foundation	1.9 acres	7	None

Property ownership is subject to change.

Table 2:
Site Ownership Matrix

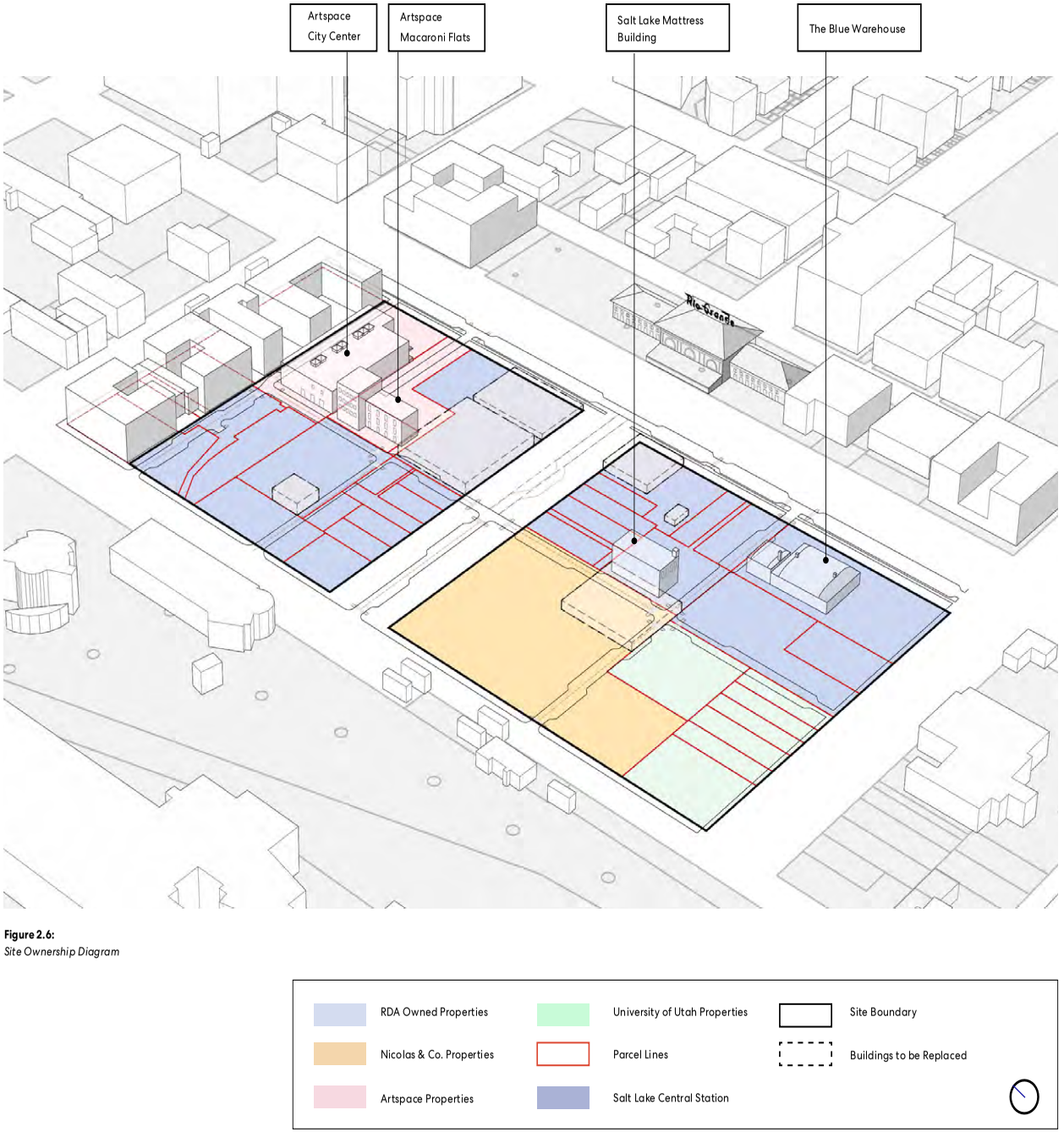


Figure 2.6:
Site Ownership Diagram

2.5 **Site Today**

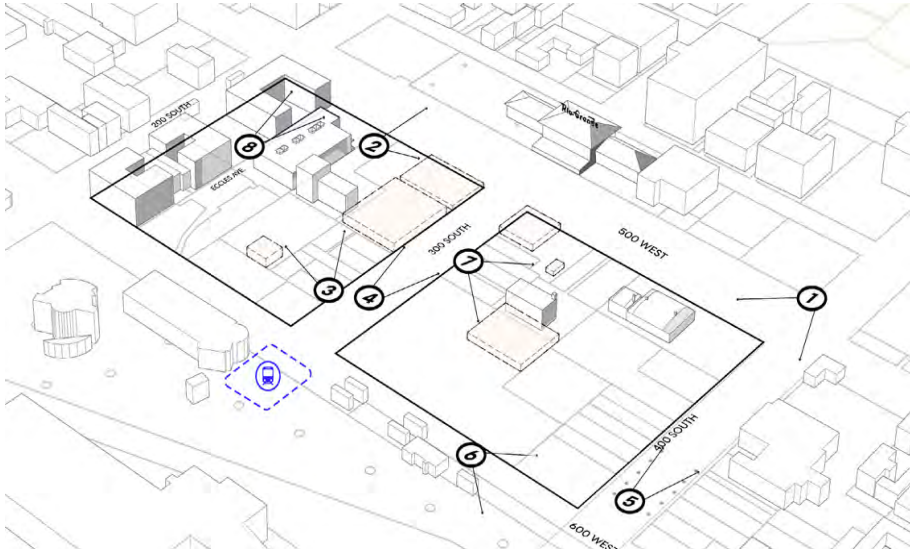


Figure 2.7:
Key Map for Site Existing Condition Photographs



1 *View of 500 West and 400 South looking west toward the Blue Warehouse.*



2 *View from Artspace parking lot looking south-east toward 500 West and the Rio Grande Depot*



3 *View of Artspace City Center and Macaroni Flats looking north-east from 300 South.*



4 *View of the Rio Grande Depot looking east from 300 South.*



5 *View of 400 South underpass parking area looking east from 600 West.*



6 *View of WRR Industries building to the east, TRAX on 600 West to the west, and the 400 South viaduct in the background.*



7 *View of the existing Salt Lake Mattress Building looking south from 300 South. .*



8 *View of Eccles Avenue and the Artspace Bridge and City Center buildings looking east toward 500 West.*

2.6 Site Zoning

The two primary blocks are zoned Gateway Mixed-Use. The site is home to three buildings on the historic register.

The Rio Grande District area is zoned G-MU Gateway Mixed-Use District. The intended purpose of the G-MU District is as follows:

"to...encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere...the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation."

The land use intent in the Design Standards and Guidelines is to balance the site with both residential and commercial uses.

The areas closest to the Salt Lake Central Station and its extensive transit infrastructure are envisioned to become an office employment center due to the ease of commute via transit from all areas of the city and from large portions of the Wasatch Front.

The Zoning Ordinance intends for the 500 West corridor to be primarily residential in nature, and requires structures fronting 500 West to contain residential units that occupy at least 50% of the structure's gross square footage.

All ground-level floors of buildings facing onto the Festival Street at 300 South Street are required to be occupied with retail uses, including restaurants and bars, in order to encourage activity and liveliness along this important corridor.

The uses, densities, and design components envisioned in the Rio Grande District Design Standards and Guidelines are intended to conform with objectives outlined in the Salt Lake City Downtown Master Plan (2016), and all proposals must comply with the Salt Lake City Zoning Ordinance. *

* *Summary of Site History from Station Center Design Standards and Guidelines (2015)*

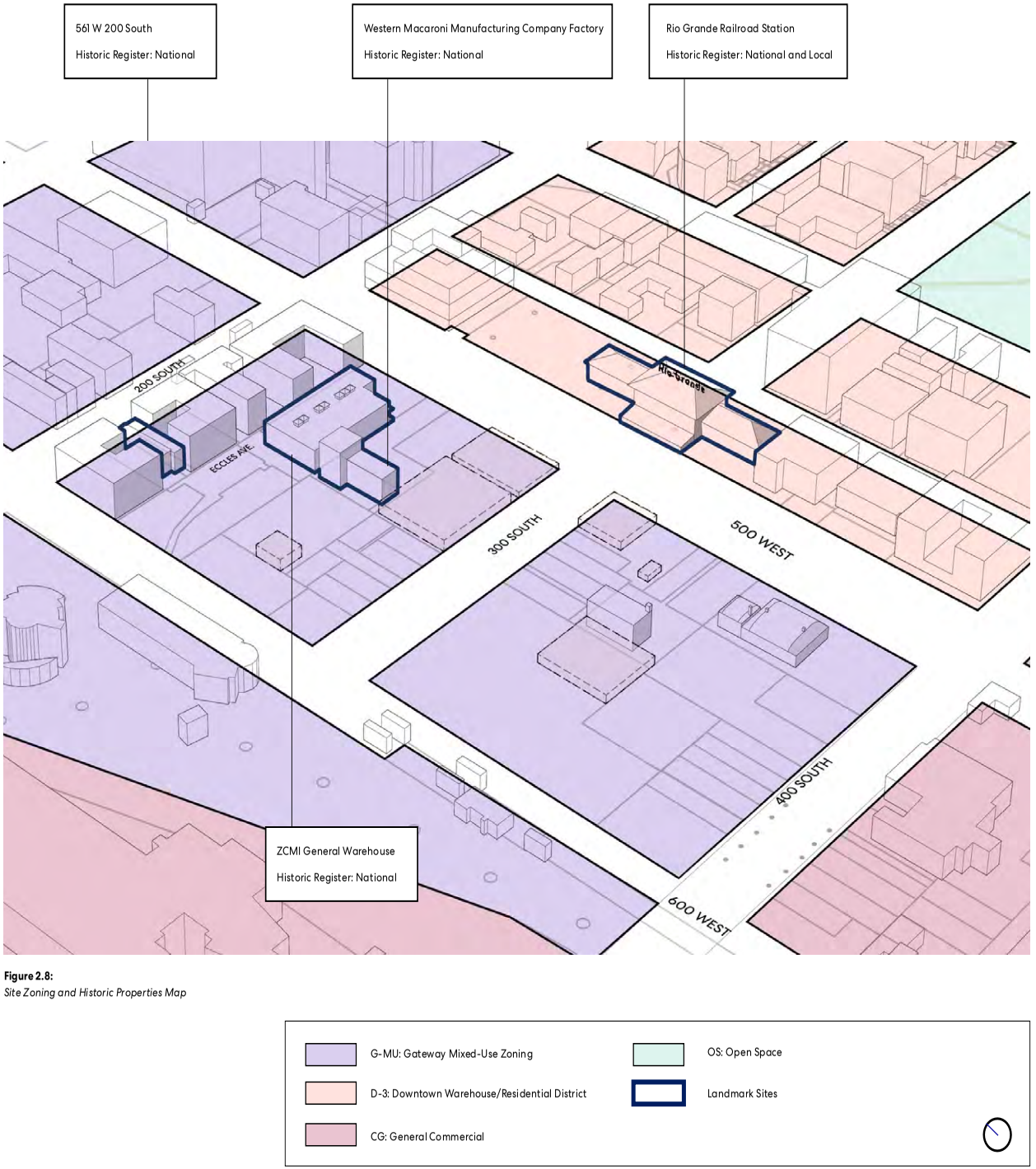


Figure 2.8:
Site Zoning and Historic Properties Map

3

The Public Realm

3.1 Development Blocks 46

3.2 Open Spaces 48

3.3 Planting, Ecology, Habitat 68

3.4 Stormwater Management 69

3.5 Paving 70

3.6 Site Furnishing 71

3.1 Development Blocks

The layout of development blocks at the Rio Grande District is critical to establishing a fine grain, human-scaled neighborhood.

The development blocks contribute to a successful urban fabric with a functional network of connected public rights-of-way and urban open spaces that provide people with a variety of engaging routes to choose from and encourage pedestrian accessibility and movement. Development blocks are the foundation for well-proportioned, visually engaging, and high-performing architecture.

As illustrated in **FIGURE 3.1,** the Rio Grande District has 7 blocks, each identified by a letter for reference within the document.

Standards

1. **Land Parcelization:** New development blocks shall adhere to the following specifications:

BLOCK ID	ACREAGE	SQUARE FOOTAGE (SF)	DIMENSIONS (FEET)	REQUIRED OPEN SPACE	EASEMENT OR STREET VACATION
A	3.27 acres	142,500 SF	450' x 320' 470' x 300'	Yes	Yes
B	1.96 acres	85,500 SF	300' x 285'	Yes	Yes
C	1.79 acres	78,375 SF	275' x 285'	No	Yes
D	1.65 acres	72,000 SF	240' x 300'	No	No
E	1.03 acres	45,000 SF	130' x 300'	No	Yes
F	2.06 acres	90,000 SF	300' x 300'	No	Yes
G	1.89 acres	82,500 SF	275' x 300'	No	Yes
Green Loop	6.5 acres	286,150 Sf	1475' x 194'	Yes	No

Table 3: *Development Block Matrix*

2. **400 South Frontage Easement:** Blocks C and G shall adhere to a 25 foot easement along 400 South frontage road to accommodate future UTA light rail extension.
3. **300 South Street Vacation:** New development on Blocks A, B, E, F development can build in the 23.5 feet street vacation on either side of 300 South.

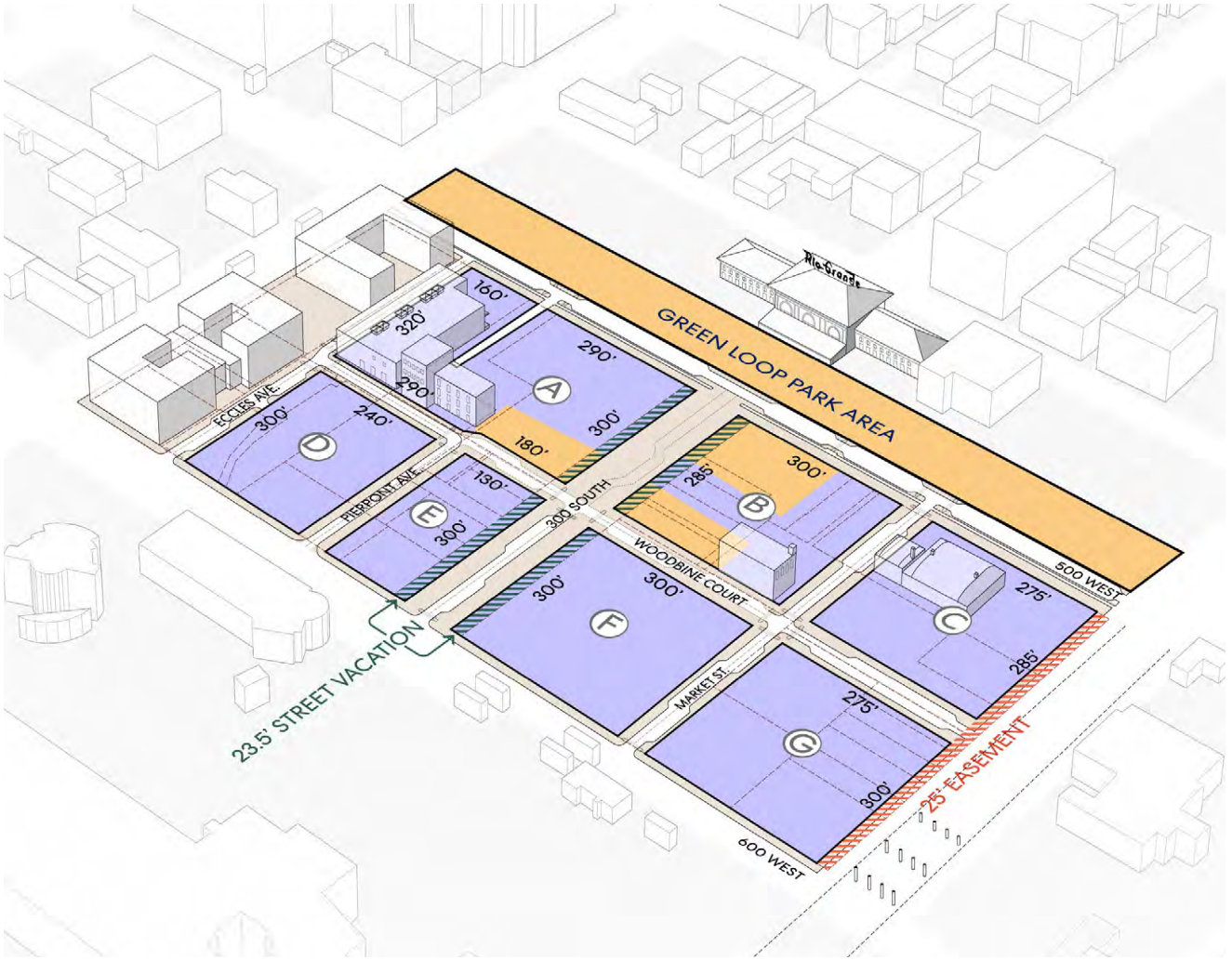


Figure 3.1:
Development Blocks Diagram

3.2 Open Spaces

The integration of various types of public open spaces is critical for successful placemaking and urban development at the Rio Grande District. The public realm sets out a vision for a thriving and healthy community open and engaging for all.

The following principles are intended to guide all future public agencies, developers, and designers in the creation of Rio Grande District public spaces:

Scale and Rhythm: Fully respect the scale and rhythm of historic buildings and the neighborhood while providing a diversity of open space types.

Indoor-Outdoor Interface: Promote active edges between open spaces and buildings for a vibrant community.

Biophilia: Consider biophilic design approaches for all the open space areas from programs to material selection.

Integrated Infrastructure: Showcase innovative stormwater treatment and other sustainability elements in the public realm for educational purposes.

Adaptability and Resiliency: Create resilient landscapes to support a thriving and healthy long-term development.

The following spreads provide design standards and guidelines for four major public spaces:

3.2.1: The Green Loop

3.2.2: The Festival Street

3.2.3: The Arts Campus

3.2.4: The Underpass Park

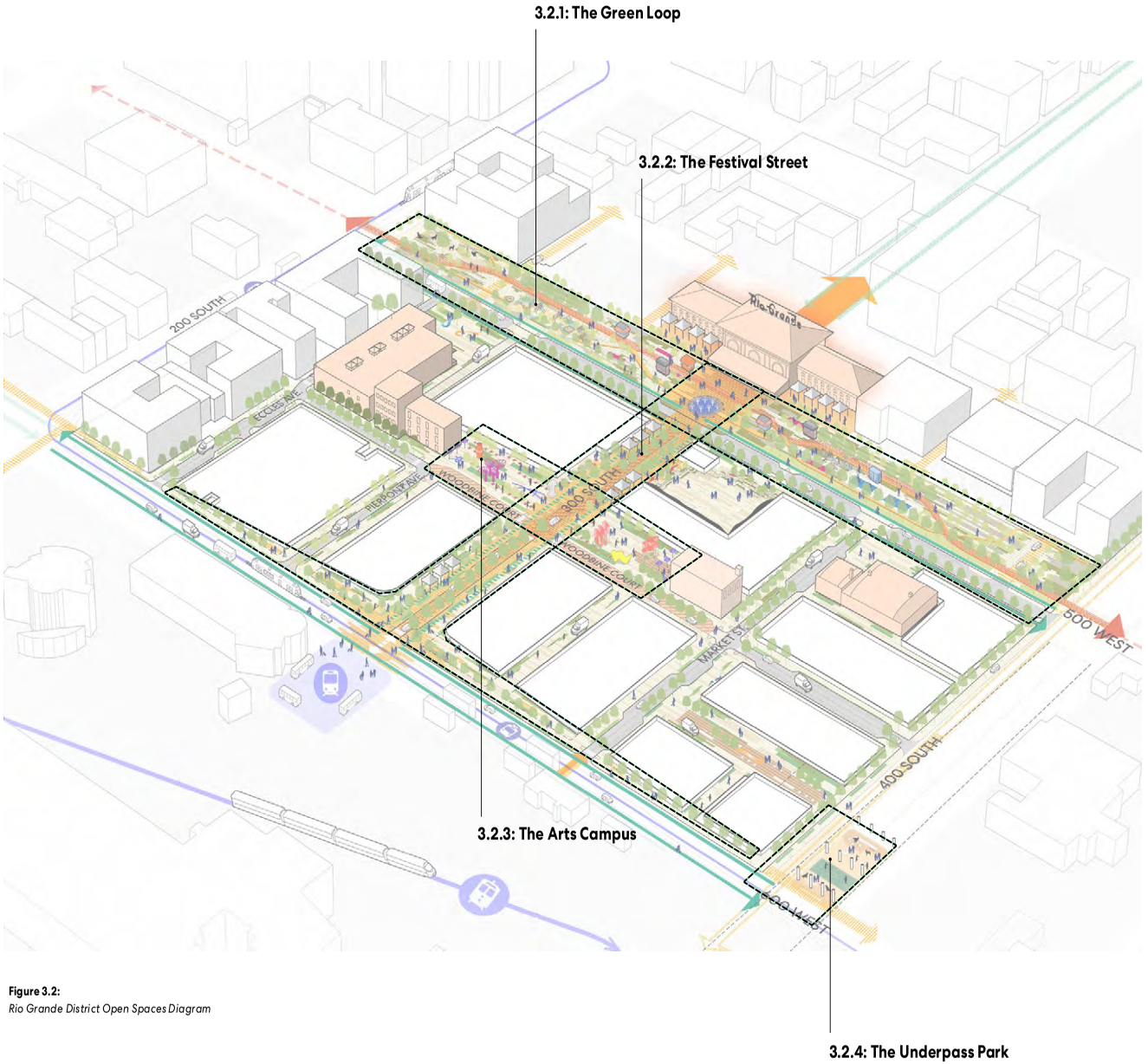


Figure 3.2:
Rio Grande District Open Spaces Diagram

3.2.1 The Green Loop

500 West is the preferred alignment for the Green Loop, a proposed 5.5 mile urban trail and linear park that connects the Rio Grande District to Downtown SLC.

The Rio Grande District segment of the Green Loop is envisioned to be a lush urban forest providing biophilic respite within a dense urban setting. It will foster community wellbeing by promoting alternate modes of mobility to navigate through Downtown and provide options for active outdoor activities. It will create vibrancy with pockets of recreational and passive congregate spaces designed to cultivate a sense of community, support local businesses, and celebrate the arrival to the Rio Grande District.

Standards

1. **Dimensions and Siting:** The park space is 1450 feet long and 101 feet wide and aligned to the eastern edge of 500 West right-of-way.
2. **City Coordination and Approval:** The street, park and utility design for the green loop shall be in coordination and reviewed by City departments.
3. **Pedestrian Promenade:** A shared path at least 20 feet wide shall be incorporated into the park design.
4. **Vehicular Access:** Vehicular access shall be provided to existing developments on the east side of the park. Vehicular access for new development on the eastern edge of 500 West is prohibited.
5. **Intersections and Gateways:** The intersections of 200 South and 400 South at 500 West are designated as gateways to the Rio Grande District via the Green Loop. Design of intersections shall consolidate various transportation modes for safe and efficient crossing.
6. **Rio Grande Depot:** A civic plaza, measuring 150 feet by 101 feet, shall be positioned in front of the Rio Grande Depot, ensuring clear visibility and access to the depot structure. It will serve as a gateway to cross over 500 West Street into the Rio Grande District on 300 South, also known as Festival Street. The ground floor of the central bay of the depot structure shall be made public for greater east west porosity on 300 South.
7. **Active Edges:** All ground floor uses along 500 West shall adhere to the Parkfront Zone Ground Floor Use. Refer to **Section 5.3.**
8. **Secondary Open Spaces:** The site design, materiality, and plant selection of secondary open spaces along 500 West, such as the spectator plaza on Block 2, the spaces in front of the Blue Warehouse building, and Artspace City Center on Blocks 1 and 3, respectively, shall be designed as extension of the Green Loop.

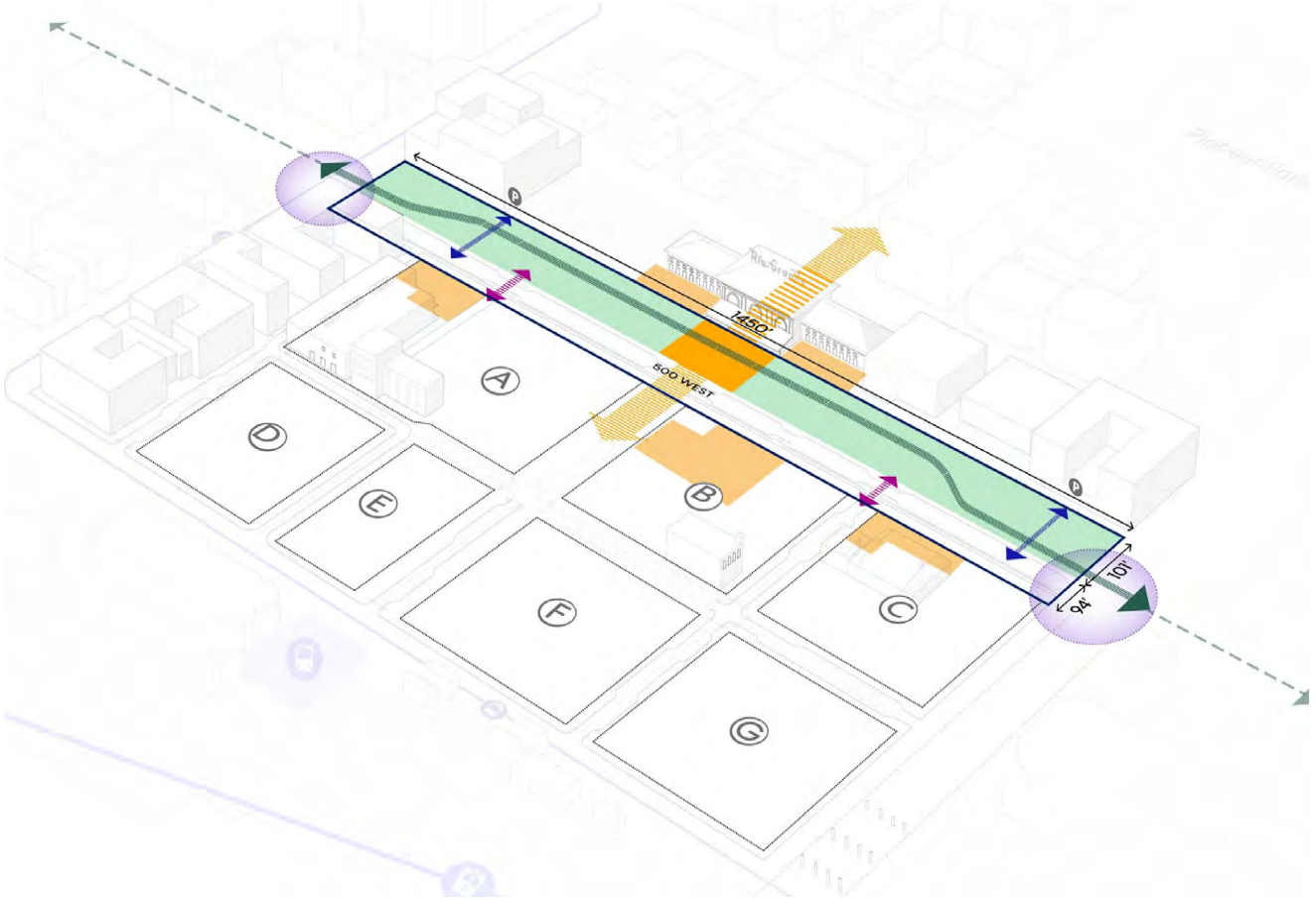


Figure 3.3:
Green Loop Standards Diagram

3.2.1 The Green Loop

The Green Loop programming ensures that Rio Grande District residents, workers, and visitors enjoy the benefits of sustainable urban life by having convenient access to a wide array of outdoor spaces and activities.

Guidelines

1. **Retail Cluster:** The park should feature outdoor retail kiosks and additional spaces for shopping and dining, strategically clustered around the Rio Grande Depot.
2. **Outdoor Recreation Facilities:** To complement the urban trail, the park should include other active uses such as an outdoor gym and sports courts, playground, and dog run. All uses should be located with consideration to adjacent land uses.
3. **Programming:** The Green Loop may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Fitness Class	Daily
Sports Demonstrations	
Street Performers and Musicians	
Recharge Stations	
Community Gardening Classes	
Community Volleyball	
Youth Sports Club	Weekly
Parenting Lunch and Play	
Movie Night	
Live Music	
Mobile Health Clinic	
Youth, Elite, Collegiate, Para-competitions	Monthly
Symphony Night at Rio Grande Depot	
State, National, International Competitions	Annual
Film Festival	
Winter Clothing Drive	

Table 4: *Green Loop Programming Table*

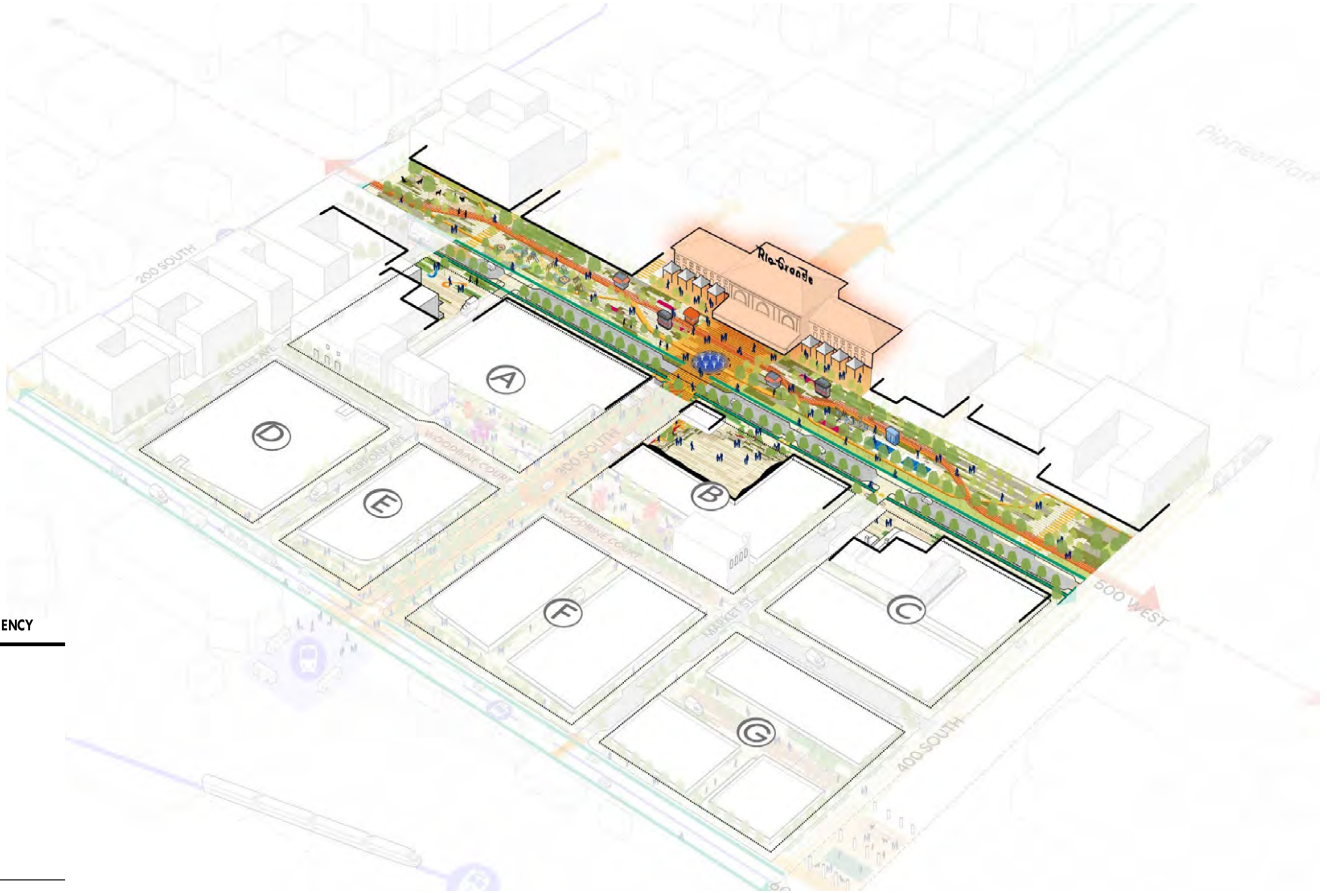


Figure 3.4:
Green Loop Guidelines Diagram



Figure 3.5:
Photograph of the historic Ferry Building in San Francisco, which has spill out space for outdoor dining and a Saturday farmers' market.



Figure 3.6:
Photograph of a community playground in Philadelphia which provides outdoor space for families living in the neighborhood.



Figure 3.7:
Illustrative rendering of the future Green Loop on 500 West.

3.2.2 The Festival Street

The 300 South Festival Street is a curbless central urban square flanked by shops and restaurants spilling out at the edges. Year-round, the street prioritizes people with generous tree lined pathways and clear views to the historic depot.

Standards

1. **Dimensions and Siting:** The Festival Street is 660 feet long and 84 feet wide segment of 300 South right-of-way between 500 West and 600 West.
2. **City Coordination and Approval:** The street and utility design for the festival street shall be in coordination and reviewed by City departments.
3. **Pedestrian Promenade:** A 23.5-foot street vacation is approved along both edges of the 300 South right-of-way. Building construction is permitted in these spaces, on the condition that ground floor uses shall be active and contribute to street-level vibrancy. Uses that deter pedestrian engagement and street activity are prohibited.
4. **Vehicular Access:** The eastern half of 300 South, extending from Woodbine Court to 500 West, shall feature a curbless design with restricted vehicular access. To enforce this restriction, traffic control measures, including retractable bollards, shall be placed at each end of this section.
5. **Intersections:** Pedestrian safety at the intersections of Festival Street with 600 West and 500 West shall implement well-marked crosswalks, pedestrian-friendly signals, and raised intersections for traffic calming.
6. **Preserve View of the Rio Grande Depot:** Direct visual access to the Rio Grande Depot building shall be preserved from the Salt Lake Central Station.
7. **Active Edges:** Retail frontage that directly interfaces with the public is required on both sides. It may include the storefront, windows, entrance, and any displays or signage. The frontage shall be designed to be inviting, visually appealing, and strategically organized to showcase products or services. The design shall contribute to the overall character and vitality of Festival Street.
8. **Gateway on 600 West:** To establish a distinctive gateway at 300 South and 600 West intersection, the ground floors of buildings along 600 West shall be recessed as illustrated in **FIGURE 3.8**. In the defined recess zone, the upper floorplates of the building podium can extend to the property line. See **FIGURE 4.12, 4.13** for additional information.



Figure 3.8:
Festival Street Standards Diagram

3.2.2 The Festival Street

The Festival Street is a major shopping street for the Depot District framed by Salt Lake Central Station to the west and the historic Rio Grande Depot to the east.

Guidelines

1. **Outdoor Spillout Spaces:** The Festival Street should be designed to include outdoor dining areas, spaces for outdoor farmers market stalls, and outdoor work environments.
2. **Public Art:** To convey an innovative and iconic downtown main street, the design of the festival street should include signature urban furnishing, lighting, and public art.
3. **Programming:** The Festival Street may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Sidewalk Retail and Dining	Daily
Public Art Displays	
Farmers Market	Weekly
Downtown Arts & Craft Market	
Food Truck Fridays	
Urban Flea Market	Monthly
Holiday Market	Annual
Illuminate Salt Lake	
Slug Magazine Brewstillery	
Skiswap	
Craft Lake City SLC	

Table 5: *Festival Street Programming Table*

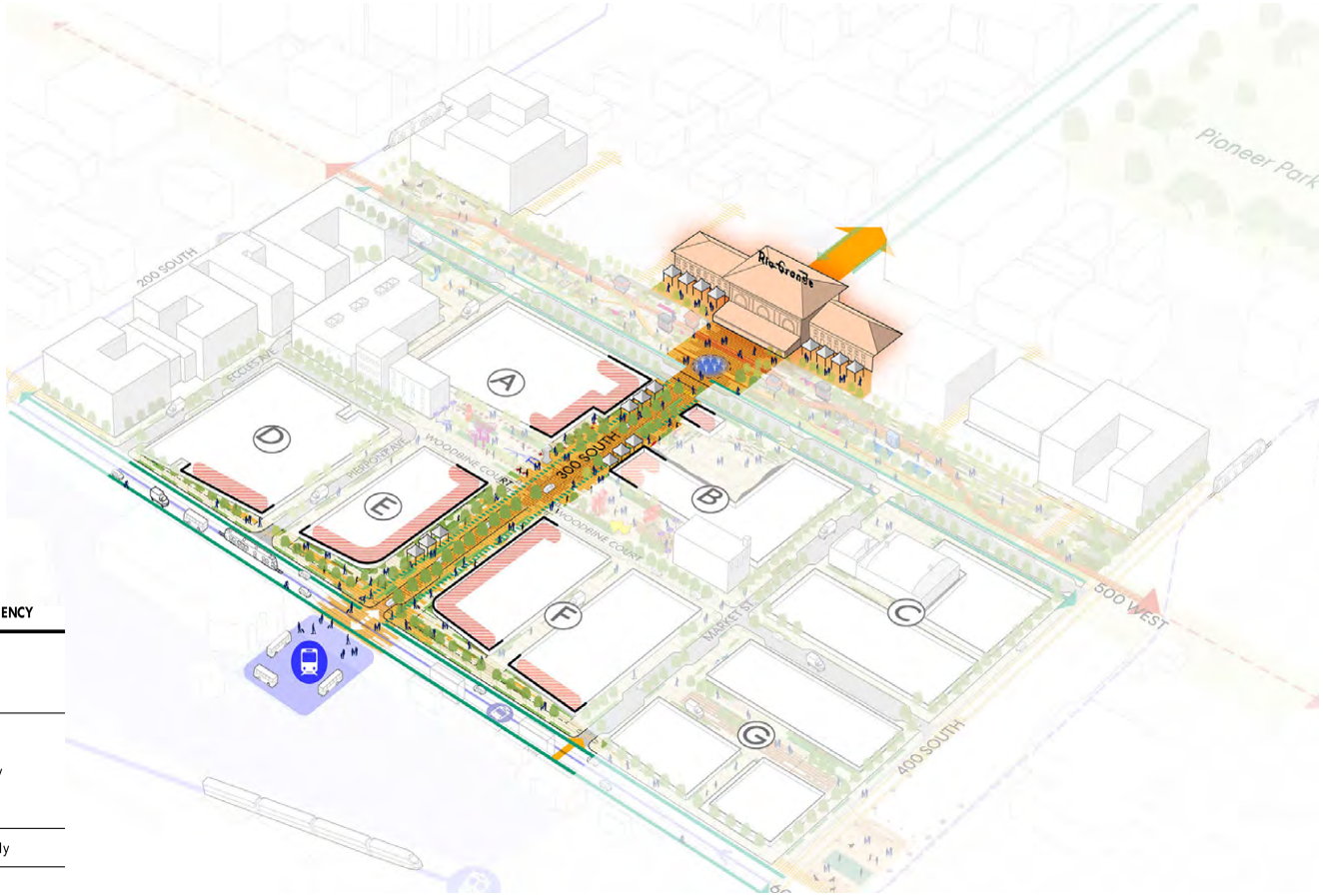


Figure 3.9:
Festival Street Guidelines Diagram



Figure 3.10:
Photograph of the neighborhood street converted into a farmers market in London, England.



Figure 3.11:
Photograph of the Pitt Street Pedestrian Mall, a curbless street with unique paving and retail spill out spaces in Sydney Australia.

3.2.3 The Arts Campus

Bounded by the Artspace Macaroni Flats and the Salt Lake Mattress Building, the Arts Campus is a temporal public canvas where SLC artists, makers, students and non-profit organizations come together.

Standards

1. **Dimensions and Siting:** Situated on the east side of Woodbine Court, The Arts Campus plaza encompasses a 180-foot segment on the Southwest part of Block A and a 300-foot segment on the Northwest part of Block B. For precise dimensions and placement details, refer to **FIGURE 3.12** illustrating the campus layout.
2. **City Coordination and Approval:** The plaza, street and utility design for the Arts Campus and Woodbine Court shall be in coordination and reviewed by City departments.
3. **Curbless Street:** Woodbine Court Street segment between Pierpont Avenue and Market Street shall be curbless prioritizing pedestrians but maintain slow vehicular access. The design shall provide designated loading zones and services spaces to cater to commercial and maker's needs while fostering a pedestrian-friendly environment.
4. **Intersections and Gateways:** The intersection of 300 South and Woodbine Court shall be designed to clearly delineate vehicle, freight, and pedestrian movement.
5. **View to Salt Lake Mattress and Artspace:** Design of plaza shall maintain visual connectivity between Festival Street, Salt Lake Mattress Building (South), and Macaroni Flats (North). Plaza design shall utilize public art, materiality, and vegetation to reinforce the connection between Salt Lake Mattress and Artspace.
6. **Ground Floor Uses and Active Edges:** All ground floors shall be curated by the RDA to foster the optimal Arts Campus environment.



Figure 3.12
The Arts Campus Standards Diagram

3.2.3 The Arts Campus

The flexible open grounds create a canvas for surreal sculptures, dynamic art installations, open-air studios, and interactive exhibits. It is also a comfortable hang-out spot for locals with shaded outdoor seating, affordable food options and an eclectic crowd. This artistic hub invites students and visitors to collaborate, and immerse themselves in a vibrant cultural tapestry.

Guidelines

1. **Public Art:** Public art installations and events should be curated by organizations like the Salt Lake City Arts Council.

2. **Programming:** The Arts Campus may include but are not limited to the following events and activities:

EVENTS	FREQUENCY
Kids Arts Day camp	Daily
Adult Art Classes and Workshops	
Kids Storytime	Weekly
Trivia Night and Happy Hour	
Private Events and Receptions	
Studio Tours	Monthly
Young Innovators Night	
Writers Workshop	
Open Zen Meditation	
Rotating Sculpture Installation	
International Arts Festival	Annual
Ice Sculpture Festival	
Craft Lake City DIY Fest	

Table 6: *The Arts Campus Programming Table*

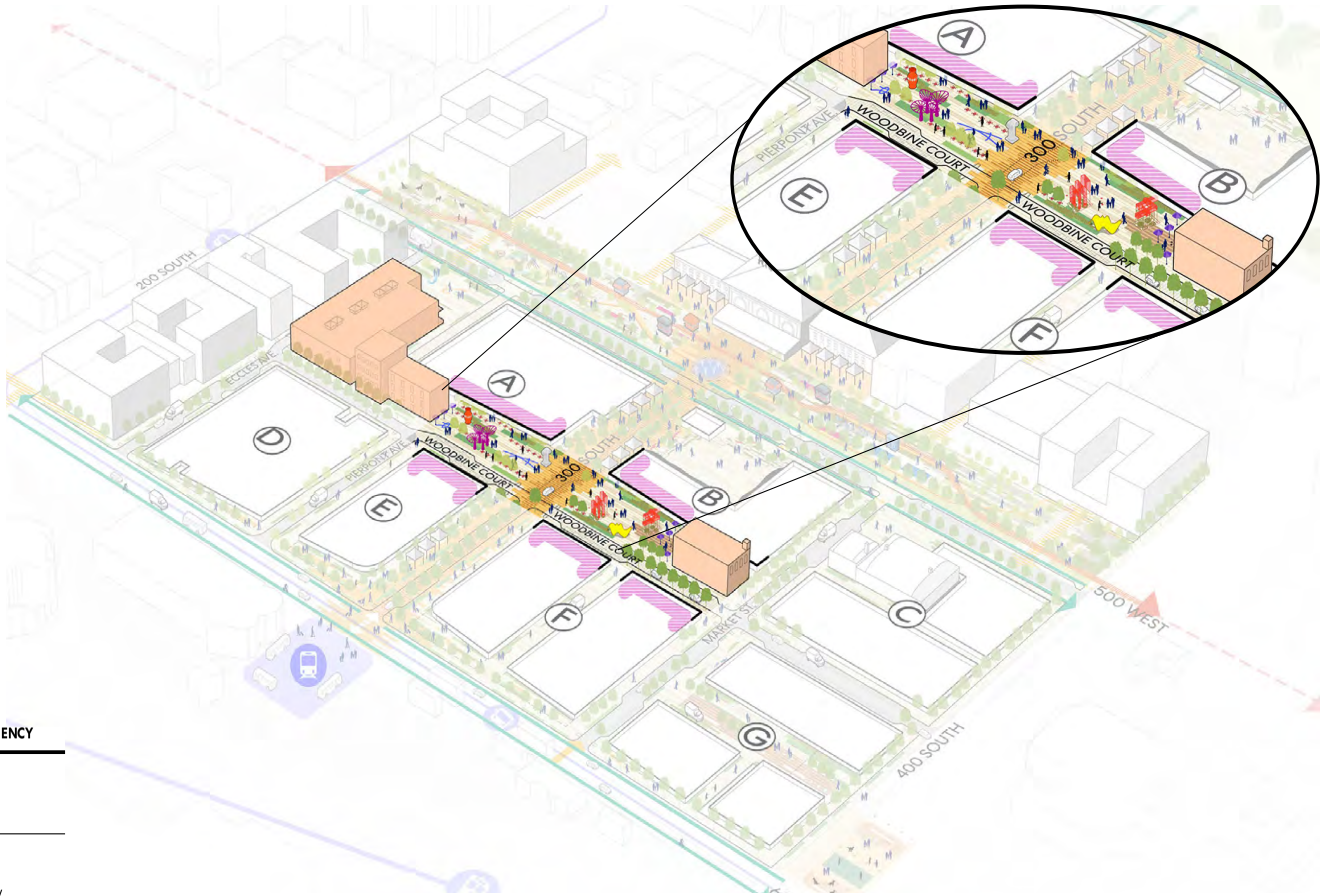


Figure 3.13
The Arts Campus Guidelines Diagram



Figure 3.14:
Photograph of temporal public art installations in Aarhus, Denmark that serve as cultural destinations.



Figure 3.15:
Photograph of urban plaza space that can accommodate larger community festivals.



Figure 3.16:
Illustrative rendering of the future Arts Campus plaza.

3.2.4 The Underpass Park

The Underpass Park infuses new life in abandoned infrastructure, providing an active recreation focused community park. The park is a programmatic bridge between the Rio Grande District and the industrial areas south of 400 South.

Standards

1. **City Coordination:** All programs and activities shall comply with the City Transportation Department standards for access to roadway infrastructure.

Guidelines

1. **Design Elements:** Elements may include dog park, rock climbing area, skate park, sports courts, art installations with lights and murals.
2. **Programming:** The Underpass Park may include but are not limited to the following events:

EVENTS	FREQUENCY
After school Urban Sports	Daily
Strength Training / Exercise Classes	
Basketball Tournaments	Weekly
Skateboarding Clinic	
Skateboarding or BMX Events	Monthly
Rotating Mural Event	
Parkour Workshops	
Street Art Festival	Annual

Table 7: *The Underpass Park Programming Table*

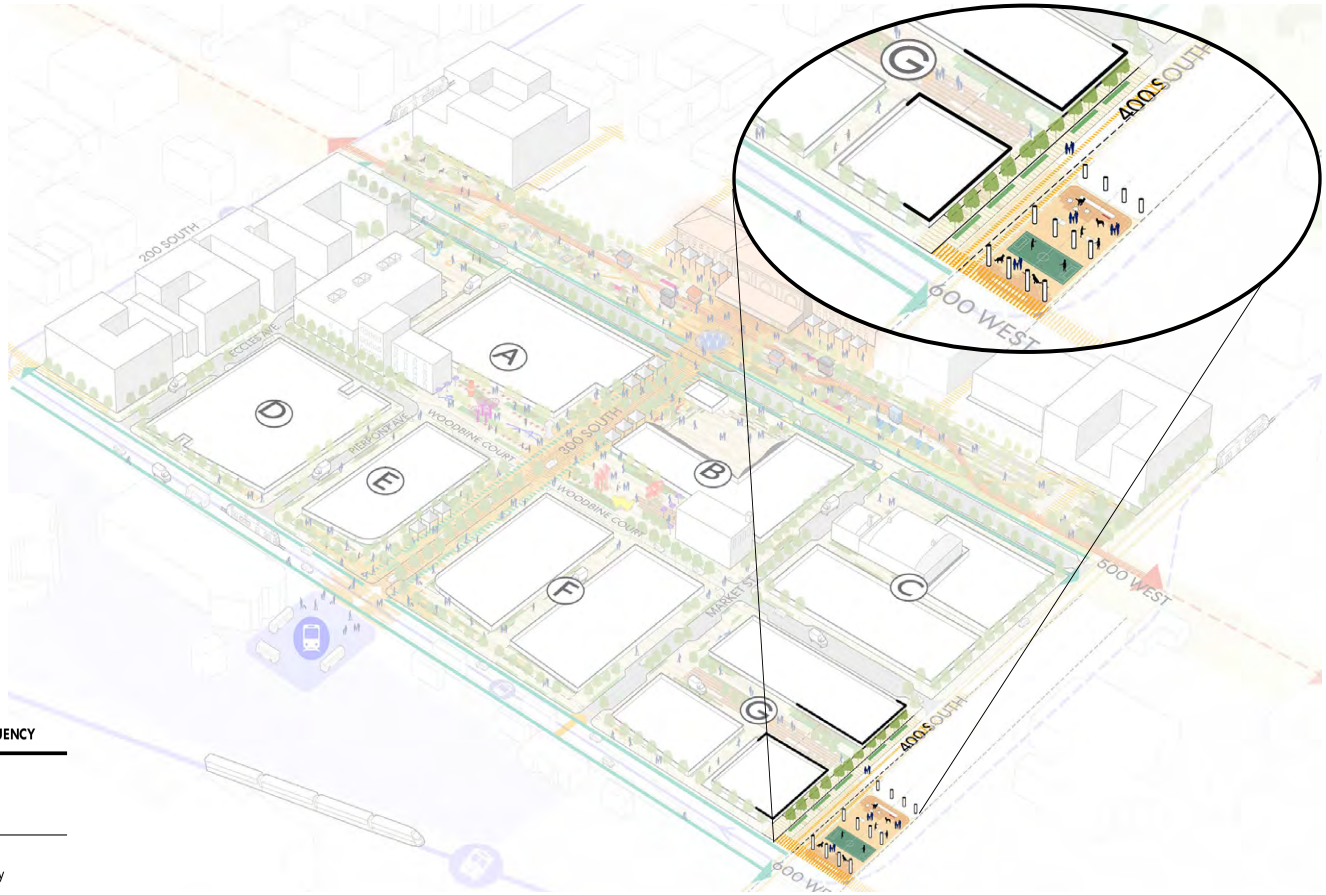


Figure 3.17
The Underpass Park Guidelines Diagram



Figure 3.18:
Photograph of a revitalized underpass park in Toronto with public murals and basketball courts.



Figure 3.19:
Photograph of an urban skatepark in Venice Beach which is very conducive and can activates these types of underutilized spaces.

3.3 **Planting, Ecology, and Habitat**

Planting elements are integrated in part to support the biophilic design approach of the public realm, to help protect and feed local habitat, to frame public open spaces, and enhance pedestrian comfort.

Standards

1. **City Coordination:** Selection of urban forestry and plant palettes for public open spaces shall be coordinated with appropriate SLC departments and other regulatory agencies.

Guidelines

1. **Native Planting:** Native plant species that are well-adapted to an urban site and non-potable irrigation are strongly recommended for the planting palette. Avoid any invasive species. Low water-use plants are strongly preferred.
2. **Habitat Support:** Plant species throughout the site should provide habitat for biodiverse local wildlife, including food and nesting/shelter sources.
3. **Urban Agriculture:** Edible gardens, community gardens and other edible plants should be located in zones of imported clean soil and/or implemented with raised beds isolated from soil.
4. **Canopy Trees**: Canopy trees and shade structures should be strategically located to ensure shaded plaza areas and streets for comfortable pedestrian movement in the hot summer.



Figure 3.20:
Tree canopy provides welcome shade in the summer months and critical habitat area for local fauna.

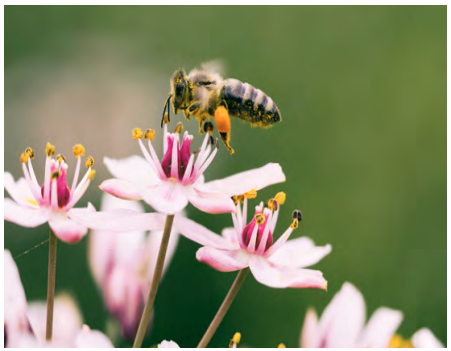


Figure 3.21:
Landscape that provides habitat for insects and other fauna helps sustain a more robust ecosystem.

3.4 **Stormwater Management**

Stormwater management and water conservation is a critical part of supporting landscape resiliency to climate change.

Standards

1. **City Coordination:** Design of stormwater facilities for Rio Grande District public open spaces and streets shall be coordinated with SLC Public Lands, Public Utilities, and all other appropriate regulatory agencies.

Guidelines

1. **Preferred Treatment Methods:** Preferred treatment methods should include green roofs, rain gardens, bioswales and flow-through bioretention planters.
2. **Water Storage Basin:** Design of new public spaces such as the Green Loop should consider an underground stormwater storage tank dedicated for irrigation.
3. **Educational Features:** Educational and interactive water features should be integrated with public realm design for community engagement with sustainable practices.



Figure 3.22:
Rain gardens and bioswales help to manage stormwater on site, while also providing new habitat areas.



Figure 3.23:
Landscapes with low-drought plantings will support district resilience and water conservation.

3.5 **Paving**

Paving design and materials should be the primary element that give identity to the open spaces and help integrate the various parts of outdoor spaces into a distinctive whole.

Standards

1. **ADA Compliance:** ADA compliance shall be required for paving design and materials in all public areas.
2. **Emergency Vehicles:** All paving and routes which must accommodate emergency vehicles shall comply with SLC Fire Department load-bearing requirements.

Guidelines

1. **Historic Character:** The Green Loop, Festival Street, and The Arts Campus should include pedestrian paving which relates to the character of the historic buildings and respect their geometry and alignment.
2. **Permeable Pavers:** To promote stormwater infiltration, permeable pavers should be used where appropriate, specifically along the Green Loop.
3. **High Albedo:** Paving should utilize high-albedo content to reduce the urban heat island effect and promote cooling of the site.
4. **Local Sourcing:** Local sourcing of paving materials should be encouraged to take advantage of local manufacturers and suppliers and reduce embodied carbon.
5. **Intersection Paving:** Major crossings such as 600 West and 300 South from Salt Lake Central Station to the Festival Street or 500 West and 300 South to the Rio Grande Depot should incorporate a special paving pattern to emphasize pedestrian priority.

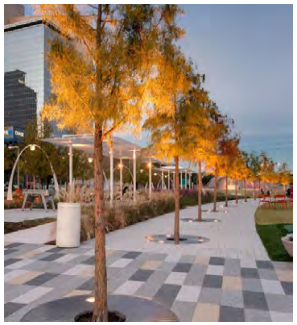


Figure 3.24:
Paving design and material helps create a sense of place and distinct identity to an open space.



Figure 3.25:
Permeable pavers can help with stormwater infiltration and reduction of urban heat island.

3.6 **Site Furnishing**

Site furnishings should help to establish the unique identity of the Rio Grande District and help create an inviting, comfortable, and biophilic environment for users.

Standards

1. **City Coordination:** All site furnishings such as exterior light fixtures or benches in the right-of-way shall meet Salt Lake City standards and be approved by all relevant City departments.
2. **Full Shielded Exterior Light Fixtures:** All exterior light fixtures shall be fully shielded to minimize glare, light trespass and light pollution throughout the Rio Grande District.
3. **Dark Sky Compliance:** Exterior light fixtures shall meet or exceed applicable energy-efficiency standards while adhering to specifications of the International Dark Sky Association to prevent negative health impacts on humans and wildlife.
4. **Key Pedestrian Lighting:** Exterior light fixtures shall reinforce key active transportation pathways and shall be scaled to the pedestrian and bicycle experience.

Guidelines

1. **Complementary Contrast to Existing Buildings:** Site furnishings such as benches, trash bins, and exterior light fixtures should consider compatibility or complementary contrast with the character of adjacent historic buildings such as the Rio Grande Depot or the Salt Lake Mattress Building.
2. **Material Reuse:** Site furnishings should provide an opportunity for material reuse and carbon sequestering within salvaged materials. This could include concrete from old building foundations or interior building materials.
3. **Green Loop Coordination:** Site furnishings such as light post banners and wayfinding along 500 West should incorporate the Green Loop branding and select elements of the linear park design palette to provide accessible navigability for pedestrians and cyclists along the urban trail. However, the Rio Grande District segment of the Green Loop should celebrate design elements that make it distinctive and unique.



Figure 3.26:
Site furnishings can be designed to enhance the character of an existing place.



Figure 3.27:
Exterior street lights that adhere to dark sky standards help mitigate light pollution and disruption of circadian rhythms.

4 Mobility Network

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4.1 Mobility Overview

Transportation and circulation are critical components of the safe and effective movement of people and goods within the Rio Grande District. The mobility network accommodates all modes of travel with an emphasis on people-powered modes directly connecting to transit.

By concentrating high-density development around Salt Lake Central Station with a diversity of uses and a multi-modal network, the Vision and Implementation Plan aims to reduce the reliance on private vehicles, helping to minimize traffic congestion and the amount of land dedicated to parking. The mobility network envisions the following:

Pedestrian Priority: An integrated pedestrian network of generous sidewalks, plazas, and curbless streets that put people first.

Low Stress Bike Network: Bicycle network that builds upon the existing City plans and capital projects, with routes to Downtown as well as connections to westside neighborhoods via 400 South, the 9-Line Trail, and the Folsom Trail.

Transit Connectivity: A circulation plan that prioritizes transit access over private vehicles and supports options such as car share and ride share.

Functional Roadways: A vehicular circulation plan that serves the needs of on-site development and connects to the surrounding arterials and freeways.

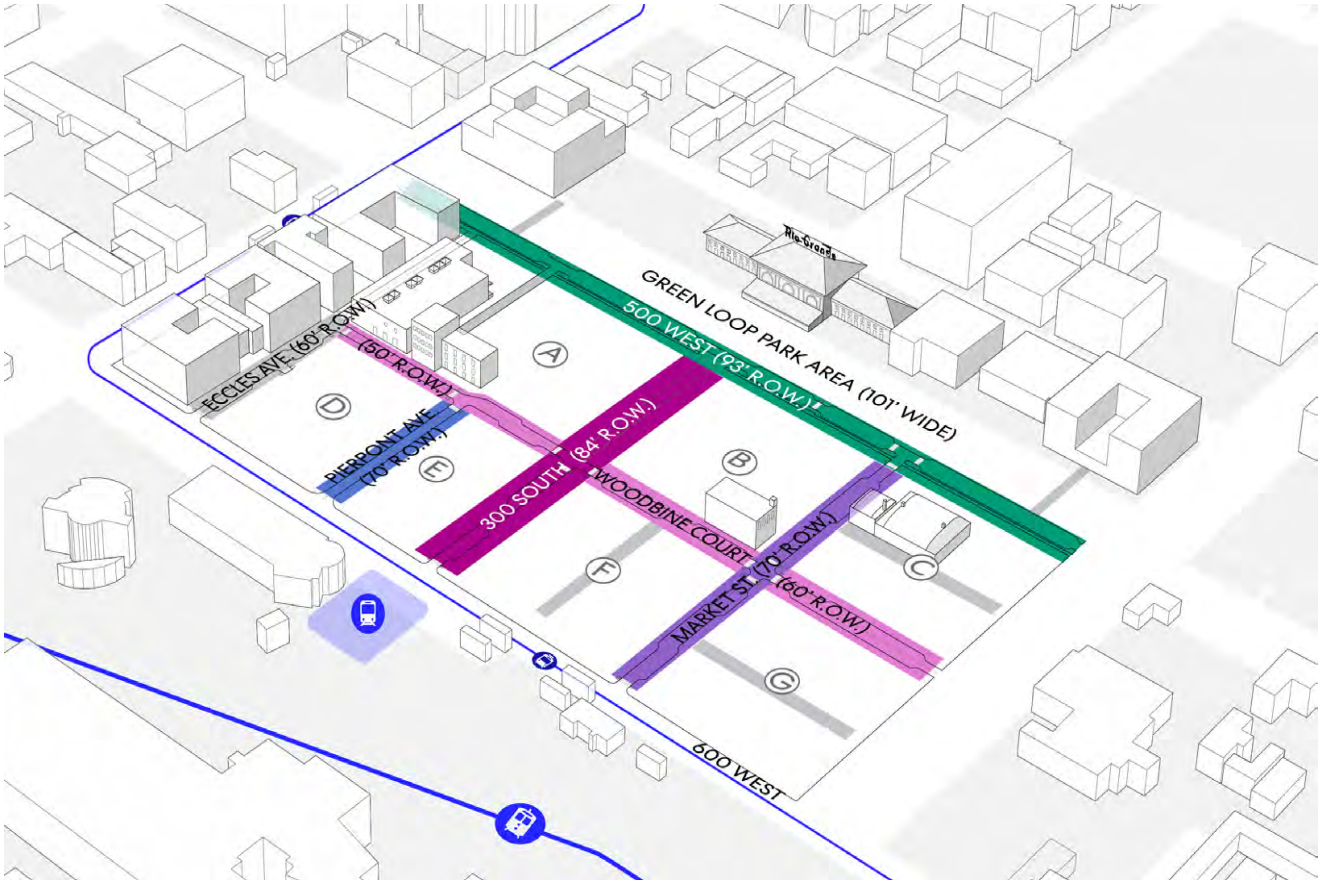


Figure 4.1:
Mobility Network Map

4.2 Active Transportation

All streets and pathways are designed with people and place in mind. The layout and design of streets include generous sidewalks, buffered bike lanes, and slow streets to improve the safety and convenience of pedestrians and cyclists.

Standards

1. **Public Rights-of-Way:** All public rights-of-way shall comply with SLC Roadway Design Standards.
2. **Sidewalks:** All existing and new streets shall include a minimal sidewalk width of eight (8) feet.
3. **Pedestrian Priority Zones:** Specific portions of 500 West, 300 South, Woodbine Court, and 600 West are designated as pedestrian priority zones. Refer to **FIGURE 4.2** for the zones of pedestrian priority.
4. **Bikeways:** The mobility network shall establish a bike network link between the Salt Lake Central Station to 500 West and the Rio Grande Depot. 500 West shall include a low-stress, separated bike facility as part of the future Green Loop and bi-directional bike facilities within the reconfigured roadway. 600 West shall include bi-directional bike facilities for north-south connections to the 9-Line Trail and the Folsom Trail.
5. **Mobility Hubs:** Mobility hubs are places in a community that brings together public transit, GREENbike, scooters, car sharing, and other ways for people to get where they want to go without a private vehicle. Refer to **Figure 4.2** for the location of future mobility hubs.
6. **Rio Grande Depot:** The Rio Grande Depot shall provide public pedestrian access through the main concourse to create a seamless east-west connection on 300 South. Bicyclists shall be allowed to dismount within the Depot to connect to the existing 300 South buffered bikeway.
7. **Intersections and Traffic Calming:** All signalized intersections shall Comply with SLC Intersection Design Standards. Where crosswalks at uncontrolled intersections are proposed, an appropriate combination of traffic calming strategies shall be employed to maximize visibility and safe pedestrian crossing.

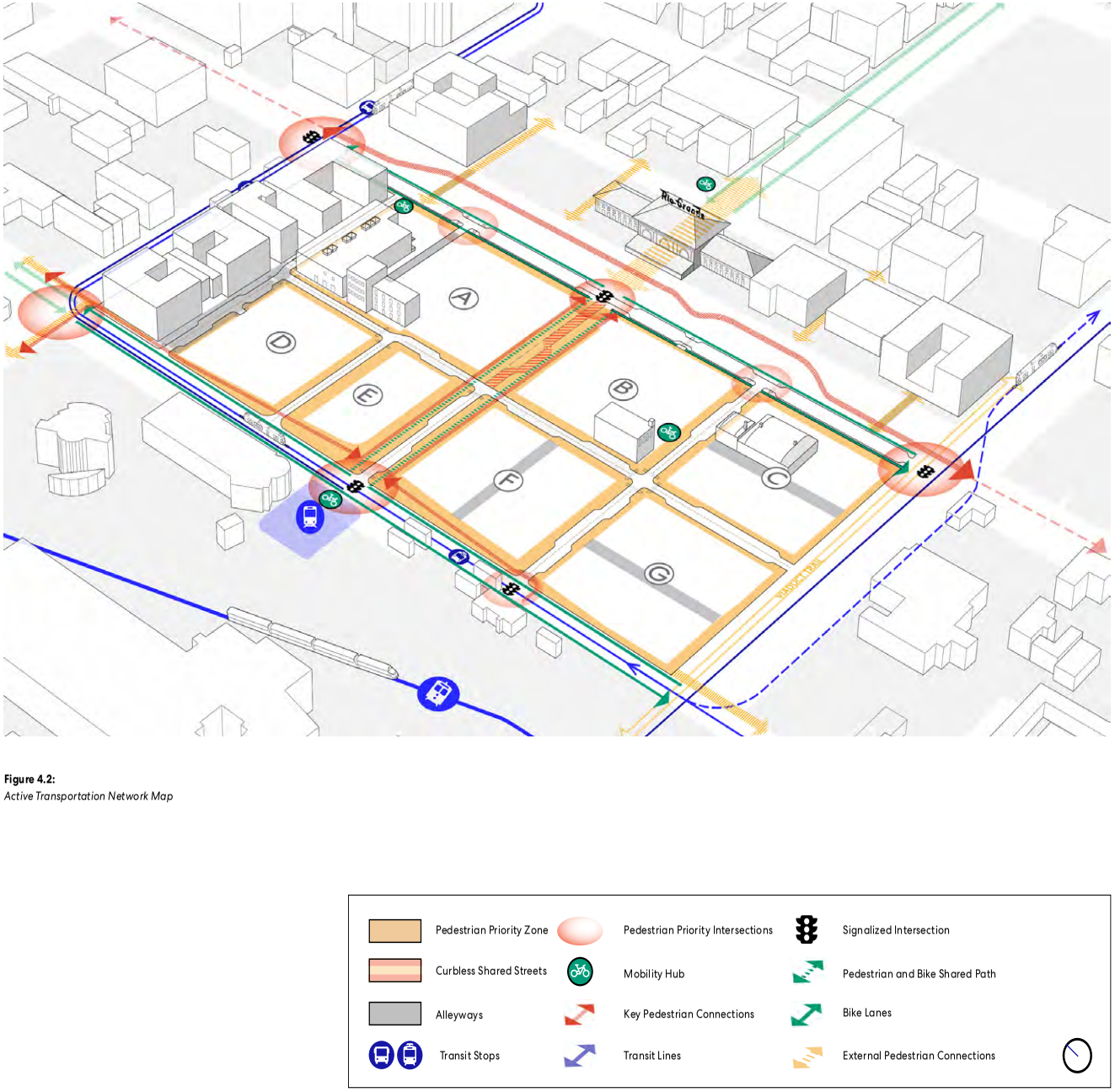


Figure 4.2:
Active Transportation Network Map

4.3 Vehicles

The street network has been laid out to serve the needs of the private development blocks for access, parking, servicing, and loading.

Standards

1. **Vehicle Circulation:** All streets shall have two-way traffic circulation, with the exception of 400 South Frontage Road, which shall have one-way traffic in the westbound direction only.
2. **Emergency Vehicle Access:** In coordination with the Salt Lake City Fire Department, the vehicle network shall be laid out to ensure emergency vehicle access to all necessary points. Emergency vehicles shall be allowed to traverse non-vehicle sections on curbless streets to ensure a rapid response.
3. **Curb Zone:** The curb zone consists of areas within the roadway for on-street parking, loading, and pick-up/drop-off with the intent that each of these zones is close to the travelers' intended destination. Refer to **Figure 4.3** for locations and recommended lengths of these zones.
4. **Service and Loading:** Streets within the mobility network have been laid out with sufficient width and turning radii at corners to allow service vehicles to access all portions of the site and buildings that are likely to need servicing and loading facilities. These facilities are restricted to certain sides of buildings and areas of open spaces to minimize their visual intrusion into the public realm. Refer to **Figure 4.3** for portions of the site where servicing and loading is allowed.

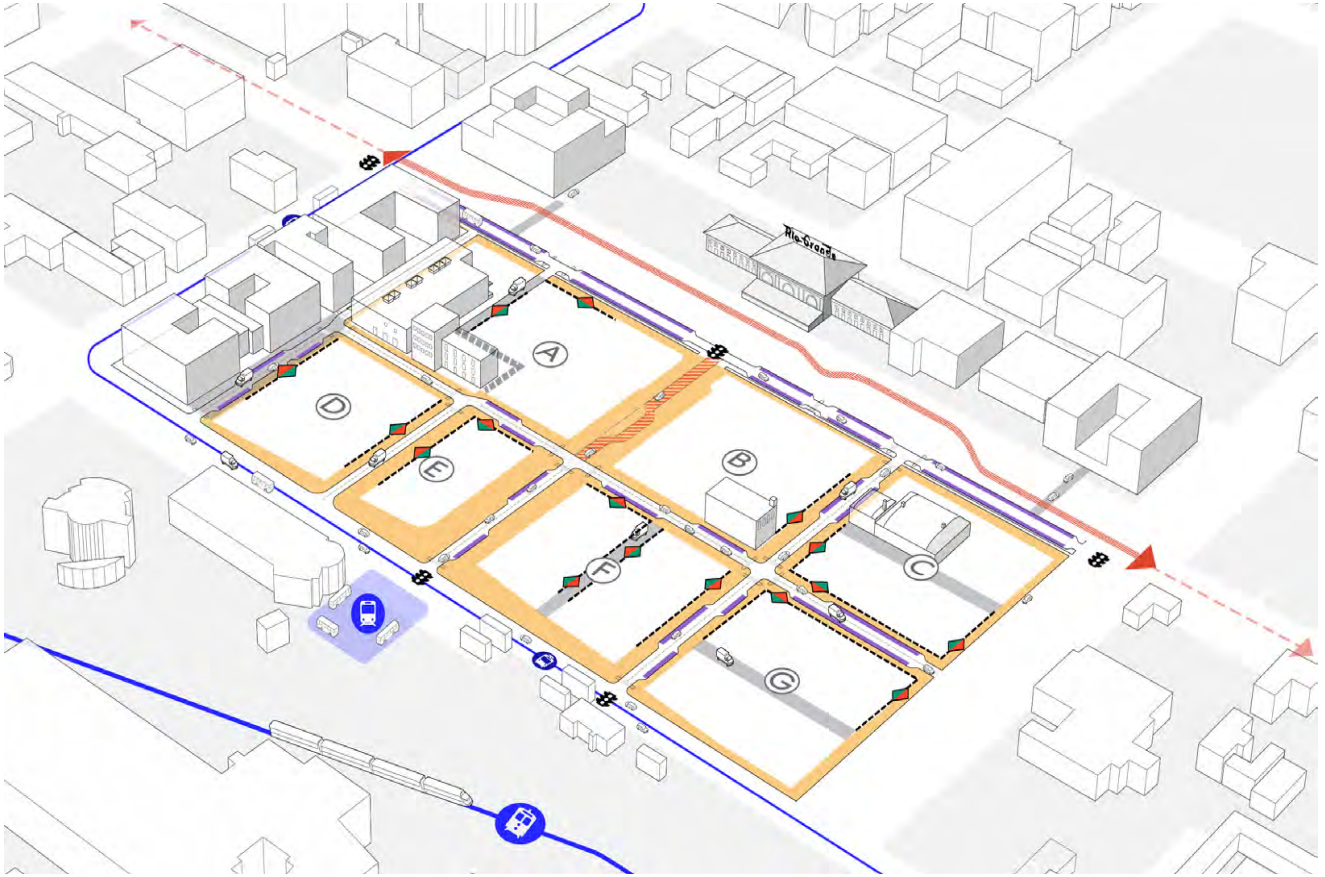
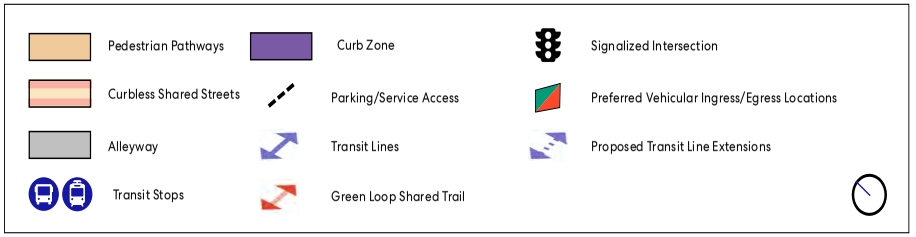


Figure 4.3:
Vehicle Network Map

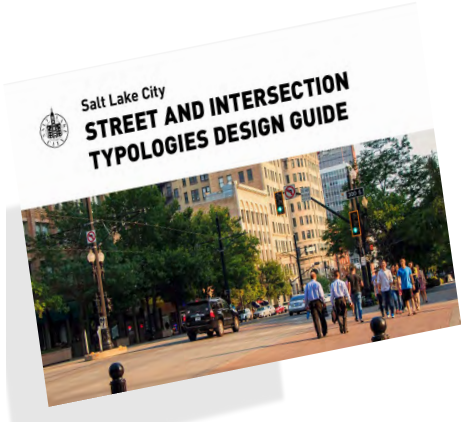


4.4 Street Sections

The mobility network proposes to redesign existing streets and build new streets in order to align with Salt Lake City's goals of creating a complete network of people-friendly streets.

This includes the reconfiguration of existing public streets within the project site, including 500 West, 300 South, 600 West, and 400 South Frontage Road, as well as extension of public streets such as Market Street, Woodbine Court, and Pierpont Avenue.

The proposed typical street sections are based on the standards and guidelines provided in the **Salt Lake City Street and Intersection Typologies Design Guide.** The typical street sections have been modified to accurately adapt to the Site's context.



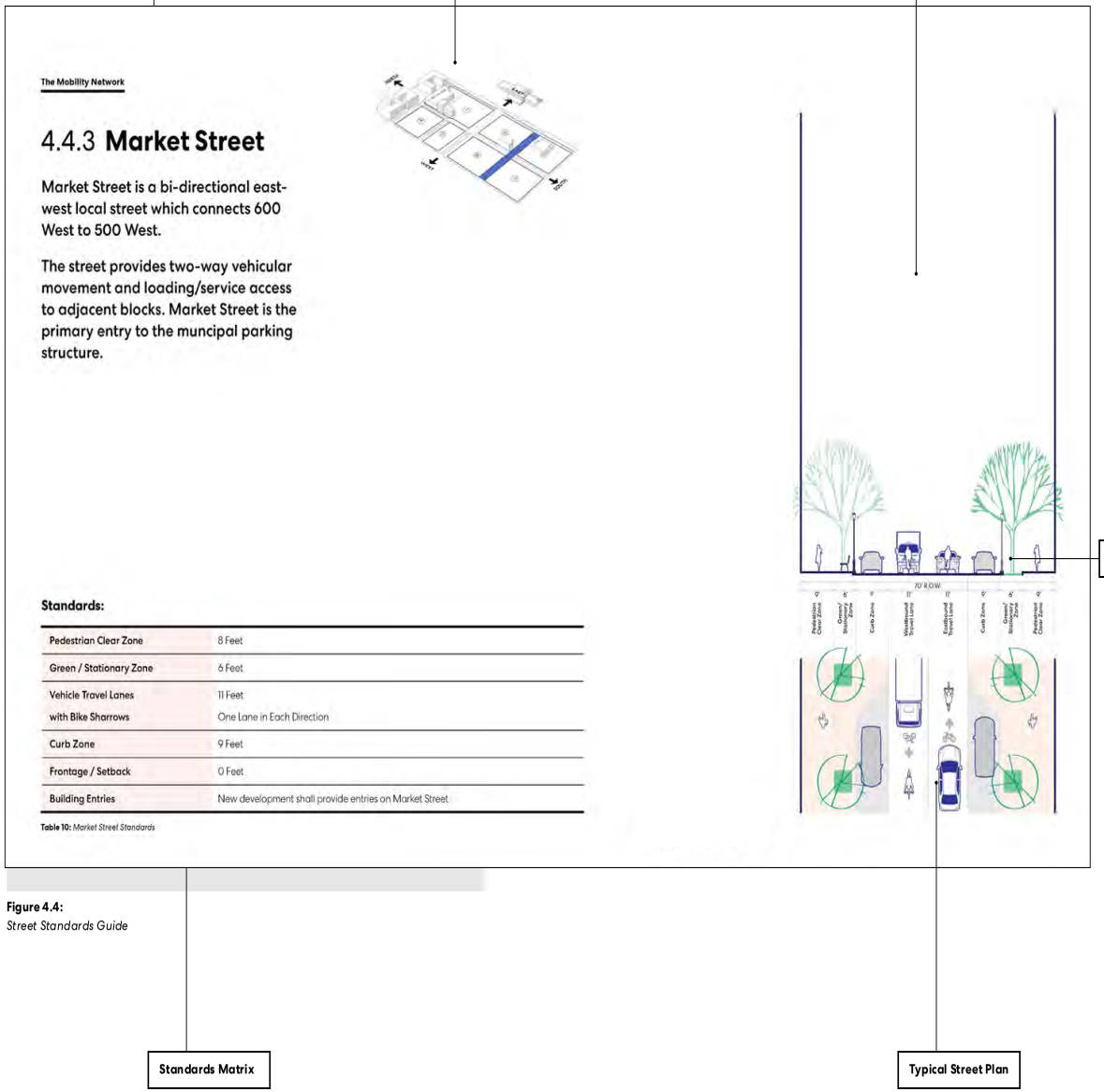
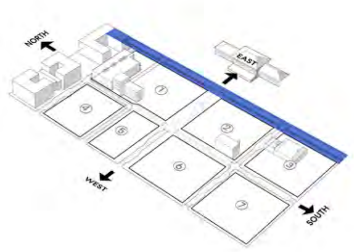


Figure 4.4:
Street Standards Guide



4.4.1 500 West

500 West is a north-south complete street which accommodates the Green Loop park area on the eastern edge of the street.

A double alley of trees shades generous pedestrian and bike paths. The street provides two-way vehicle movement and on-street parking.

Standards:

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	7 Feet Between Clear Walkway and Southbound Bike lane
Bicycle Facility	Separated Buffered Raised Bike Lanes 6.5 Feet Bike Lane 5 Feet Buffer with Tree bed
Vehicle Travel Lanes	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide a primary entry or entries on 500 West.

Table 8: *500 West Street Standards*

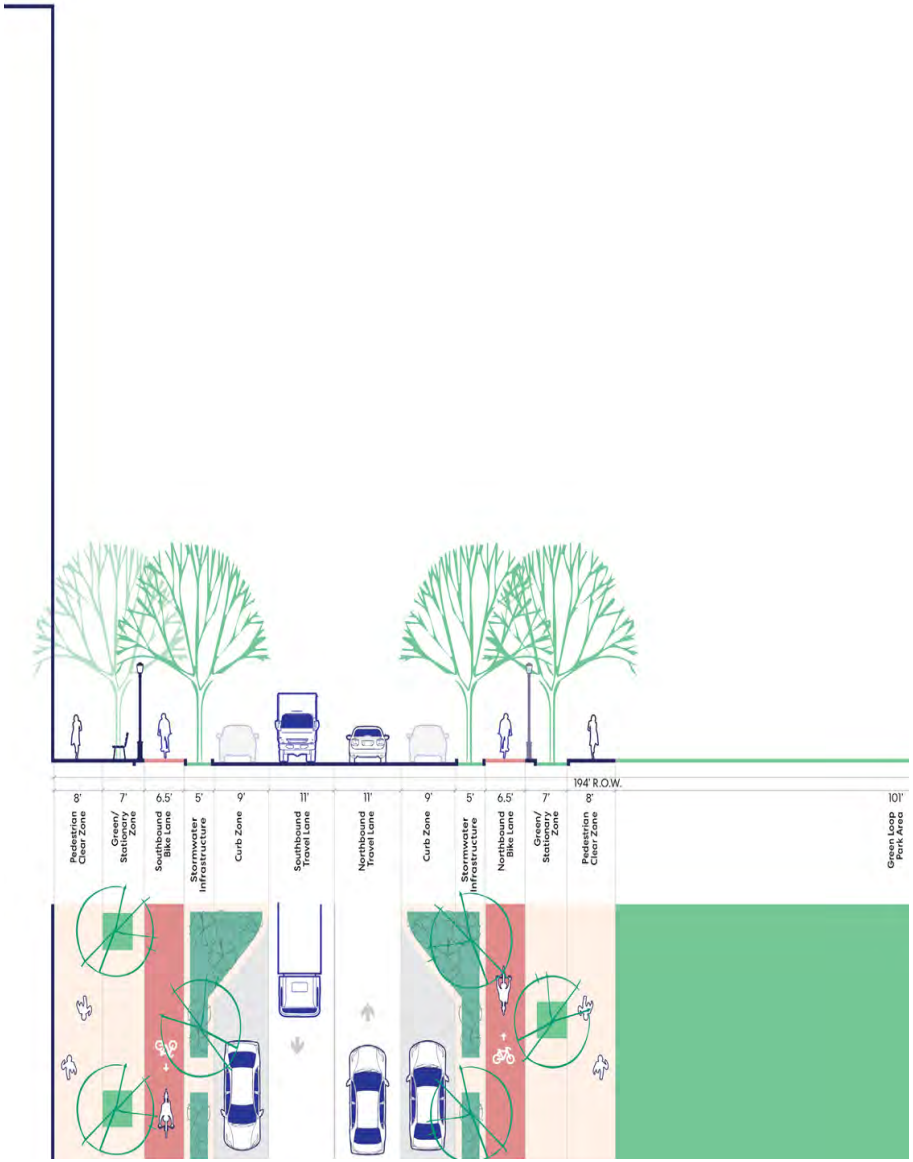
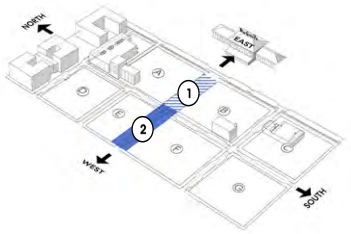


Figure 4.5:
500 West Typical Street Section - Looking North



4.4.2 300 South

300 South is a east-west festival street which links Salt Lake Central Station to the Rio Grande Depot.

It is designed as a slow street with two-way vehicular lanes flanked on both sides with generous flexible spaces for parklets, market stalls, on-street parking or loading.

Segment 1 between 500 West and Woodbine Court is curbless. Section 2 between Woodbine Court and 600 West has typical curbs.

Standards:

(1) (2)

Ground Floor Spillover	8 Feet
Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	6 Feet
Curb Zone	10 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Building Entries	New development shall provide a primary entry or entries on 300 South.

Table 9: *300 South Street Standards*

(1)

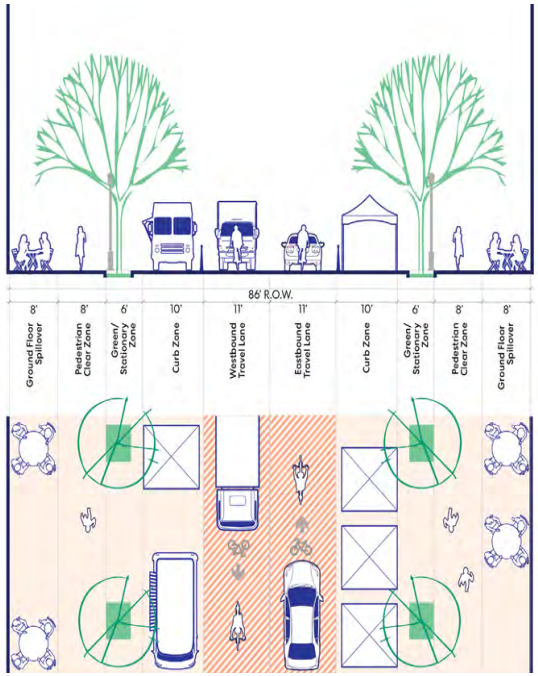


Figure 4.6:
300 South Street Section 1 - Looking East

(2)

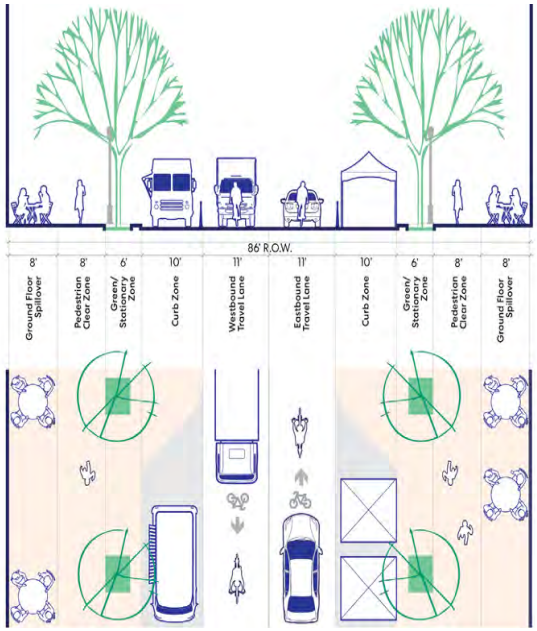
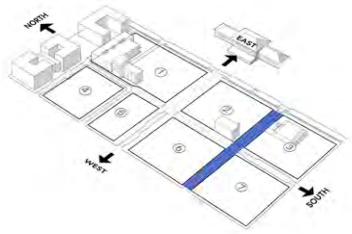


Figure 4.7:
300 South Street Section 2 - Looking East



4.4.3 **Market Street**

Market Street is a bi-directional east-west local street which connects 600 West to 500 West.

The street provides two-way vehicular movement and loading/service access to adjacent blocks. Market Street is the primary entry to the shared parking structure.

Standards:

Pedestrian Clear Zone	9 Feet
Green / Stationary Zone	6 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide entries on Market Street

Table 10: *Market Street Standards*

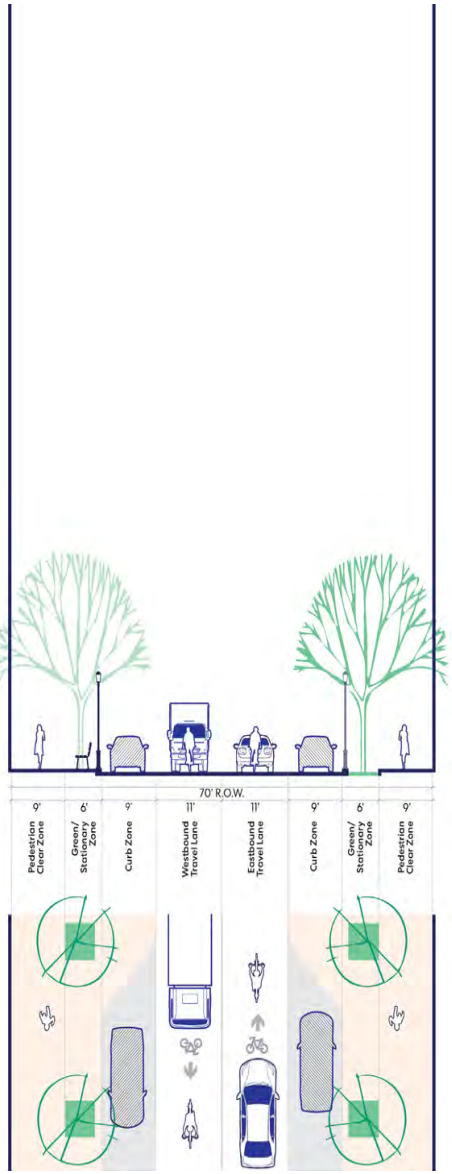
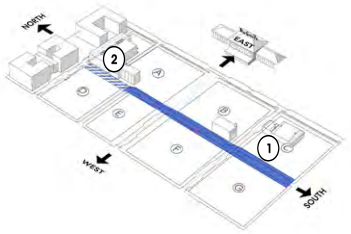


Figure 4.8:
Market Typical Street Section - Looking East



4.4.4 Woodbine Court

Woodbine Court is a north-south local street that runs parallel to the Arts Campus on the western edge of the plaza. The street connects Eccles Avenue and the 400 South Frontage Road.

There are two typical cross sections for Woodbine Court determined by adjacency to the Arts Campus plaza.

Standards:

(1)

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	Alternatively on Eastern or Western Edge: 5 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	Alternatively on Eastern or Western Edge: 7 Feet
Frontage / Setback	None
Building Entries	Ground Floor Makers Spaces shall have primary entries on Woodbine Court

(2)

Pedestrian Clear Zone	7 Feet
Green / Stationary Zone	4 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	8 Feet
Frontage / Setback	Western Edge: none Eastern Edge: 0 - 90 Feet (Arts Campus Plaza)
Building Entries	Ground Floor Makers Spaces shall have primary entries on Woodbine Court

Table 11: *Woodbine Court Standards*

(1)

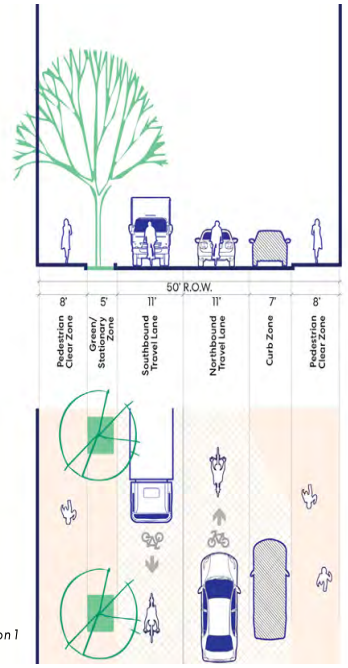


Figure 4.9:
Woodbine Court Street Section 1 - Looking North

(2)

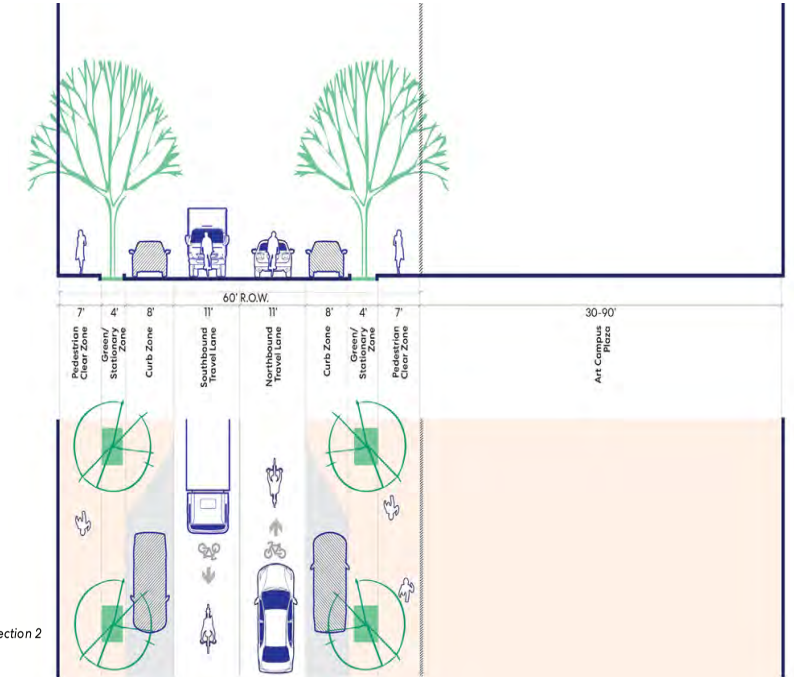
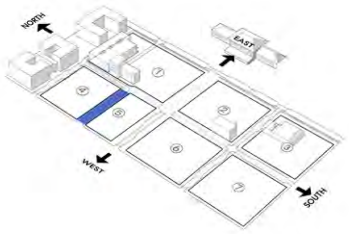


Figure 4.10:
Woodbine Court Street Section 2 - Looking North



4.4.5 **Pierpont Avenue**

Pierpont Avenue is a east-west local street which connects 600 West to Woodbine Court.

Standards:

Pedestrian Clear Zone	9 Feet
Green / Stationary Zone	6 Feet
Vehicle Travel Lanes with Bike Sharrows	11 Feet One Lane in Each Direction
Curb Zone	9 Feet
Frontage / Setback	0 Feet
Building Entries	New development shall provide entries on Pierpont Avenue

Table 12: *Pierpont Court Standards*

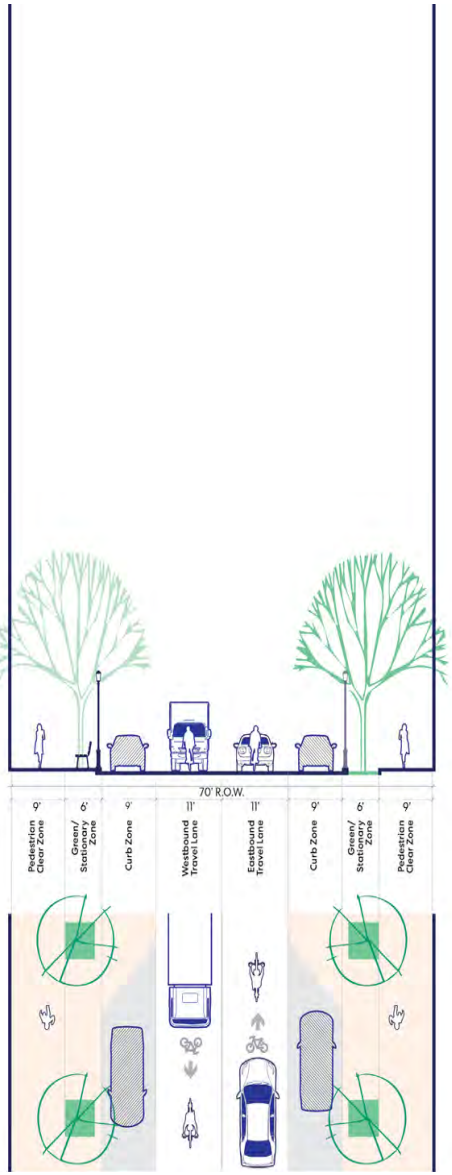
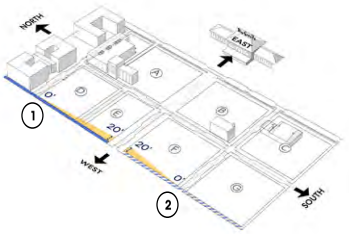


Figure 4.11:
Pierpont Avenue Section - Looking East



4.4.6 600 West

600 West is a major north-south street connecting the Granary District to the Depot District. The Rio Grande District segment of 600 West is in front of Salt Lake Central Station and includes TRAX infrastructure within the right-of-way. The standards only apply to curb zone to building edge.

Standards:

(1)

Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	7 Feet
Bicycle Facility	Separated Buffered Bike Lanes 6.5 Feet Bike Lane, 3 Feet Buffer
Vehicle Travel Lanes	11 Feet, One Lane in Each Direction
Curb Zone	Eastern Edge: 9 Feet
Frontage / Setback	Eastern Edge: 0 Feet (at Eccles Ave) to 20 Feet (at 300 South) Ground Floor Recess from Property Line.
Building Entries	New development shall provide a primary entry or entries on 600 West.

Standards:

(2)

Pedestrian Clear Zone	8 Feet
Landscape / Furniture Zone	7 Feet
Bicycle Facility	Separated Buffered Bike Lanes 6.5 Feet Bike Lane, 3 Feet Buffer
Vehicle Travel Lanes	11 Feet, One Lane in Each Direction
Frontage / Setback	Eastern Edge: 0 Feet (at Market St.) to 20 Feet (at 300 South) Ground Floor Recess from Property Line.
Building Entries	New development shall provide a primary entry or entries on 600 West.

Table 13: *600 West Standards*

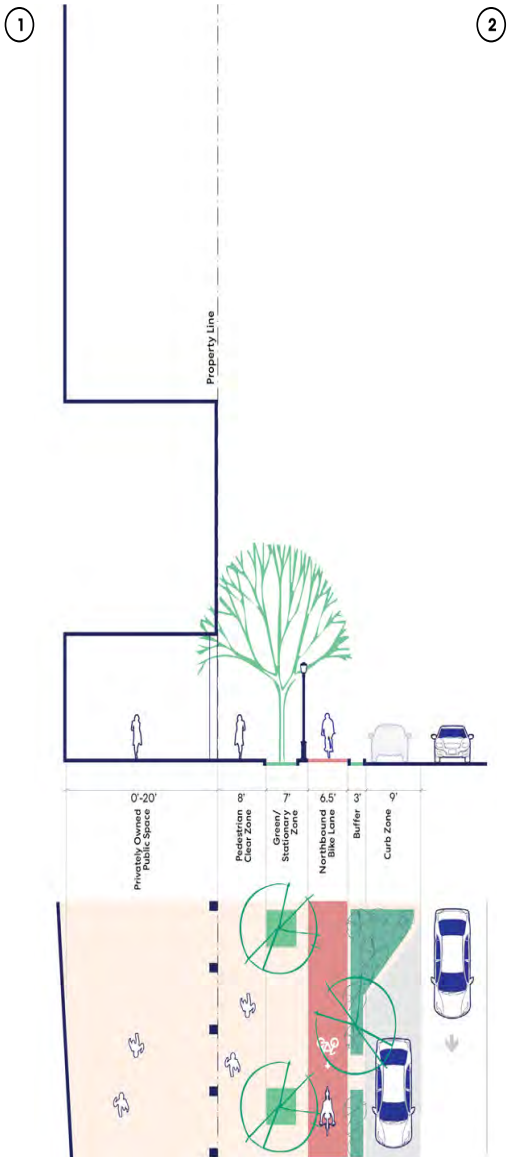


Figure 4.12:
600 West Street Section 1 - Looking South

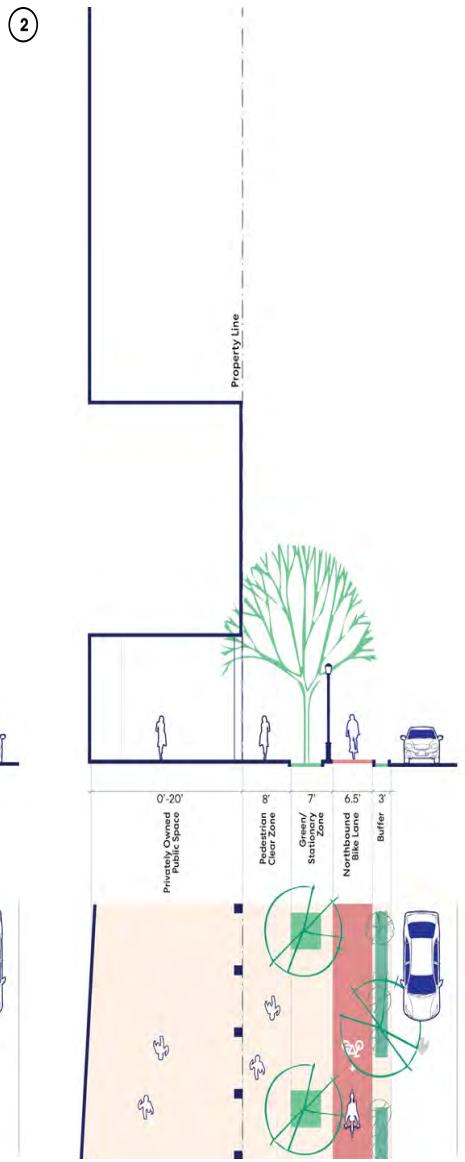


Figure 4.13:
600 West Street Section 2 - Looking South

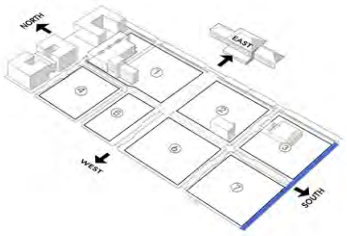
4.4.7 400 South Frontage

400 South Frontage Road is a westbound street connecting 500 West to 600 West. The street includes a required 25 foot easement to accommodate the potential for a future light rail extension.

Standards:

Pedestrian Clear Zone	8 Feet
Green / Stationary Zone	5 Feet
Bicycle Facility	n/a
Vehicle Travel Lanes	11 Feet
Parking / Loading	n/a
Easement	25 Feet (Northern Edge)
Building Entries	n/a

Table 14: *400 South Frontage Standards*



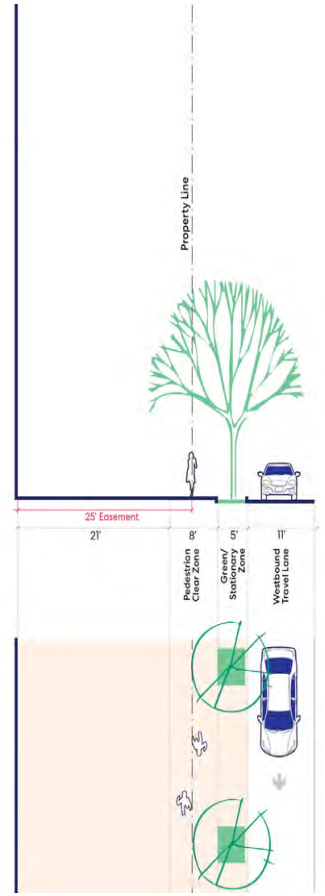


Figure 4.14: *400 South Frontage Street Section - Looking East*

4.4.8 Alleyways

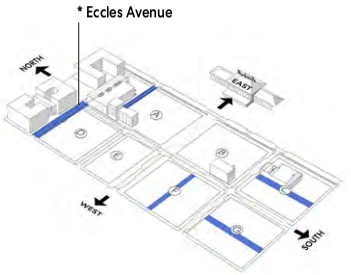
Alleyways are shared publicly accessible pathways between buildings without curbs. These pathways create a safe mixing area for all modes of transportation and loading and servicing.

* Eccles Avenue is a special condition and will be designed to seamlessly connect with the eastern segment of the street.

Standards:

Shared Path	20 Feet
Landscape / Furniture Zone	3 Feet
Bicycle Facility	n/a
Parking / Loading	No On-Street Parking
Frontage / Setback	n/a
Building Entries	n/a

Table 15: *Alleyway Standards*



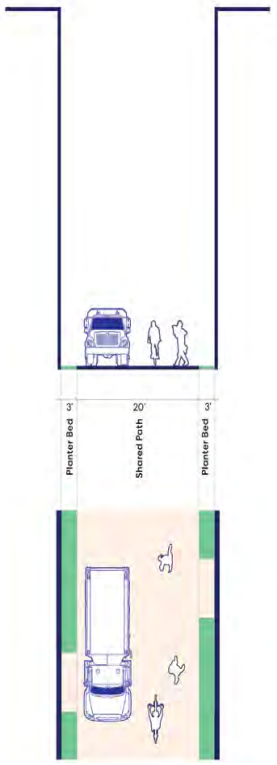


Figure 4.15: *Alleyway Section*

4.5 **Shared Parking**

To leverage the Rio Grande District's location to the Salt Lake Central Station and support the RDA's sustainable development policy, the design framework outlines a shared parking strategy, including a centralized shared parking garage.

A successful approach for district parking at the Rio Grande District adheres to the following:

Park Once: A shared parking garage on the southern edge of the site will reduce the presence of automobiles and encourage people to use sustainable modes of transportation such as walking, biking, and transit.

Shared Parking: Accommodating on-site demand in a shared parking garage supports the utilization of parking spaces at different times of the day and night.

Productive Land Use: The proposed parking strategy transforms land traditionally designated for cars, into more productive spaces for housing, commerce, and community life.

Depot District Parking Agreement: RDA proposes a shared parking agreement with surrounding underutilized parking garages within the larger Depot District, which can ensure that near-term parking demand is provided without over parking the site.

Shuttle Connector Service: If a shared parking agreement is successful within the Depot District, the Rio Grande District may provide a shuttle connector service to connect the district to available off-site parking. Future studies will confirm the route, frequency, and provider of a sustainable and convenient shuttle service. This is also a future opportunity for an autonomous vehicle shuttle system.

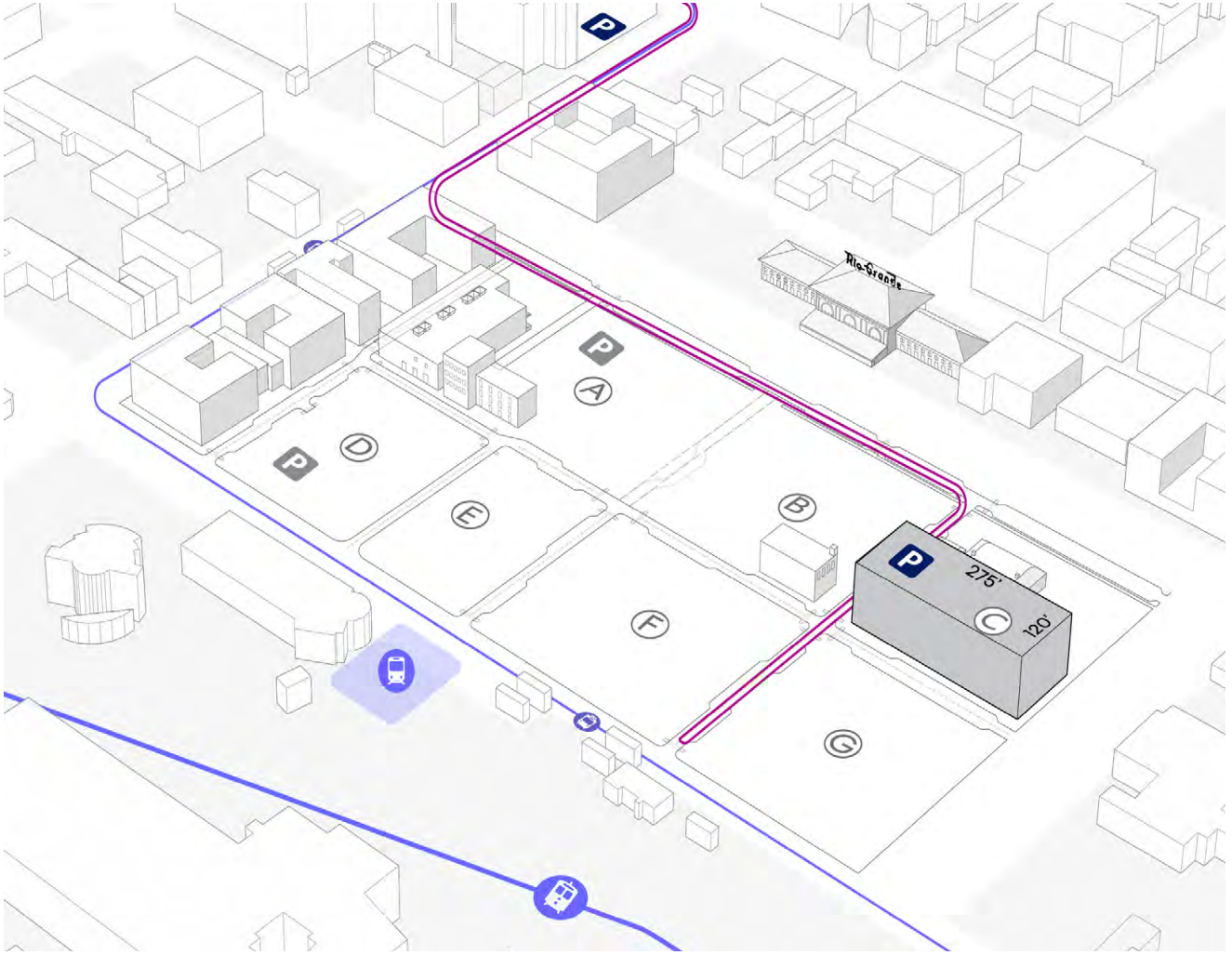


Figure 4.16:
Shared Parking District Diagram

4.5 Shared Parking

Standards

1. **District Parking Garage Location:** The primary district parking garage shall be located on Block C with access on Market Street, 400 South Frontage Road, and Woodbine Court.
2. **Parking Garage Orientation and Height:** The parking garage rectilinear footprint shall have the shorter expanse along Market Street to minimize impact on the Salt Lake Mattress building.
3. **Rooftop Recreation Area:** The rooftop of the district parking garage shall be used as a publicly accessible recreational facility such as a soccer field or outdoor gym. As such, public access to the field shall be provided by elevator and stairs during hours of public use. Signage that is clearly visible shall be posted, directing the public to the field, and indicating its hours of operation and means of access.
4. **Pedestrian Connections:** The district parking garage shall allow at least one walkway connecting through the building at grade for frontages on Market Street, Woodbine Court, and 400 South Frontage Road.
5. **Facade Screening:** Due to it's prime location along 400 South the district parking garage shall be architecturally or artistically screened and designed with attention to detail compatible with adjacent buildings. The facades are an ideal location for interpretive elements, environmental signage, public art, and green walls.



Figure 4.17:
The Central Parking Garage at the University of Utah is a prime example of rooftop recreation on top of a parking structure.

Credit: *Hunt Electric*



Figure 4.18:
The Parking Garage Facade P22a designed by Wulf Architekten in Koln Germany successfully creates a facade that is light, transparent, and playful, both during the day and night.

Credit: *Tobias Vollmer*

Guidelines

1. **Floor Slabs:** Floor slabs that are set at a slope, such as speed ramps, should not be expressed at the façade of the parking structure. Where they occur, they should be visually screened. Floor slabs visible from the street must be flat.
2. **Ground Floor Materials:** Higher quality building materials should be emphasized in the façade design on the ground floor, as well as at pedestrian touch points and in circulation areas.
3. **Light Trespass:** Light spillage from within the district parking garage should be minimized impacts to the surrounding development, especially residential. Parapet edges of the parking trays should be higher than the vehicle headlights.
4. **Wayfinding:** Take opportunities to be playful and creative with wayfinding and environmental graphics, particularly on the southern façade facing 400 South and signage directing the public to the rooftop recreational area.
5. **Parking and Transportation Demand Management (TDM) Strategies:** In order to significantly reduce the parking demand for Rio Grande District development, the RDA and development partners should employ parking and transportation demand management (TDM) strategies.

CATEGORY	STRATEGIES	DESCRIPTION	BENEFITS
Parking	Unbundled Parking	Cost of parking spaces is separate from cost to lease building space.	Ensure reserved spaces are being utilized.
	Reduce parking ratios	Utilize parking ratios lower than maximum requirement.	Lower supply can lead to lower demand
	Shared Parking Agreement	Enter shared parking agreement to utilize underutilized parking at nearby developments.	Way to provide additional parking inventory for site.
TDM	Shuttle Connector Service	Provide first/last mile connection to near-by destinations	Connects the Rio Grande District to other destinations Can be utilized to connect with off-site parking.
	Micromobility	Utilize shared micromobility (e-scooters, e-bikes) services	Convenient mode when traveling across the Rio Grande District or to near-by destinations.
	Discounted or Subsidized Transit Pass	Provide discounted or subsidized transit passes for residents or employees	Encourage use of transit
	Financial Incentives	Provide financial incentives for residents/ employees for using other modes	Encourages use of other modes

Table 16: *Parking and Transportation Demand Management (TDM) Strategies Menu*

5 Land Use and Urban Form

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5.2 Land Use *106*

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5.1 Urban Form Overview

The Rio Grande District is a gateway site and a landmark destination serving Salt Lake City and the Wasatch Front. As a highly visible location in Downtown that embraces the future, building design shall embody a bold and expressive urban identity.

An inviting urban form, well-balanced between high-density development and a pedestrian-friendly public realm, is critical to the success of delivering a welcoming and inclusive place. The vision for the public and private buildings within the Rio Grande District is to create a distinctive, pedestrian-oriented, high-density, sustainable neighborhood that embodies the following fundamental values:

Create a distinct sense of place: Celebrate the unique aspects of the site by designing a memorable destination.

Capitalize on transit investments: The existing and future transit investments will generate long-term returns on investments for surrounding transit-oriented development.

Celebrate the history: Showcase the history of the Rio Grande District by integrating the existing architectural heritage into an inspiring new development.

Maximize the development potential: Establish a balanced mix-of-uses and a high-quality urban environment while maximizing the development potential of the site.

Establish a vibrant district: The mix-of-uses, ground floor activation and public realm will provide the stage for a 24/7 vibrant, engaging, and safe new district.

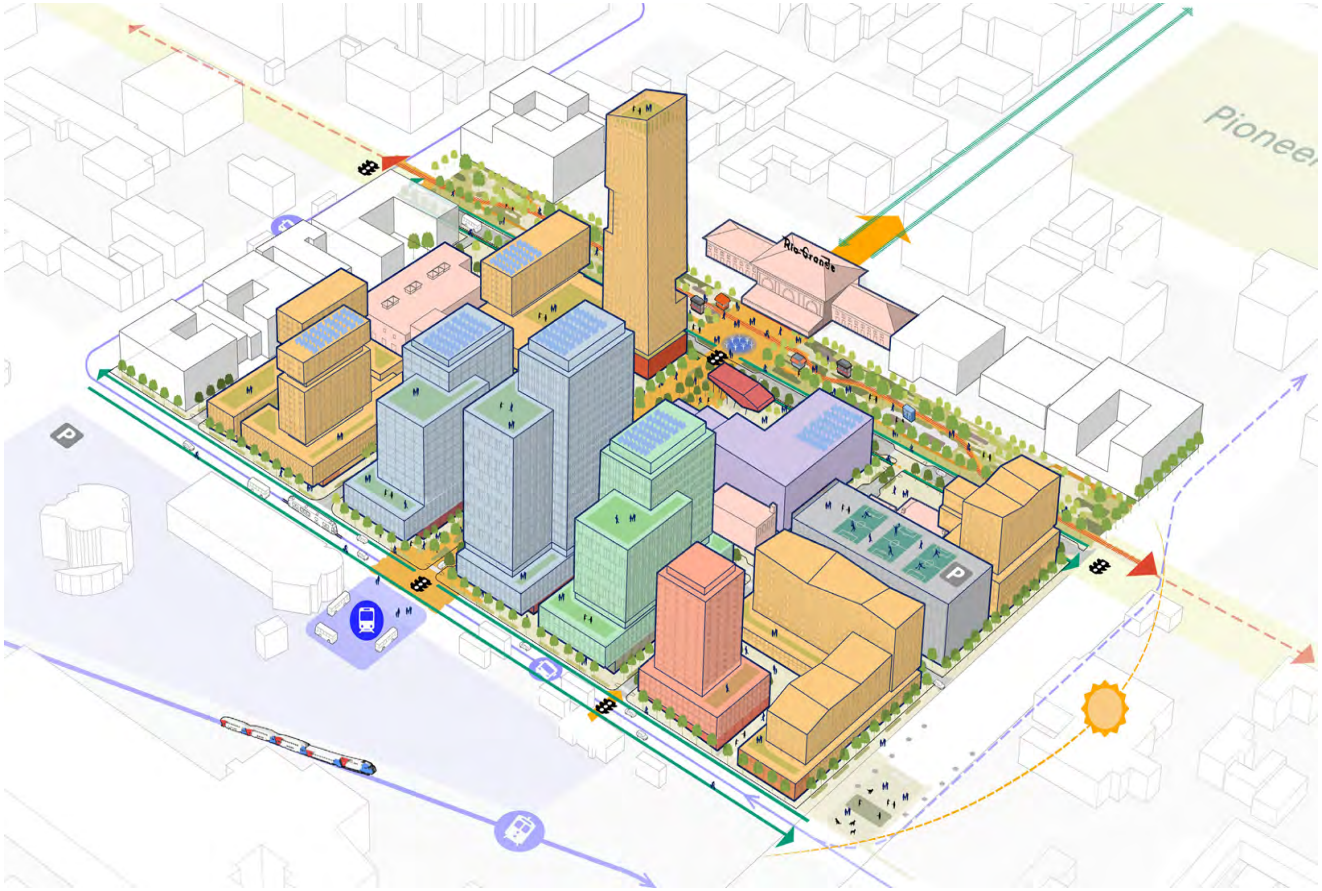


Figure 5.1:
Urban Form and Land Use Overview Diagram



Figure 5.2:
Illustrative rendering of the Rio Grande District at full buildout

5.2 Land Use

The Rio Grande District aims for a diverse, balanced mix-of-uses that invites more people to live, work, play, and learn in the Depot District.

Standards

1. **Permitted Uses:** The Rio Grande District site is within the Gateway Mixed-Use Zoning District. All permitted and conditional land uses shall be governed by **21A.33.060 of the Salt Lake City Zoning Code**.
2. **Open Spaces:** Proposed parks and plaza spaces are included within the land use categories in **FIGURE 5.3.** Applicants shall adhere to the open space specifications outlined in **SECTION 3.2**.
3. **Parking Garage:** The preferred site for the district parking garage is on the west portion of Block C. Refer to **SECTION 4.5** for more information on shared parking.

Guidelines

1. **High-Intensity Employment Hub:** Aligned with the G-MU zoning, Blocks E and F bounded by 600 West and 300 South, should be high-intensity commercial use to capitalize on the direct proximity to Salt Lake Central Station. This can include a wide range of commercial uses, including tech headquarters, lab spaces, and creative office.
2. **500 West Residential Corridor:** Per the G-MU zoning district, the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South, as such, Blocks A and C should be high intensity residential mixed-use.
3. **Enhancing the Rio Grande Depot:** The State of Utah is planning to re-locate several state departments into the renovated Rio Grande Depot as well as potential spaces for high education and cultural programming. To support this civic node, Block B is identified as a civic anchor/regional attraction.
4. **Transitioning to the Neighborhood:** To support a smooth land use transition to the existing multi-family residential along 200 South and Artspace, Block D is identified as residential mixed use.

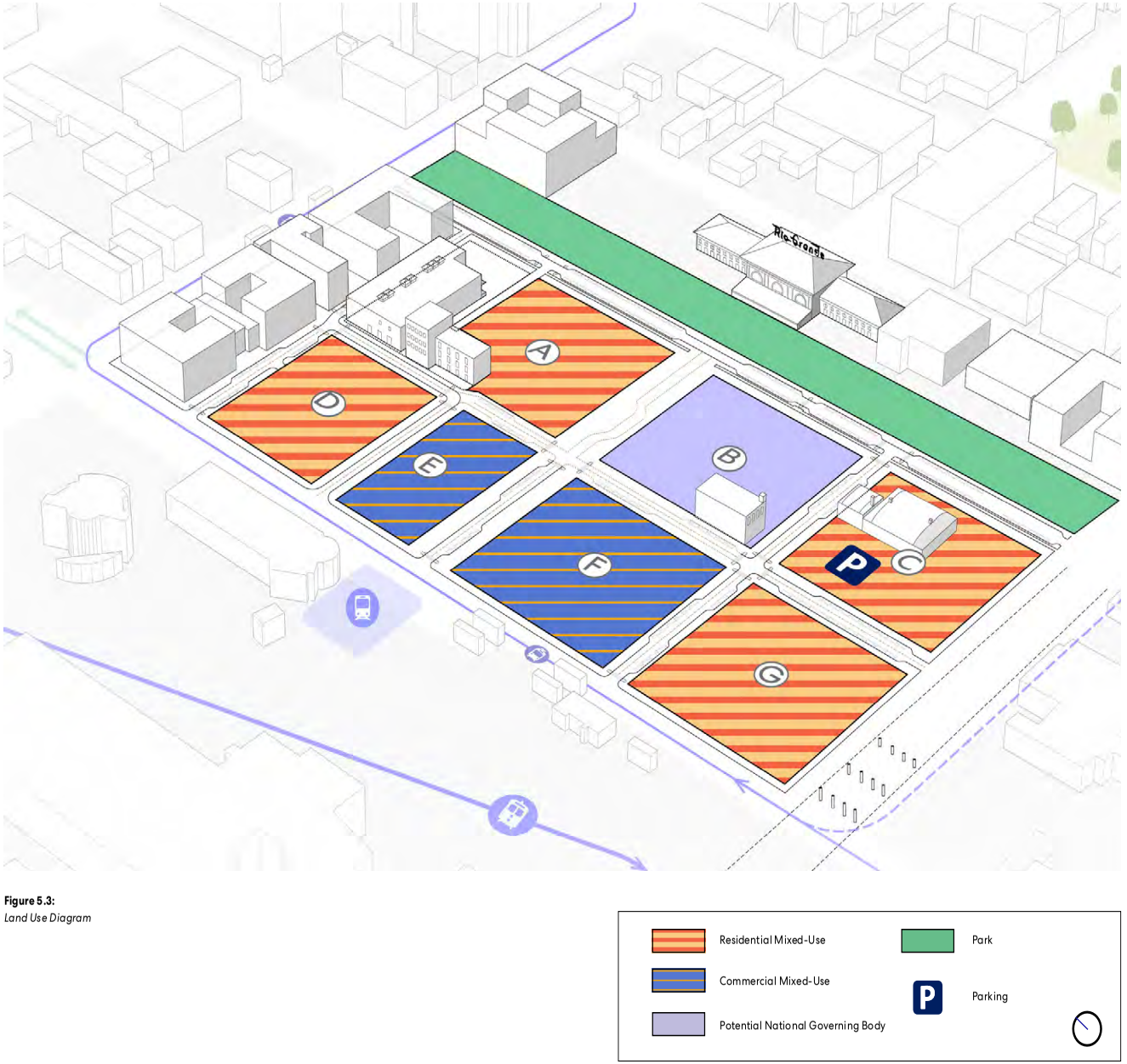


Figure 5.3:
Land Use Diagram

5.3 Ground Floor Uses

The ground floor is where the activity of a building meets the public realm, and therefore plays the greatest role in shaping the pedestrian experience. Each building frontage has a role to play in the definition and activation of streets and open spaces.

Standards

1. **Active Uses:** Regardless of building type or use, ground floor active uses shall be required where indicated in **FIGURE 5.4.** The complete table of permitted and conditional ground floor uses in the Gateway District are found in **21A.33.060 of the Salt Lake City Zoning Code**. Rio Grande District active uses are organized by the following character zones: Festival Retail Zone, Parkfront Zone, Transit Street Zone, Maker Spaces Zone, Tech Lake Zone, and Neighborhood Street Zone.
2. **Festival Retail Zone:** The Festival Retail Zone located along 300 South represents the highest level of intensity of shops, cafes, and retail at the Rio Grande District. The Festival Street and the street corners on 600 West and 500 West shall have a required retail use. A corner shall be measured from the first 30 feet from building edge on either side.
3. **Parkfront Zone:** The Parkfront Zone shall provide a high level of activity with a mix of building lobbies for upper floor uses, retail, residential, entertainment and sports recreation venues, that enlivens the Green Loop.
4. **Maker Spaces Zone:** The Maker Spaces Zone fronting on the Arts Campus Plaza shall include light industrial, production, fabrication, manufacturing, and studios for local artists and artisans.
5. **Transit Street Zone:** The Transit Street Zone shall create a welcoming, pedestrian friendly environment on 600 West for transit patrons. Primary lobbies for upper floor uses shall be placed on 600 West. Ground floors shall include neighborhood uses such as medical offices, daycares, hotels, among other uses.
6. **Tech Lake Zone:** The Tech Lake Zone shall apply to frontages indicated in **Figure 5.4** which allows for ground floor commercial uses such as offices, dry and wet labs, and common spaces and amenities.

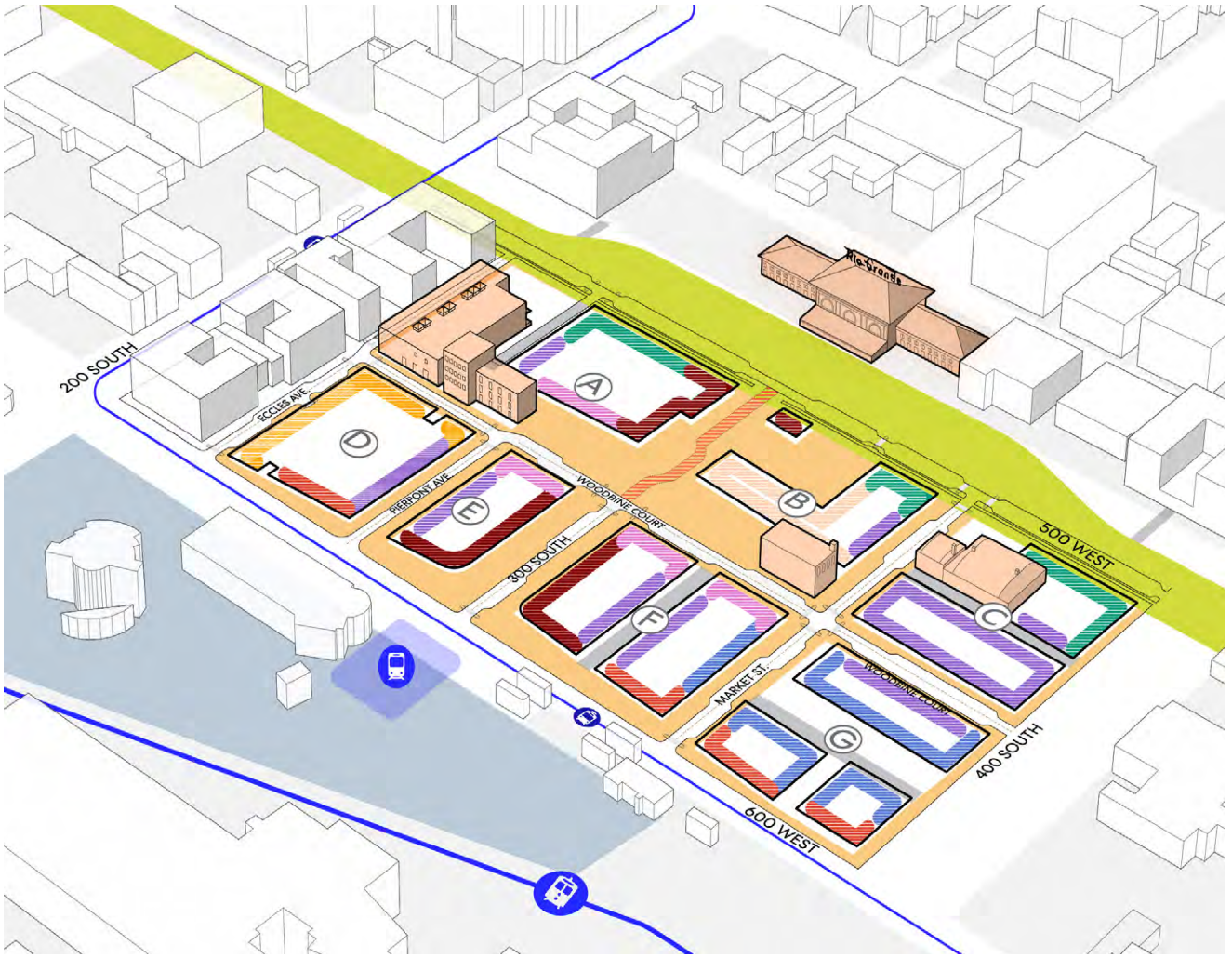


Figure 5.4:
Ground Floor Edges Diagram

5.3 Ground Floor Uses

7. **Neighborhood Street Zone:** The Neighborhood Street Zone shall apply residential frontages along streets that are quieter in character, and serve to make up the neighborhood feeling of the Rio Grande District. If the ground floor residential has individual entries, the units shall have elevated stoops. Refer to **Section 5.4** for more information on elevated ground floor residential units.
8. **Building Servicing and Loading Zone:** To minimize the visual impact of back of house operations of buildings such as deliveries, maintenance, and parking shall be located in areas indicated in **Figure 5.4.**
9. **Combine Building Services:** Wherever possible, servicing entries shall be combined such as combining a parking entry with a loading dock.
10. **Corner Zone:** To minimize pedestrian, bike, and vehicular conflicts with servicing activities, servicing entries shall not be located within 30 feet of a block corner.



Figure 5.5:
Elevated stoops create a semi private space for an intimate social setting.

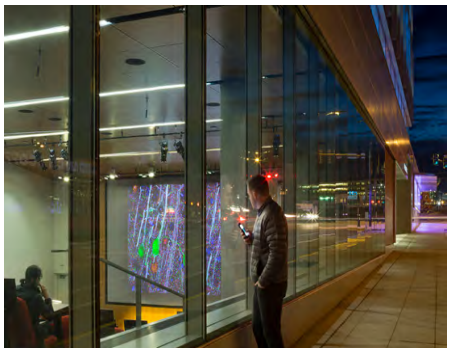


Figure 5.6:
Active ground floor uses can also include internal uses such as conference/ assembly spaces where passerbys can look in from the sidewalk.

Guidelines

1. **Permeable Openings:** Active Edges should consider permeable openings such as sliding and folding doors to encourage activity spill out onto the sidewalk and plaza spaces. Roll up doors or other large doors are highly encouraged along the Arts Campus plaza to provide views into makers spaces.
2. **Proximity to National Governing Body:** Uses along the Parkfront Zone should allow for outdoor spaces that enable event viewing in the National Governing Body spectator plaza. Ground floor spaces along the Green Loop have the opportunity to spill out into the park, activating the edge and taking advantage of the park and view of the Rio Grade Depot. The proximity to the National Governing Body means that food and entertainment uses should be designed to anticipate larger crowds of pedestrians.



Figure 5.7:
Sliding or roll up doors can facilitate the movement of people, equipment, and goods in and out of the ground floor.



Figure 5.8:
Well defined lobby entries can help provide visual interest and activity along major streets.

5.4 **Heights**

Maximum height limits establish a neighborhood fabric that is sculpted, with heights ramping up to the Festival Street and stepping down to the surrounding neighborhood.

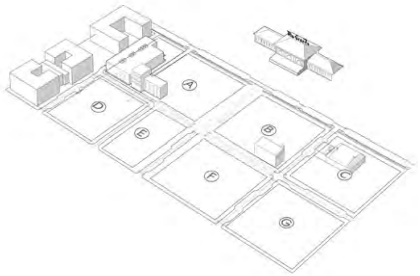
Standards

1. **Maximum Height:** The height of buildings shall not exceed the applicable maximum height as shown in **Figure 5.9 and Table 17.**

2. **Ground Floor Heights:** Ground floor with non-residential uses shall be a minimum of 15 feet, clear height between finished floor and finished ceiling. Ground floor residential units shall be a minimum of 2 feet above the adjacent sidewalk, with ADA compliant access provided for accessible units.

BLOCK ID	MAXIMUM HEIGHT ENVELOPES
A	400 Feet / 150 Feet
B	75 Feet
C	150 Feet
D	200 Feet
E	260 Feet
F	300 Feet / 200 Feet
G	180 Feet / 120 Feet

Table 17: *Maximum Heights Table*



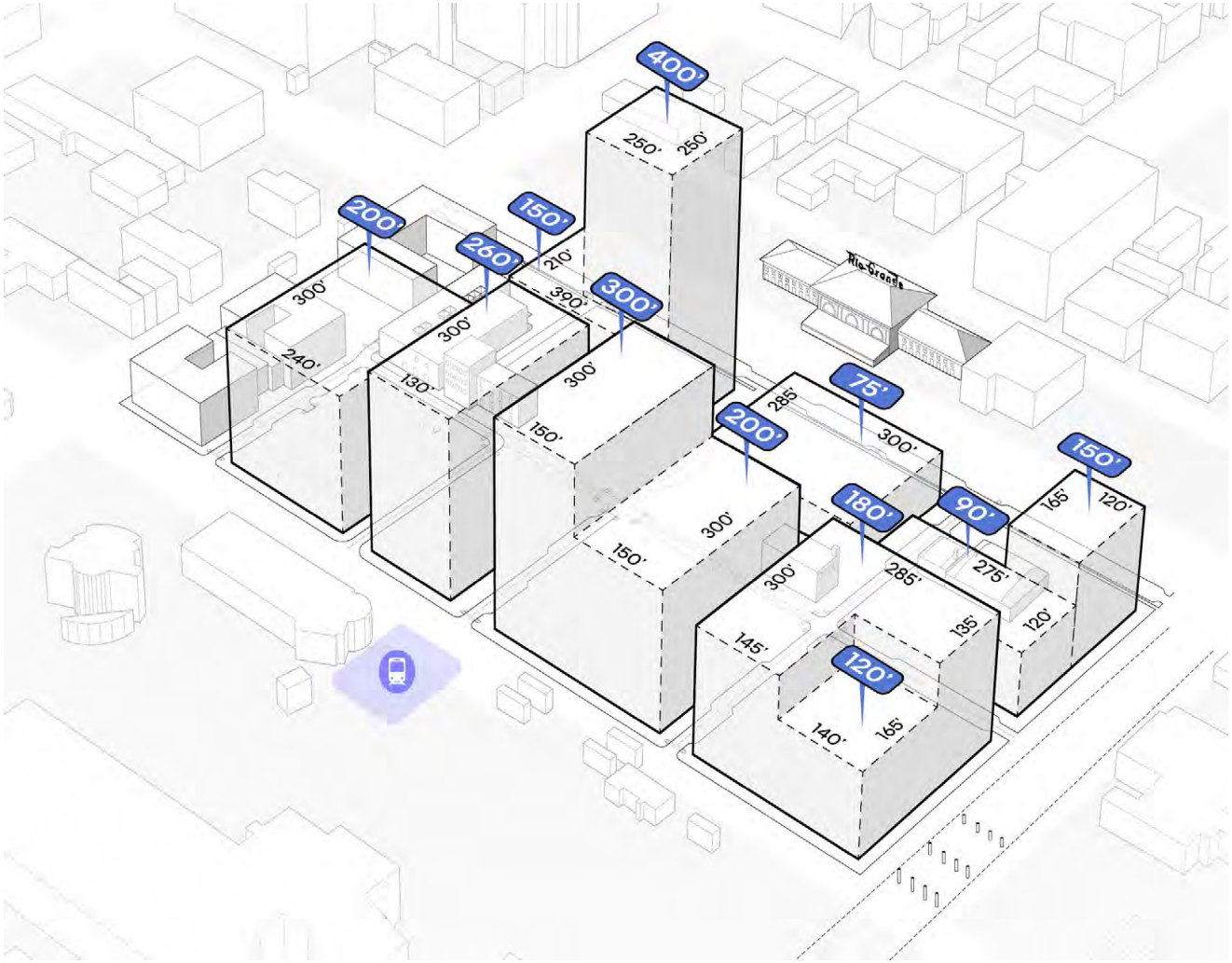
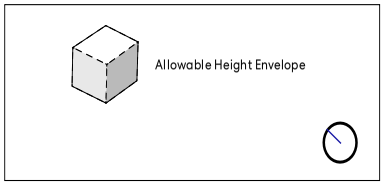


Figure 5.9:
Maximum Height Diagram



5.5 **Podium**

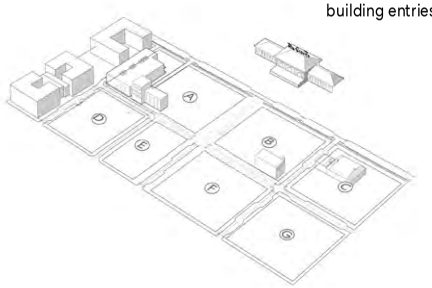
The building podiums are intended to respect and complement the existing historic structures while creating visual interest and encouraging a diversity of experiences.

Standards

1. **Podium Heights:** Development adjacent to existing structures such as Artspace Macaroni Flats, Salt Lake Mattress Building, and the Rio Grande Depot shall have a podium height that matches the roof datum of the adjacent structure. The podium height shall be measured to the highest point on the identified structure. Block B, C, and G are exempt.
2. **600 West Ground Floor Recess:** Ground floors along 600 West shall be recessed as per **FIGURE 3.8.** The resulting space shall be publicly accessible and be used for amenities for improved pedestrian experience.

Guidelines

1. **Balconies and Terraces:** The inclusion of balconies and terraces are encouraged adjacent to public open spaces such as the Green Loop, Festival Street, and Arts Campus plaza to take advantage of views and allow greater programmatic and visual connection between uses in the buildings and the public realm.
2. **Terrace Access:** All terraces resulting from stepbacks should be accessible and well-landscaped with amenities such as seating, greenery, and gathering spaces to complement the vibrancy on the ground plane.
3. **Podium Modulation:** The mass of the podium should be broken down into smaller masses. These massing moves should relate to the overall building design, upper building design, and to other prominent building elements such as fenestration patterns and building entries.



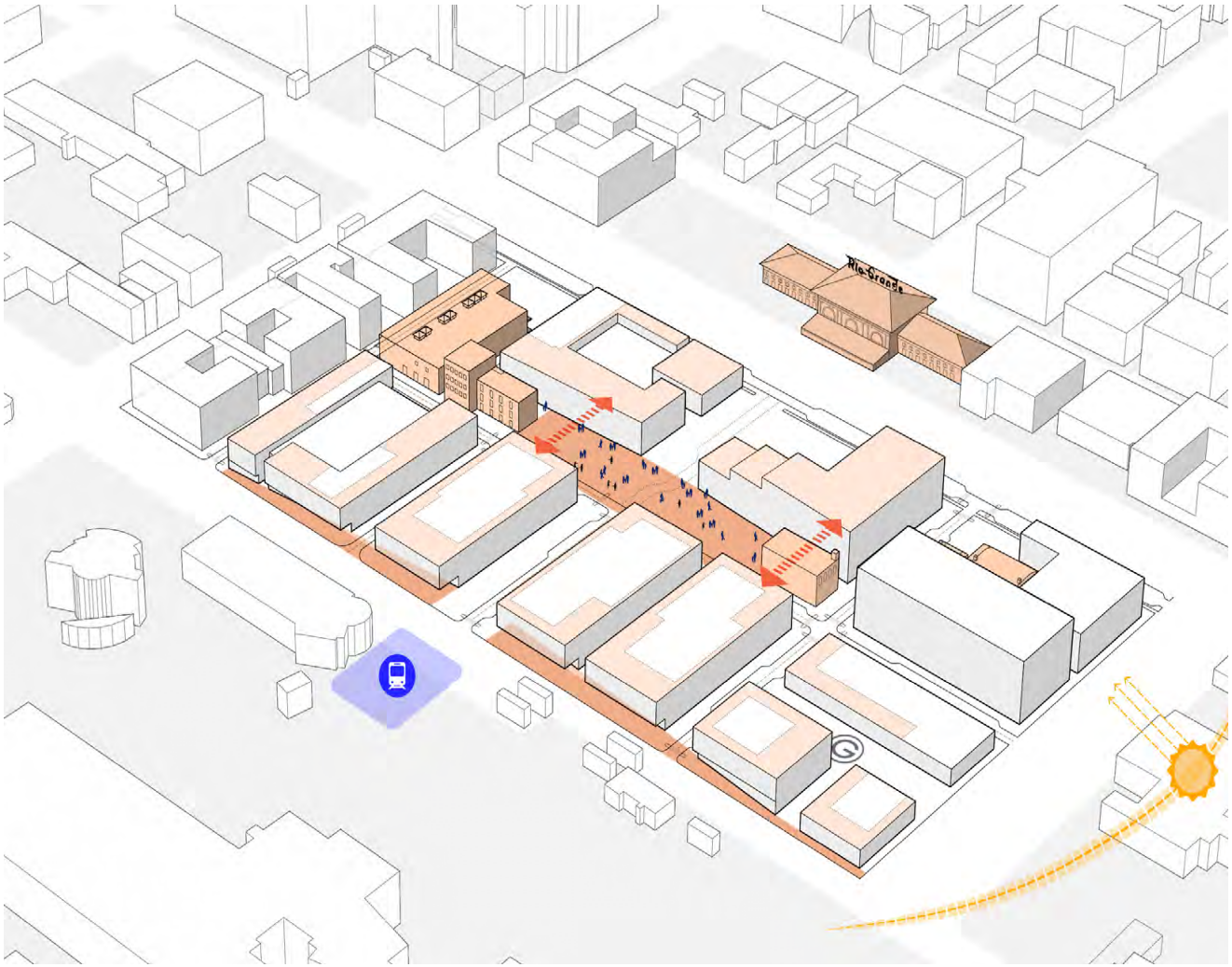


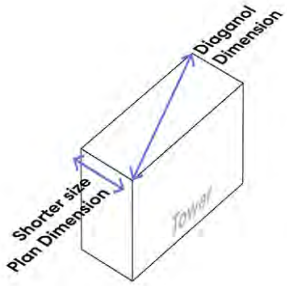
Figure 5.10:
Building Podium Diagram

5.6 Building Orientation and Massing

The upper portions of buildings are important contributing elements to the SLC skyline and project a strong urban identity.

Standards

1. **Tower Orientation:** The longer axis of mid-rise and high-rise building floor plates shall be oriented east-west for maximum solar performance. The exception is Block A, which is designed to be a point tower.
2. **Maximum Tower Bulk Controls:** Tower floorplate shall adhere to the following controls:



LAND USE	TOWER MAX DIAGONAL DIMENSION	TOWER MAX PLAN DIMENSION
Typical Residential Tower	260 Feet	100 Feet
Typical Commercial Lower Tower	270 Feet	130 Feet
Typical Commercial Upper Tower	180 Feet	100 Feet
Mixed-Use Point Tower	130 Feet	100 Feet

Table 18: *Maximum Tower Floorplate Table*

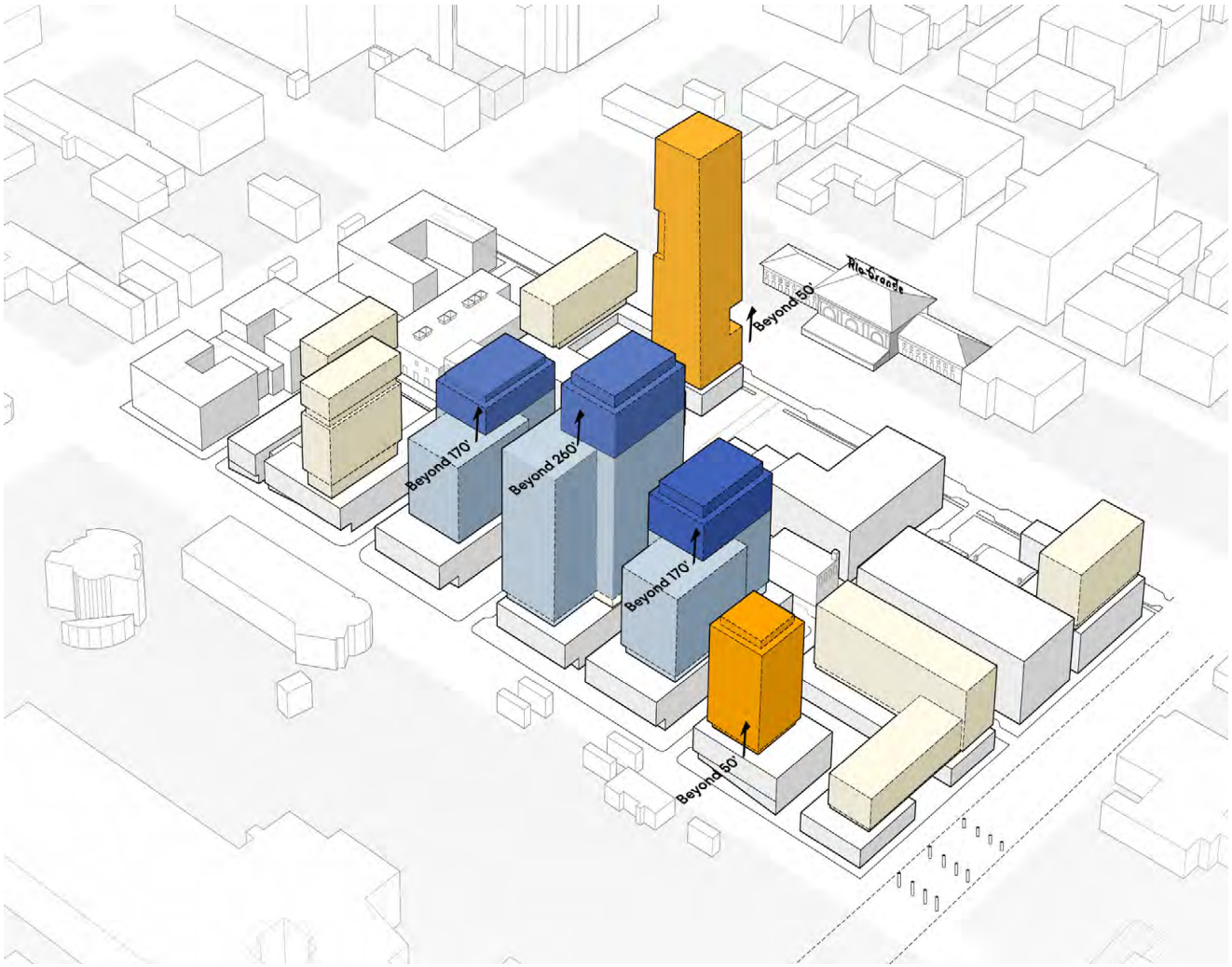


Figure 5.11:
Building Orientation and Massing Diagram 1

5.6 Building Orientation and Massing

Guidelines

1. **600 West Stepdowns:** The western facades of towers along 600 West that exceed 200 feet should step down as it approaches the street and Salt Lake Central Station. These stepdowns should serve as vegetated, occupiable terraces which provide a biophilic entry into the City.
2. **Views to Natural Environs:** Towers exceeding 200 feet should carve out observation balcony areas to surrounding natural features such as the Wasatch Mountains, the Orquirrh Range, and the Great Salt Lake.
3. **Preserve view of the Rio Grande Depot from 400 South:** Development on Block G should be sculpted to provide a peek of the Rio Grande Depot sign from the 400 South Viaduct.

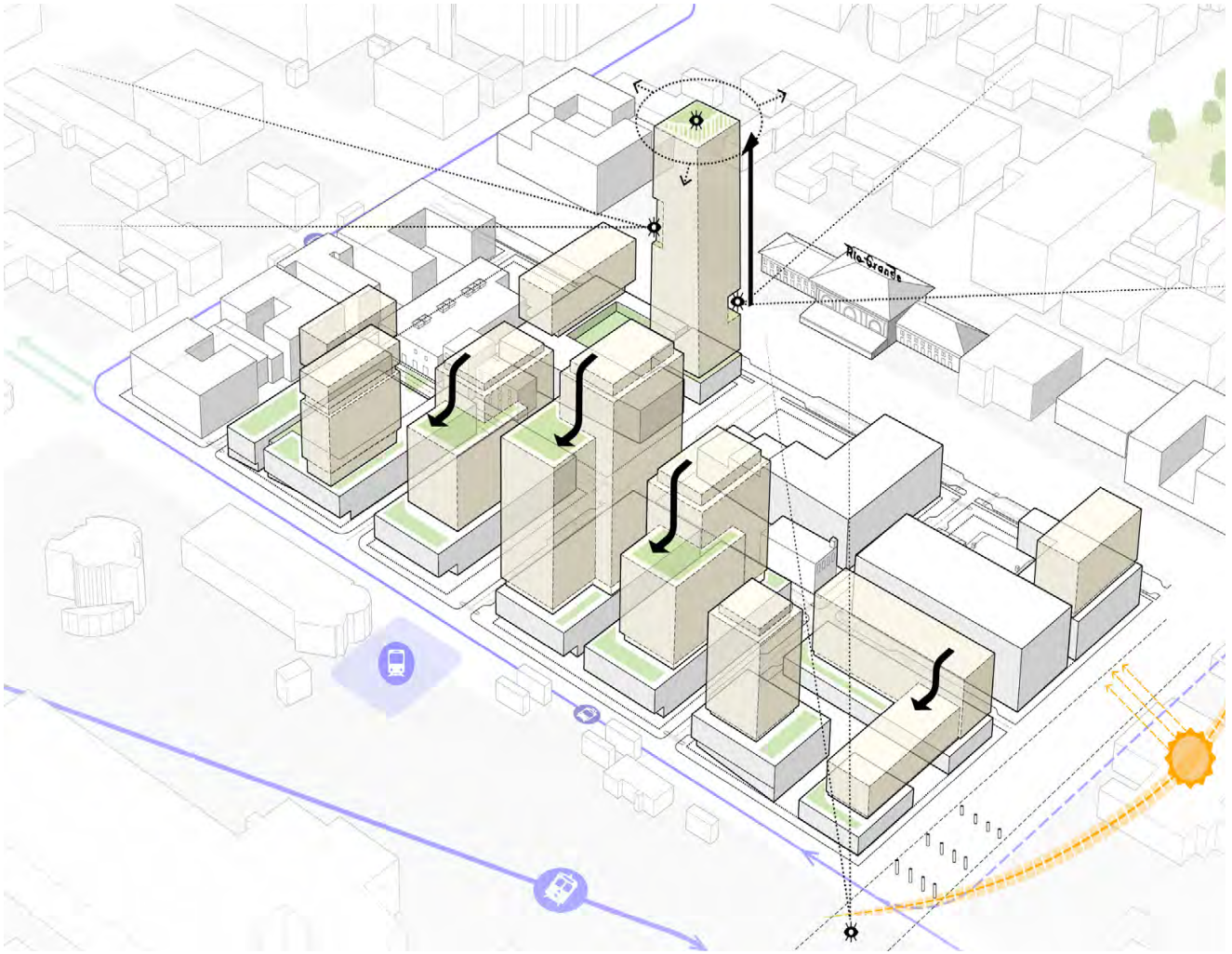


Figure 5.12:
Building Orientation and Massing Diagram 2

5.8 **Sustainable Design**

To support the goals and targets of Salt Lake City's Climate Plan, the design framework focuses on strategies to shape the urban form for a more comfortable, energy-efficient, and high-performing district that has a rich biophilic experience.

Standards

1. **RDA Sustainable Development Policy:** All new development shall adhere to the RDA Sustainable Development Policy which provides requirements for enhanced energy performance, emission free building operations, and net zero building standards.
2. **Stormwater Management:** New horizontal and vertical development shall employ decentralized strategies to address runoff such as permeable surfaces, green roofs, and rain gardens, to manage and absorb stormwater at its source. This approach minimizes strain on centralized systems, promotes biophilia, mitigates urban flooding and water pollution.
3. **Embodied Carbon:** Vacant existing structures such as the Salt Lake Mattress Building and Blue Warehouse shall be preserved and retrofitted for new uses.
4. **Green Roofs and Terraces:** Terraces shall be designed to manage stormwater, alleviate heat island effect, and create aesthetically pleasing and biodiverse outdoor spaces. Rooftop vegetation should optimize building energy efficiency with increased thermal insulation, providing natural shading, and cooling through evapotranspiration and prevent excessive heating and cooling in buildings.

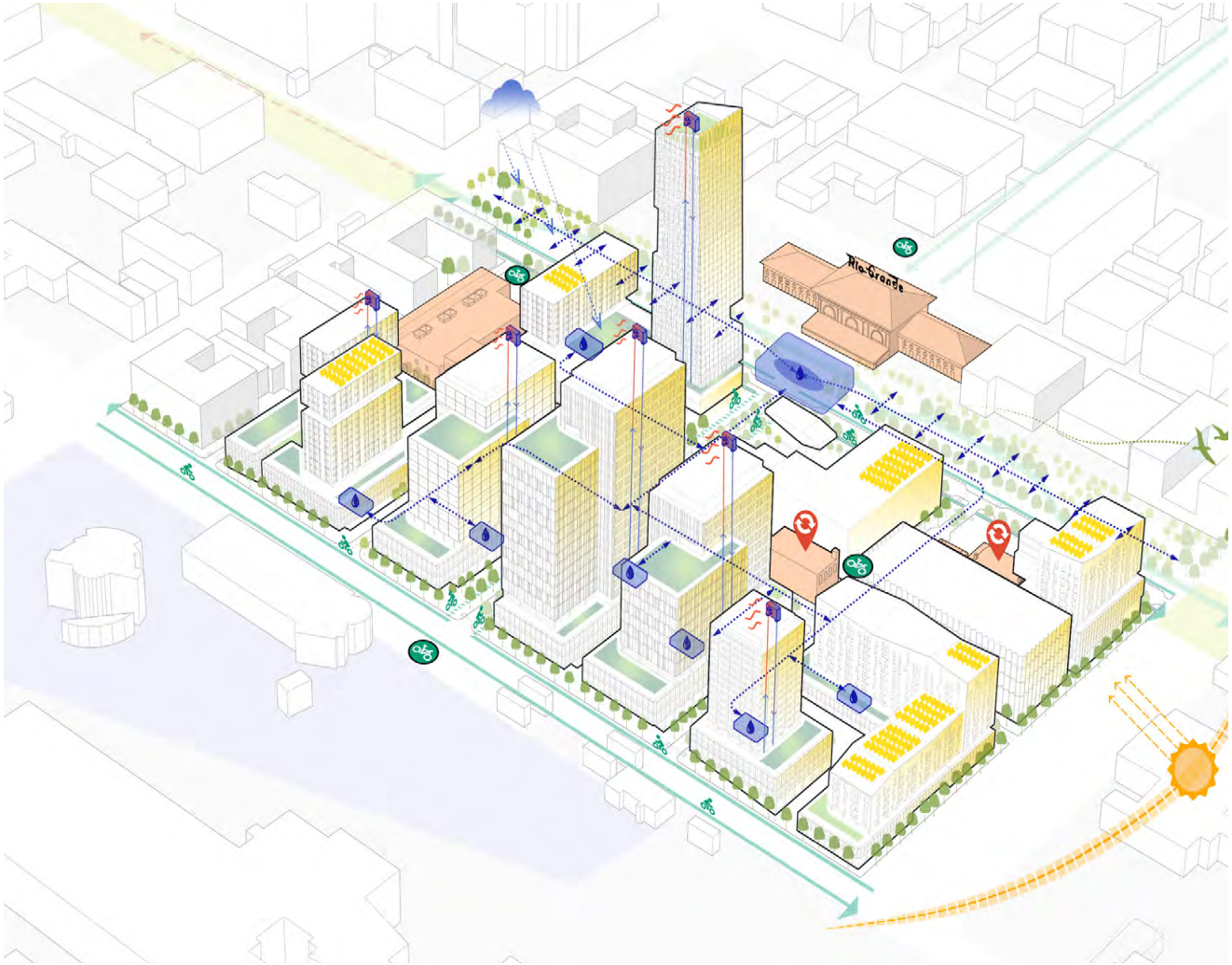


Figure 5.13:
Sustainable Design Diagram

5.8 **Sustainable Design**

Guidelines

1. **Bird-Safe Building Design:** The Great Salt Lake is part of a vast Great Basin haven for shorebirds migrating along the Pacific Flyway. The vast amount of bird-species in the region paired with a more vegetated public realm and the addition of reflective glass towers can lead to a high risk of bird-strikes. To mitigate the risk of bird-strikes, all development that has facades exceeding 30 percent glazing should utilize bird safe design strategies on the first 60 feet measured from the ground plane. This includes fritted glass, etched glass, UV coated glass, frosted glass, and exterior apparati such as louvers, fins, and mullions.
2. **Natural Daylight:** Passive lighting and access to natural daylight should be used where possible. Access to natural daylight can improve human health and artificial lighting can be one of the largest demands on building energy.
3. **Solar Control and Exterior Shading:** Facades that are south- or west-facing can be exposed to greater amounts of thermal energy from the sun, causing heat gain to the building and requiring energy for cooling. Consider using passive means of shading including less glazing, louvers. This will support the bird-safe building design strategy.
4. **Photovoltaic Panels:** Portions of the roof area with direct solar access should be considered for solar energy or heating systems (including PV panels). Wherever possible, mount solar energy or heating systems over mechanical equipment, or structures over green roofs, or structures used for human shading. Where solar energy systems are combined with green roofs, incorporate shade tolerant species.
5. **Mass Timber Construction:** Changes in modern building codes are making mass timber structures as tall as 18 stories possible. Development should explore utilizing mass timber elements like cross-laminated timber panels (CLT). Mass timber structures offer significant environmental benefits including long-term carbon sequestration, reduced greenhouse gas emissions, reduced embodied and operational energy footprint.
6. **Building Amenities for Wellness:** Building amenities should include fitness rooms that are close to and visible to outdoor spaces, indoor bike parking and showers for commercial development.



Figure 5.14:
At 40 stories, Canada's Earth Tower will become the world's tallest hybrid wood tower, dramatically reducing the project's greenhouse gas emissions through carbon sequestration.

6 Implementation

6.1 Phasing Plan 126

6.2 RDA Role in Rio Grande District 132

6.3 Governance Framework 138

6.4 Next Steps 146

6.1 Phasing Plan

This ambitious Plan will be built in phases over many years and will be influenced by changing market conditions and funding sources. This section describes a potential phasing scenario.

Phase 1	Infrastructure	Development
Phase 1	Market Street Woodbine Court (South Segment) 300 South Arts Campus Plaza (South Segment) Potential National Governing Body Spectator Plaza	Potential National Governing Body Headquarters and Training Center Salt Lake Mattress Renovation Shared Parking Garage Blue Warehouse Renovation
Phase 2	Pierpont Avenue Woodbine Court (North Segment)	Rio Grande Depot Renovation Mixed-Use Residential Development Renovation of Blue Warehouse
Phase 3	500 West Green Loop	Commercial Mixed-Use Development
Phase 4	Arts Campus Plaza (North Segment) Underpass Park	Residential Mixed-Use Landmark Tower Commercial Mixed-Use Development

Table 19: *Phasing Plan Infrastructure and Development*

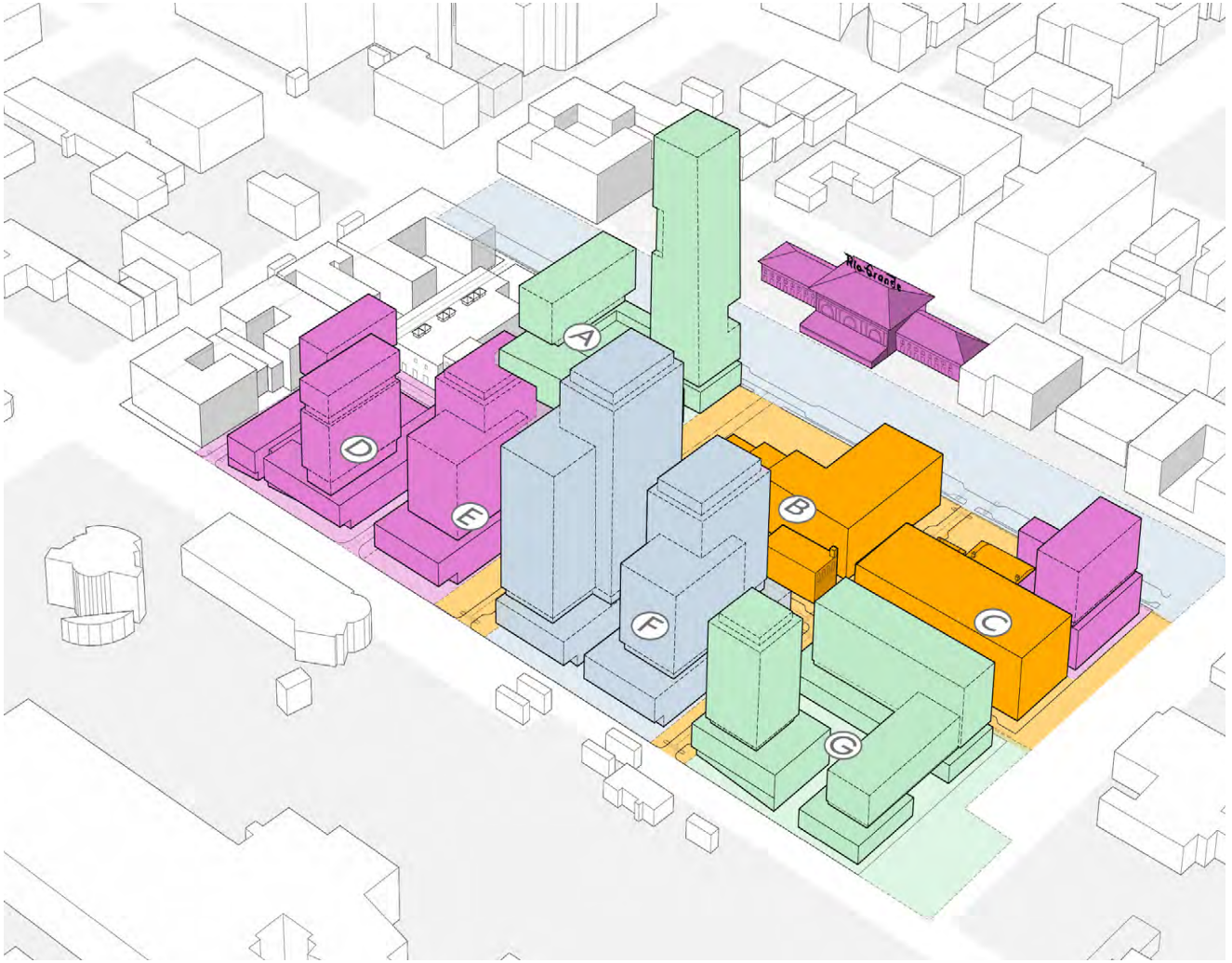


Figure 6.1:
Phasing Plan Diagram

6.1.1 **Phase 1**

Phase 1 infrastructure investment and development is focused on the southeastern portion of the site.

New infrastructure investment includes the following:

- Construction of Market Street and a segment of Woodbine Court.
- Major mobility and access improvements to the existing 300 South (Festival Street) and 400 South Frontage Road rights-of-way.
- Construction of the southern portion of the Arts Campus plaza and the potential National Governing Body spectator plaza fronting along 500 West.

Vertical development includes the following:

- Potential National Governing Body Headquarters and Training Facility on Block B.
- The Salt Lake Mattress Building is proposed to be renovated in Phase 1 as part of the potential National Governing Body project.
- A RDA-owned shared parking garage on Block C.
- Renovation of the existing Blue Warehouse with an active use such as a brewery or commercial space for workforce development, educational programming.

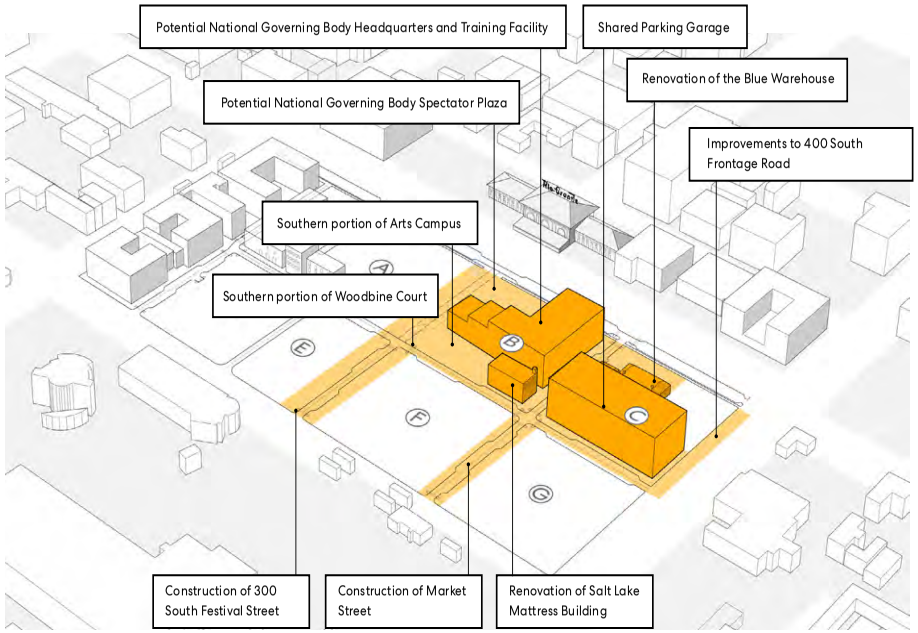


Figure 6.2:
Phase 1 Proposed Infrastructure and Development

6.1.2 **Phase 2**

Phase 2 infrastructure investment and development is focused on the re-opening of the Rio Grande Depot and adding housing onto the site.

New infrastructure investment includes the following:

- Construction of Pierpont Avenue from 600 West to Woodbine Court and the northern segment of Woodbine Court from 300 South to Eccles Avenue.

Vertical development includes the following:

- Completion of the Rio Grande Depot renovation with State of Utah departments and additional civic tenants moving into the Depot along with a publicly accessible grand concourse with new active uses.
- New multi-family residential projects on Block C and Block D, with active uses on the ground floor.
- Anticipated construction of commercial mixed-use high-rise tower on Block E. The project can accommodate a tech anchor tenant in an urban campus setting or multiple tenants including allowances for new wet and dry lab spaces to support Tech Lake City initiative.

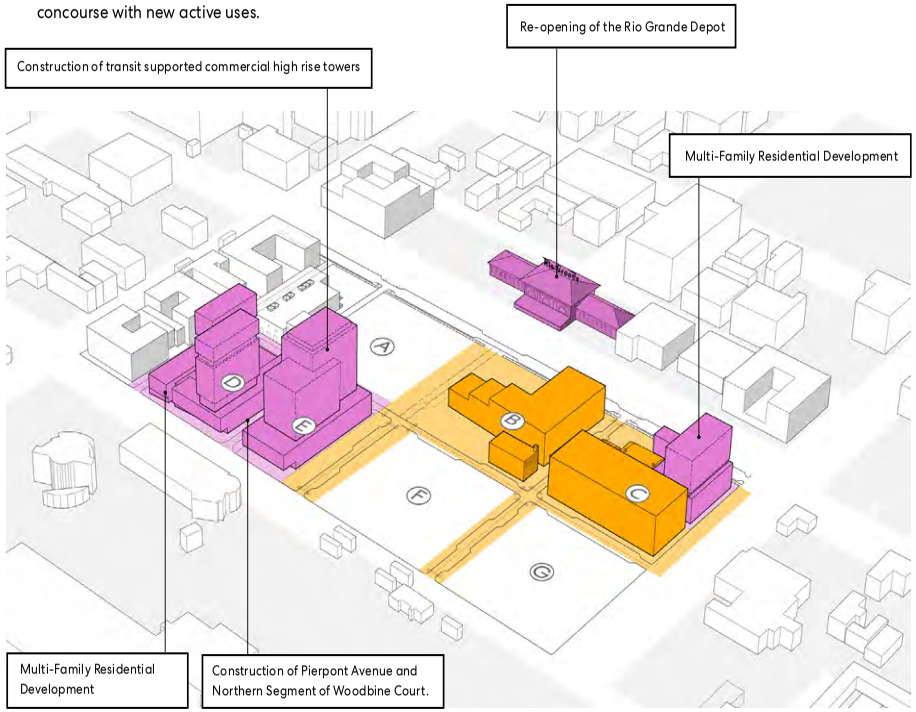


Figure 6.3:
Phase 2 Proposed Infrastructure and Development

6.1.3 **Phase 3**

Phase 3 infrastructure investment and development is focused on the parcels adjacent to Salt Lake Central Station and the Green Loop.

New infrastructure investment includes the following:

- Reconfiguration of 500 West as a multi-modal street, including improved intersections at 400 South and 200 South.
- The construction of the Green Loop urban trail and linear park on the eastern portion of 500 West.

Vertical development includes the following:

- Anticipated construction of commercial high-rise towers on Block F. These buildings can accommodate a tech anchor tenant in an urban campus setting or multiple tenants including allowances for new wet and dry lab spaces to support Tech Lake City initiative.

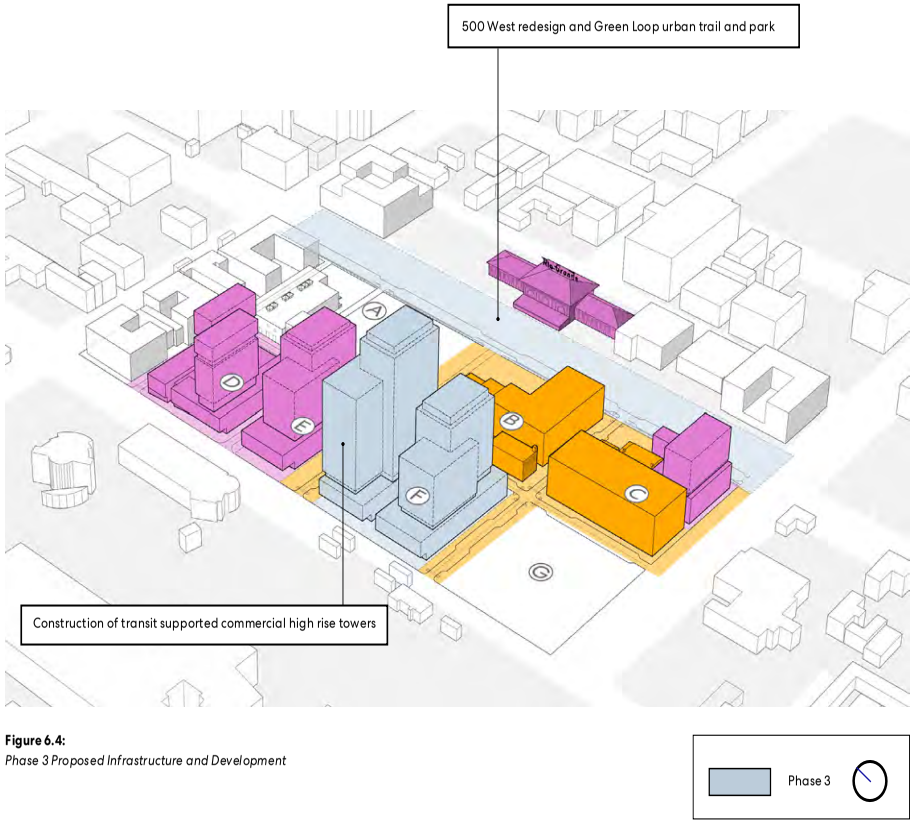


Figure 6.4:
Phase 3 Proposed Infrastructure and Development

6.1.4 **Phase 4**

Phase 4 infrastructure investment and development is focused on the landmark mixed-use residential tower on 500 West and the mixed-use development along the 400 South Overpass.

New infrastructure investment includes the following:

- Construction of the northern portion of the Arts Campus plaza.
- Construction of permanent park programming at the 400 South underpass such as dog park and soccer courts.

Vertical development includes the following:

- Construction of the landmark residential mixed-use tower along 500 West and 300 South on Block A.
- Construction of commercial and residential development on Block G.

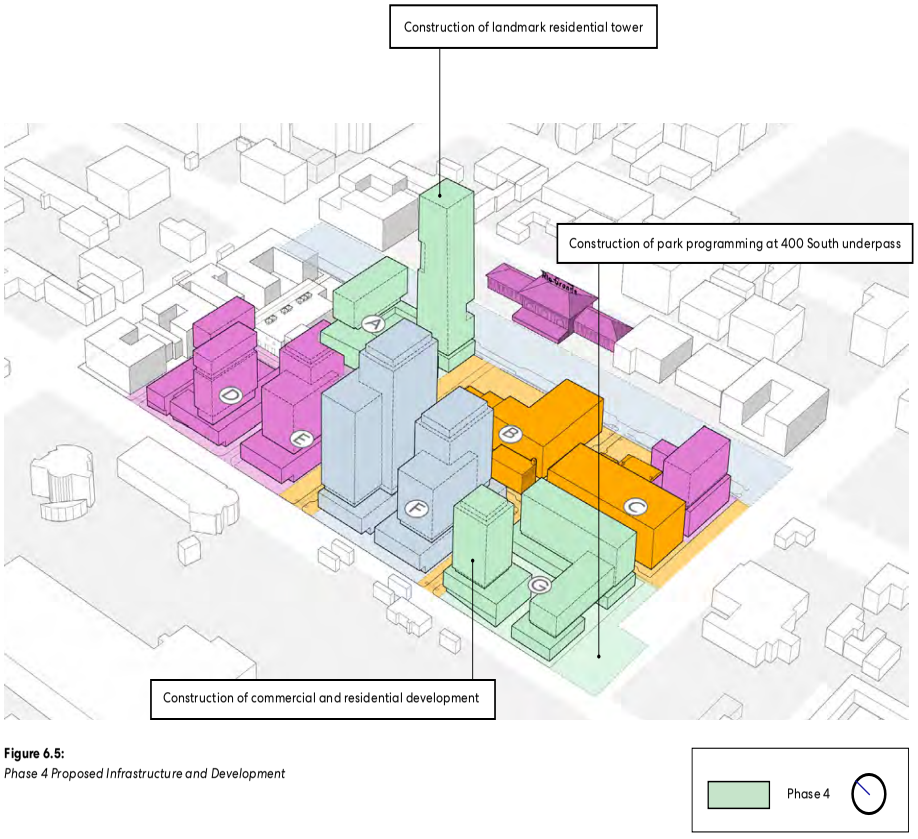


Figure 6.5:
Phase 4 Proposed Infrastructure and Development

6.2 RDA Role in the Rio Grande District

The development of the Rio Grande District has the potential to cultivate a vibrant urban district that exemplifies what makes Salt Lake City special and stamps its position as the best transit-oriented district in the State.

Several key goals for the development, programming, and positioning of the Rio Grande District have emerged through conversations with stakeholders. Governance can facilitate the following goals:

- **Development:** Establish the Rio Grande District as the standard for sustainable transit-oriented development in Salt Lake City and the State of Utah.
- **Programming:** Create a new urban scale development that leverages local organizations to create a programmed and activated district for art, community health and wellness, and organic economic growth for SLC.
- **Positioning:** Foster a walkable community that takes advantage of density to create a mixed-use, mixed-income, and inclusive district.

The RDA will play a pivotal role in the development operations, and long-term success of the Rio Grande District. The RDA is slated to serve four primary roles:

- **Land Owner:** As the primary landowner, the RDA should manage and optimize development on the land in perpetuity.
- **Infrastructure Developer:** The RDA and the City will develop, own, and operate infrastructure and public space throughout the district in alignment with its vision of walkability and transit orientation.
- **Programming Manager:** The RDA will lead the activation and programming of the Rio Grande District, with collaboration from nearby partners and property owners. The RDA will maintain ownership of ground-level space when able.
- **District Curator:** The RDA may provide incentives to private parties, including developers and space users, to advance RDA policy goals, such as discounted space for start up businesses, participation in programming and activation, and dedicated public space.



Figure 6.6:
Close up of Arts Campus plaza. RDA will lead the activation and programming of the Rio Grande District such as maintaining ownership of ground level spaces and curating programming in spaces like the Arts Campus plaza.

6.2.1 Land Owner

As the primary landowner, the RDA should manage and optimize development on the land in perpetuity.

- **Responsibilities**
  - Function as the master developer, crafting design guidelines, executing ground leases and development agreements, oversee vision and implementation planning and site planning efforts, and monitoring the execution of vertical development.
  - Initiate solicitations for development parcels, in line with a strategic phasing strategy that logically advances development throughout the district.
  - Manage ground leases, including ensuring compliance and collecting ground lease revenue.
  - Refresh district vision and implementation plan periodically to ensure highest and best use of land and optimal development outcomes.
- **Related Policies**
  - Real Property Disposition Policy: Determines the process and method for deploying RDA-owned land for redevelopment.
  - Sustainable Development Policy: Sets guidelines on the sustainability metrics RDA-supported projects must meet.
  - Granary Adaptive Reuse Policy: Provides a precedent for how the Rio Grande District development can preserve existing structures.
- **Opportunities**
  - RDA will receive ground lease revenue that can support infrastructure investment and other key investments in the district.
  - RDA maintains control and influence regarding the types of programming and development that occurs on-site, enabling the RDA to meet policy goals related to affordability, sustainability, etc.
- **Risks and Limitations**
  - RDA assumes some ongoing risk related to the success of development activity (i.e. susceptibility to changes in the real estate market).
  - RDA remaining involved in land ownership means that it will need staff capacity in perpetuity to provide oversight of ground lease terms, negotiate future ground leases, and facilitate other land ownership tasks.



Figure 6.7:
RDA as Land Owner Diagram

6.2.2 Infrastructure Developer

The RDA and the City will develop, own, operate infrastructure and public space throughout the district in alignment with its vision of walkability and transit orientation.

- **Responsibilities**
  - Oversee and implement vision and implementation planning efforts, including identifying the funding sources, executing bonds, and budgeting for maintenance and repairs.
  - Develop a plan for overseeing the physical assets and hire workers to execute maintenance and repairs.
  - Collect and manage revenues from shared facilities and ensure proper debt service.
- **Related Policies**
  - Tax Increment Reimbursement Program Policy: Provides a mechanism for the RDA to partner with private developers to support on-site infrastructure and other improvements.
- **Opportunities**
  - By maintaining ownership of the infrastructure, the RDA and City can ensure principles of shared parking and shared utilities are maintained throughout the Rio Grande District.
  - The RDA and City can capture parking revenue and additional revenue from shared agreements and use that revenue to reinvest into Rio Grande District infrastructure.
- **Risks and Limitations**
  - The RDA and the City assumes the responsibility for all infrastructure improvements and incurs the cost for all development and repairs.
  - RDA will need to hire staff or third-party support to oversee and maintain certain infrastructure.

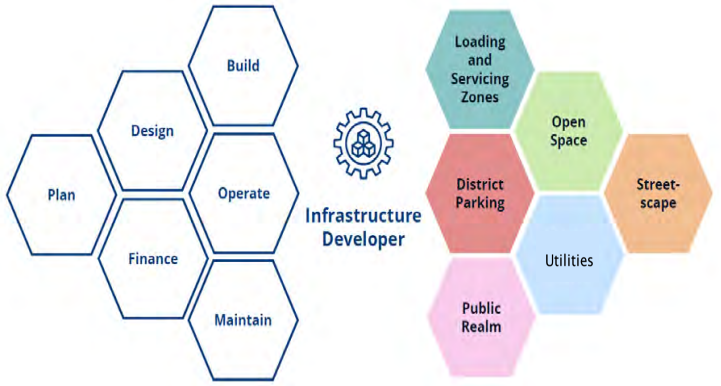


Figure 6.8:
RDA as Infrastructure Developer Diagram

6.2.3 **Programming Manager**

The RDA will lead the activation and programming of the Rio Grande District, with collaboration from nearby partners and property owners. The RDA will maintain ownership of ground-level space when able.

- **Responsibilities**
  - The RDA will work with Rio Grande District stakeholders to establish a vision for the types of programming and activation efforts at the Rio Grande District, develop a plan with responsible parties for executing that vision, and oversee the planning of events and placemaking efforts at the Rio Grande District.
  - Oversee booking of event space to public and private participants.
  - Install and maintain public art exhibits.
- **Related Policies**
  - Procurement Policy: Sets guidelines for the process to contract third-party entities to support programming and activation efforts at the Rio Grande District.
  - RDA Art Policy: Provides guidelines for portion of RDA investments to contribute to art installation and for incentives for private partners that provide art investment.
- **Opportunities**
  - The RDA can shape programming and activation efforts to align with its vision for the Rio Grande District.
  - The RDA can partner with other Salt Lake City government departments, such as SLC Parks Division and the Arts Council, to host events and advance broader Salt Lake City initiatives.
- **Risks and Limitations**
  - The RDA will need to ensure it has the staffing capacity to oversee and execute district-wide programming and activation activities, including developing a programming schedule, procuring third-party vendors, managing event space and bookings, facilitating planning event set-up and tear-down, etc.



Figure 6.9:
RDA as Programming Manager Diagram

6.2.4 **District Curator**

The RDA may provide incentives to private parties, including developers and space users, to advance RDA policy goals, such as discounted space for startup businesses, participation in programming and activation, and dedicated public space.

- **Responsibilities**
  - Because the RDA will oversee the development and programming of the Rio Grande District, they will play an outsized role in attracting new tenants and companies to the Rio Grande District.
  - The RDA will either own or master lease space throughout the Rio Grande District to provide sub-leases with discounted rents for space users, including non-profits, startup organizations, and mission-oriented partners.
  - Negotiate ownership or master leasing of space, prioritizing ground-level space, with the goal of maximizing the RDA's ability to sub-lease space at a discounted rate for mission-driven and vision-aligned partners.
- **Related Policies**
  - Tax Increment Reimbursement Program Policy: Leverages tax increment to attract developers to support redevelopment of Rio Grande District.
  - Housing Development Loan Program Policy and Housing Allocation Funds: Provides a mechanism for the RDA to meet public policy goals, namely, affordable housing, by leveraging Housing Allocation Funds for redevelopment efforts.
  - Loan Program Policy: Directs the RDA's use of gap financing to support private development that advances the RDA's goals.
- **Opportunities**
  - The RDA gets to establish its vision for how the Rio Grande District serves Salt Lake City residents, including the types of jobs created, small business growth, availability of affordable space, and workforce development programming.
  - The RDA can utilize ground lease revenue and earned revenue from the Rio Grande District to increase the economic vitality of Salt Lake City.
  - The RDA has incentive and funding programs at its disposal to support attracting new firms and businesses to the Rio Grande District.
- **Risks and Limitations**
  - While Rio Grande District can drive economic development efforts in a portion of Downtown Salt Lake City, it cannot replace city-wide economic development initiatives, but rather must complement them.
  - The RDA will need to expand its staffing capacity to oversee sub-leasing activity.

6.3 Governance Framework

The RDA should establish a governance framework for the Rio Grande District that reflects its four key roles in the project and organizes them to drive the vision for the district. An RDA-led governance will require a comprehensive organize of component parts to ensure the district is successfully developed and operated.

RDA-led governance should be framed with three distinct lenses to ensure that the development and operations of the Rio Grande District successfully address the project's vision.

- **Funding:** The RDA will need to consider short-term and long-term cash encumbrances reflecting the capital and operating needs of the Rio Grande District (in the form of annual and 5-year budgets that are approved by the Board).
- **Staffing and Support:** The RDA will need staff dedicated to the Rio Grande District that is built out over time, with initial support from third parties.
- **Functional Goal:** The RDA should consider itself the master developer of the Rio Grande District with a focus on the real estate and economic outcomes listed in the vision.

	Funding	Staffing and Support	Functional Goal
Land Owner	Capital Funding	Real Estate Development Staff and Technical Experts	Strategy Planning Coordination Investment Partnerships Entitlements Job Creation Community Engagement
Infrastructure Developer			
Programming Manager	Operational Funding	Activation and Programming Staff and Partners	
District Curator		District Curation Staff and Partners	
	Components of Rio Grande District Governance		

Table 20: *Components of Rio Grande District Governance Matrix*



Figure 6.10:
Close up of the Rio Grande District. RDA governance framework will coordinate funding and operations for horizontal infrastructure like the Green Loop, vertical development like a shared parking garage, and mixed-use development.

6.3.1 Funding

The RDA will need consider short-term and long-term cash encumbrances reflecting the capital and operating needs of the Rio Grande District.

	Sources	Uses
Land Owner	**Capital** • Land • Ground Lease Income • Bond Funding • Tax Increment	• Build Infrastructure • Operate and Maintain Infrastructure • Oversee Shared Parking • Staff Programming and Activation • Manage and Maintain Leased Space • Provide Incentives and Subsidies
Infrastructure Developer		
Programming Manager	**Operations** • Assessment • Parking Revenue • Ground Floor Subleases • Event Revenue • Philanthropic Donations	
District Curator		

Table 21: *Funding Sources and Needs*

6.3.2 Staffing and Support

The RDA will need staff dedicated to the Rio Grande District that is built over time, with initial support from third parties.

Land Owner	Infrastructure Developer	Programming Manager	District Curator
Real Estate Director: Manages Rio Grande District portfolio and development phasing	**Capital Projects Manager:** Identifies capital improvements and plans funding and sequencing	**Activation Manager:** Programs and oversees maintenance of public spaces	**Director District Curation:** Identifies and attracts potential Rio Grande District partners
Finance Director: Oversees accounting and budgeting of Rio Grande District	**Maintenance Staff:** Maintains and operates all public space	**Events Manager:** Plans and executes events	**Property Manager:** Attracts and supports Rio Grande District tenants and facilitates tenant improvements
	Parking Manager: Provides day-to-day operational support of shared parking structure	**Marketing Manager:** Builds awareness of Rio Grande District and maintains the Rio Grande District brand	

Table 22: *Rio Grande District Dedicated Staffing*

RDA Board of Directors Key Roles: Approve policy, vision, and budget for Rio Grande District; Conduct periodic reviews of project status and metrics.			
RDA Director Key Roles: Oversees team and ensures alignment with RDA and project vision; Coordinates between Rio Grande District staff and other RDA and City resources.			
Rio Grande District Director Key Roles: Oversees day-to-day implementation of Rio Grande District vision and manages staff; Responsible for project metrics.			
Operations Staff Key Roles: Executes day-to-day tasks; Provides regular updates to Rio Grande District and RDA directors.			
Real Estate Director	**Capital Projects Manager**	**Activation Manager**	**Director of District Operations**
Finance Director	**Maintenance Staff**	**Events Manager**	**Property Manager**
	Parking Manager	**Marketing Manager**	

Table 23: *Rio Grande District Staffing Org Chart*

6.3.3 Functional Goal

The RDA is overseeing the design process, master planning, deployment of land, and activation of the Rio Grande District. Each phase will include a set of goals needed to successfully implement the redevelopment. The RDA should consider itself the master developer of the Rio Grande District with a focus on the real estate and economic outcomes listed in the vision.

Land Owner	Infrastructure Developer	Programming Manager	District Curator
• Conduct master planning efforts • Establish and maintain design guidelines • Execute CC&Rs and development agreements • Craft solicitation documents • Solicit developers • Deploy land in the form of ground leases.	• Assess existing infrastructure capacity and needs • Plan capital improvements staging • Float bonds to support infrastructure investment • Develop upgraded utilities, streets, shared district parking and public space • Maintain shared district parking and public spaces	• Identify Rio Grande District brand to guide programming and activation vision • Formulate programming and activation strategy, including cadence of events • Leverage adjacent property owners to advance programming efforts	• Attract key anchor industry partners to locate at Rio Grande District • Create guidelines for providing discounted leased space to non-profit and start-up organizations • Ensure economic development efforts align with Rio Grande District vision

Table 24: *RDA Key Tasks as Master Developer*

6.3.4 Phase 1 Action Items and Goals

Phase 1: Start Up | *Phase 2: Stabilization* | *Long Term Growth*

	Funding	Staffing and Support	Functional Goal
Land Owner	**Capital Funding** • Prepare initial project budgets • Determine level of bond funding necessary and seek legislative approval	• Identify 1-2 full-time staff dedicated to moving the development work forward with a focus on early stage financial and development planning. • Advance design, planning, and development strategy to facilitate development partnership. • Confirm legal advisory mechanism to support transactions	• Complete vision and implementation planning process. • Establish design guidelines. • Craft developer solicitation requests (e.g., RFPs, RFIs, etc.) • Solicit development partner(s). • Negotiate development transaction. • Execute CC&Rs and/or development agreements.
Infrastructure Developer	**Operational Funding** • Provide annual appropriations from RDA to Rio Grande District to fund catalytic organizational operations (i.e. staff and 3rd party consultants)		

Table 25: *Phase 1 Start Up Action Items and Goals*

6.3.5 Phase 2 Action Items and Goals

Phase 1: Start Up | **Phase 2: Stabilization** | Long Term Growth

	Funding	Staffing and Support	Functional Goal
Land Owner	**Capital Funding** • Float initial bond backed by ground lease income and TIF resources. • Appropriate RDA funding for other capital requirements.	• Identify 1-2 real estate development staff and procure third-party technical experts	• Design and implement infrastructure changes, including new streets, utilities, and parking structure • Develop first building and plaza • Conduct programming on undeveloped parcels and other public area
Infrastructure Developer			
Programming Manager	**Operational Funding** • Appropriate annual RDA budget for Rio Grande District operations • Initiate district assessment. • Collect and earmark earned income.	• Identify 1-2 activation and programming staff and partners	
District Curator		• Identify 1-2 district curation staff and partners	

Table 26: *Phase 2 Stabilization Action Items and Goals*

6.3.6 Long Term Growth Action Items and Goals

Phase 1: Start Up | Phase 2: Stabilization | **Long Term Growth**

	Funding	Staffing and Support	Functional Goal
Land Owner	**Capital Funding** • Leverage expanded ground lease income from development to invest in new capital projects • Float additional bonds as necessary funding for other capital requirements	• Identify 2-3 real estate development staff and third-party technical experts	• Initiate additional building development • Continue programming and activation of undeveloped parcels and public spaces • Begin coordination with surrounding parcels for future infrastructure improvements such as transit, parking, and public space
Infrastructure Developer			
Programming Manager	**Operational Funding** • Transition from RDA appropriations to assessments and earned income from Rio Grande District	• Identify 3-5 activation and programming staff and partners	
District Curator		• Identify 2-4 economic development staff and partners.	

Table 27: *Long Term Growth Action Items and Goals*

6.4 Next Steps

A comprehensive governance structure should provide clarity of leadership, decision-making, and resource alignment in order to drive towards desired outcomes for the Rio Grande District.

Here are three steps to initiate governance and advance district vision:

- **Step 1 - Align Stakeholders:** Begin formalized discussions between industry, academic, and regional partners regarding involvement in a governance structure.
- **Step 2 - Conduct Governance Business Planning:** Establish the core functions and processes required to manage a successful governance structure at Rio Grande District.
- **Step 3 - Develop Rio Grande District Policies:** Develop policies specific to Rio Grande District to ensure the Rio Grande District goals and vision are codified.

	Funding	Staffing and Support	Functional Goal
Adjacent Land Owners • Artspace • Private Developers • University of Utah • Utah Transit Authority • State of Utah	• Potential land easements and development partnerships	• Coordinate development efforts to support a cohesive district	• Facilitate successful development and design of Rio Grande District
Infrastructure Developer • Private Developers • Other City Agencies	• Capital and operating investments	• RDA Staff oversee buildout of infrastructure	• Leverage public dollars for shared infrastructure
Programming Partners • Artspace • Urban Food Connections • National Governing Body **District Curation** • Industry Anchors	• Event Space • Plan and support Rio Grande District events • Support activation efforts by leveraging existing resources • Workforce development programming	• Participate in activation and programming partnerships • Participation in workforce and economic development efforts	• Expand organization's presence and impact in Salt Lake City • Attract space users, employees, and customers • Establish permanent location in premier Salt Lake City district

Table 28: *Next Steps to Initiate Governance*



Figure 6.11:
Close up of the Green Loop outdoor coffee kiosk. Activating 500 West with infrastructure improvements and temporal programming could be a part of next steps in partnership with the potential National Governing Body.

6.4.1 Step 1: Align Stakeholders

Each core stakeholder within the respective groups brings unique resources and organizational needs that translate to a range of potential benefits from a successful Rio Grande District project.

Organization	Resources	Needs	Potential Benefit from Rio Grande District
Land Owners			
Redevelopment Agency (RDA)	• Quasi-governmental organization with the ability to float bonds and distribute public resources	• Partners to foster development and programming at Rio Grande District	• Funding to support RDA and City goals and initiatives via ground lease revenue and increased tax increment.
Artspace	• Established programming strategy • Talented artists in residence	• Programming partners and opportunities for artists-in-residence	• Opportunities for Artists in residence to contribute to programming and activation • Increased visibility that could support increased philanthropic funding • Influence on the structure of the public-private partnership facilitating the district
Private Developers	• Experienced real estate developer • Access to capital for real estate development	• Anchor tenants for commercial uses	• Programmatic partnerships to drive demand for commercial space, creating a steady revenue source and de-risking development • Development fee • Public subsidy to facilitate development
University of Utah	• State funding • Research programming	• Resources to expand their Downtown presence	• Downtown Salt Lake City presence • Connection of students to economic and workforce development programs
Utah Transit Authority	• Land • Transit Infrastructure	• Cohesive development to support increased ridership	• Catalytic development that demonstrates the benefit of transit-oriented development (TOD) and drives ridership.
State of Utah	• Land • Public Funding	• Development and programming partners to drive activation of the site.	• Development activity on adjacent parcels to drive interest and increase value of publicly-owned land.
Infrastructure Developer			
Private Developers	• Access to capital • Land	• Support reducing infrastructure costs to increase feasibility of vertical development	• Participation in shared parking structure and/or share facilities
Other City Agencies	• Bond financing • Public funding	• Partners to share the load of infrastructure development	• Expansion of departmental programming. For example, agencies such as the SLC Parks Division and the Arts Council could support programming at Rio Grande District
Programming Partners			
Urban Food Connections	• Established local food programming and presence near Rio Grande District	• Increased space to support their farmer's market • Permanent space for vendors to transition to storefront space	• Permanent home base with built-in infrastructure needs for vendors • Less "build-up, tear-down" expenses
National Governing Body	• State funding • Unique activation offering	• Below market rate land offering • Co-development of shared spaces • Access to shared facilities	• A new home base for Olympic training facility • Affordable housing for athletes • Office space for staff and supportive industries • Potential coordination with Pioneer Park
District Curation			
Industry Anchors	• Employees who will drive retail consumers to Rio Grande District • Workforce Development opportunities	• Talent to drive employment and organizational growth • Interesting office space and amenities to attract workers	• Opportunity to share cost of establishing workforce development programs • New home base to establish Downtown presence in a trendy neighborhood

Table 29: *Step 1: Align Stakeholders*

6.4.2 **Step 2: Conduct Business Planning**

As the RDA advances implementation efforts at the Rio Grande District, it will need to establish key business functions that facilitate day-to-day operations.

Operating Budget	Programming Strategy	Development Partnerships	Bonding Strategy

• Develop the initial operating budget to be reviewed by the RDA Board.
  • Budget Categories:
  • Staff
  • Programming and events
  • Third-party support
	• Create a programming strategy, including planning events and identifying partner organizations.	• Gauge developer interest by sharing vision and implementation plan and governance strategy and collecting feedback
		• Identify potential developer business terms necessary for successful partnership
		• Establish RDA business terms guidelines for future development partnerships and seek RDA Board approval
			• Estimate capital cost for catalytic infrastructure.
			• Determine level of bond funding necessary to support catalytic infrastructure.
			• Seek legislative authority and approval for bond.

Table 30: *Step 2: Conduct Business Planning*

6.4.3 **Step 3: Develop Rio Grande District Policies**

The RDA should develop a set of policies specific to the Rio Grande District to codify its goals and vision for redevelopment.

Budgeting Policy	Procurement Policy	Equity Investments
• Outline budgeting process, including length of approved budgets, guidelines on budget amendments, and accounting practices.	• Determine procurement goals specific to Rio Grande District's mission.	• Provide direction on whether the RDA will provide funding as an equity investor in projects and in what cases it will do so.
Incentives	**Revenue Generation**	**Rio Grande District Activities**
• Establish what types of incentives will be provided and the criteria for providing incentives.	• Create guidelines for how earned revenue will be used, the degree to which the Rio Grande District needs to be revenue neutral, and what degree of subsidies are allowed and under what circumstances.	• Identify what types of programming, activation, and development activities are prioritized.

Table 31: *Step 3: Develop Rio Grande District Policies*



Figure 6.12:
Illustrative rendering of the Rio Grande District at full buildout



SLCRDA

Perkins&Will

SLCRDA

Rio Grande District
Appendix

A1 Transportation, Parking, and Circulation Analysis
A2 100 South Design Workshop Summary

APRIL 2024



TRANSPORTATION, PARKING, AND CIRCULATION ANALYSIS

RIO GRANDE DISTRICT

VISION & IMPLEMENTATION PLAN

SALT LAKE CITY, UTAH

JANUARY 2024

Kimley»Horn

TRANSPORTATION, PARKING, AND CIRCULATION ANALYSIS

for

RIO GRANDE DISTRICT VISION & IMPLEMENATION PLAN

SALT LAKE CITY, UTAH

January 2024

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KH Project # 09369003

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1.0 INTRODUCTION

PURPOSE

This report documents the parking, transportation, and circulation analysis for the proposed Station Center development in Salt Lake City, Utah. The analysis consists of an overview of potential utility conflicts, an evaluation of traffic impacts and opportunities on 500 W street, and a parking & mobility framework development.

PROJECT DESCRIPTION

The proposed Station Center project site is located between Eccles Avenue and 400 S and between 500 W and 600 W in Salt Lake City, Utah. The Station Center land use concept organizes the site into seven (7) blocks as shown in **Figure 1**. The blocks are numbered and are referred to in subsequent analysis.

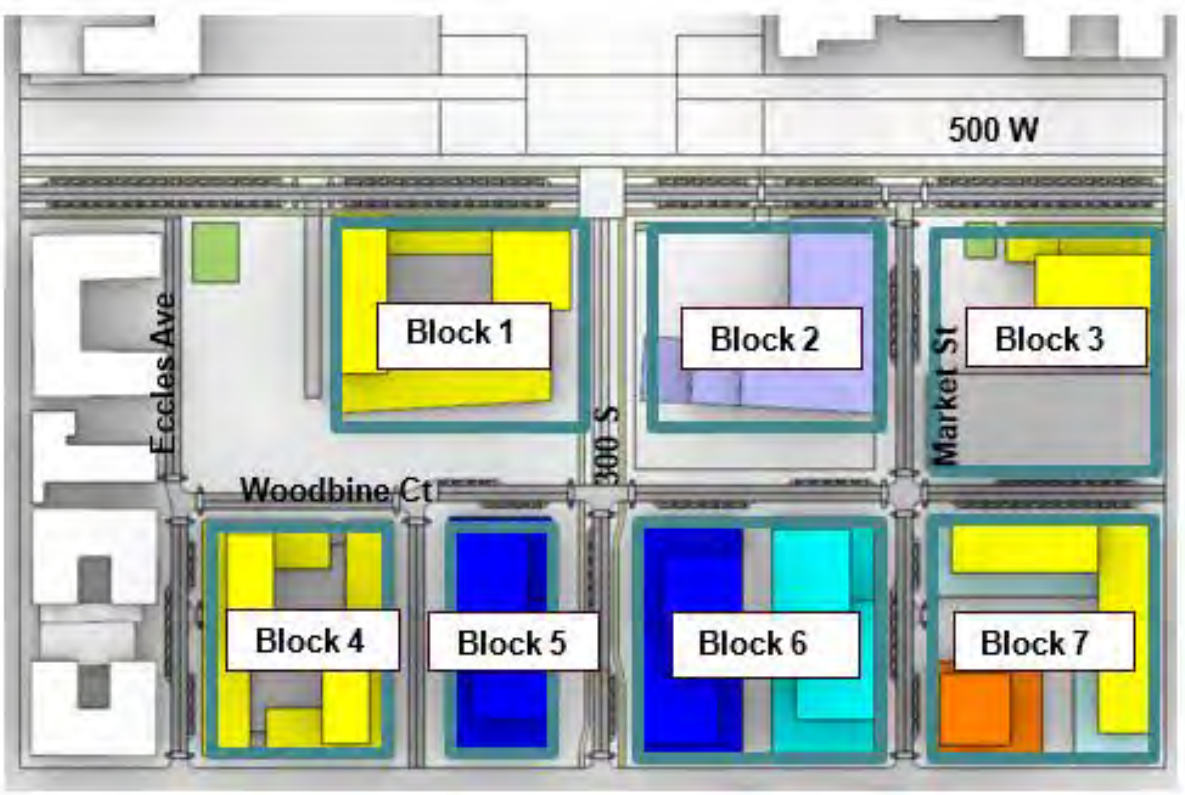


Figure 1: Site Plan

The Station Center land use concept proposes a combination of residential, office, retail, restaurant, hotel, among other uses.

The traffic and parking analysis, documented in this memorandum, is based on land use quantities provided to Kimley-Horn on January 4, 2024, summarized in **Table 1**.

Table 1: Land Use Concept Quantities

Block	Residential (DU)[A]	Office			Active Use			Maker Space (SF)	Hotel (Room)[B]	Indoor Recreation (SF)	Parking (Spaces)
		General Office (SF)	Life Science (SF)	Incubator Spaces (SF)	Retail (SF)	Restaurant (SF)	Grocery Store (SF)				
1	542	-	-	-	-	23,000	-	16,000	-	-	300
2	-	5,000	-	-	2,500	2,500	-	-	-	80,000	-
3	156	-	-	14,000	-	-	-	-	-	-	510
4	309	-	-	-	7,000	-	-	-	-	-	215
5	-	316,000	-	-	-	-	27,000	8,000	-	-	-
6	-	524,000	318,500	-	27,000	-	-	16,000	-	-	-
7	212[C]	-	-	82,000	-	-	-	-	358	-	-
Total	**1,219**	**845,000**	**318,500**	**96,000**	**36,500**	**25,500**	**27,000**	**40,000**	**358**	**80,000**	**1,025**

Note:
A Assumed approximately 1,000 square feet per residential units
B Assumed approximately 500 square feet per hotel room.
C Anticipated to be student residential housing.

REPORT ORGANIZATION

This report is divided into the following chapters:

- Chapter 2: Infrastructure Analysis – reviews the City's parking requirements and identifies planned transportation projects that may affect the Station Center site.
- Chapter 3: 500 W Opportunities – evaluates the impacts of a reconfiguration of 500 W between 200 S and 400 S.
- Chapter 4: Parking & Mobility Framework – evaluates parking demand for the Station Center site and potential parking management strategies that can be implemented to serve all modes of transportation.

2.0 INFRASTRUCTURE ANALYSIS

The infrastructure analysis two elements:

- Reviews Salt Lake City parking requirements
- Identifies planned transportation projects that may affect the Station Center site.

SALT LAKE CITY PARKING REQUIREMENTS

The Station Center land use concept includes both on-street parking and off-street parking. On-street parking will be on Eccles Avenue, Woodbine Court, 300 S, and Market Street and will be metered, short-term parking. Long-term parking will be available in three (3) off-street parking structures located in Block 1, 3, and 4 and will provide approximately 1,025 spaces as summarized in **Table 2**.

Table 2: Station Center Parking Garages Summary

Block	Square Footage	Parking Levels	Estimated Garage Spaces
1	120,000	3	300
3	204,000	6	510
4	86,000	2	215
Total	**410,000**	**-**	**1,025**

Chapter 21A.44.040A from Salt Lake City's Municipal code stipulates minimum and maximum off-street parking spaces requirement. For minimum parking, the City follows a contextual approach, where parking requirements vary based land use and zoning. The Station Center site is zoned as Gateway-Mixed Use District (G-MU), which is considered a "Transit Context" and does not have a minimum parking requirement but does have a maximum parking allotment. The minimum and maximum parking requirements are summarized in **Table 3**.The Station Center land use concept proposes 1,025 off-street parking stalls, significantly less than the maximum allowed range of 6,149 - 7,368 spaces.

TRANSPORTATION PROJECTS

Kimley-Horn reviewed information Salt Lake City and Utah Transit Authority (UTA) to identify planned transportation projects that may affect the Station Center site. Transportation projects are shown in **Figure 2** and summarized in **Table 4**. Projects or plans/studies that will potentially benefit the Station Center site:

- 200 S Complete Street / Transit Corridor Reconstruction
- Salt Lake Central Station Bikeway Connection to 300 S
- 400 S Bike Lanes / Viaduct Trail
- Green Loop
- UTA TechLink TRAX Line

Additional details for these projects are discussed in the next sections.

Table 3: Salt Lake City Parking Requirements

Land Use	Size	Units	SLC Code Land Use	Parking Requirements		Maximum Spaces
				Min	Max	
Residential	1,219	Dwelling Unit(s)	Residential Use-Multi-family	No Min.	Studio/1 bed: 2 spaces per DU 2+ bed: 3 spaces per DU	2,438 – 3,657
Hotel	358	Rooms	Lodging Facilities	No Min.	1.5 spaces per guest bedroom	537
Office	845.000	1,000 Sq Ft	Office, Business, & Professional Services	No Min.	2 spaces per 1,000 SF	1,690
Incubator Spaces	96.000	1,000 Sq Ft	Office, Business, & Professional Services	No Min.	2 spaces per 1,000 SF	192
Life Science Labs	318.500	1,000 Sq Ft	Office, Business, & Professional Services	No Min.	2 spaces per 1,000 SF	637
Retail	36.500	1,000 Sq Ft	Retail Sales & Services-Retail good/service establishment	No Min.	2 spaces per 1,000 SF	73
Restaurants	25.500	1,000 Sq Ft	Food & Beverage Services - Restaurant	No Min.	5 spaces per 1,000 SF indoor tasting/seating area	128
Maker Spaces	40.000	1,000 Sq Ft	Community & Cultural Facilities- Studio, Art	No Min.	2 spaces per 1,000 SF	80
Grocery Store	27.000	1,000 Sq Ft	Retail Sales & Services-Retail good/service establishment	No Min.	2 spaces per 1,000 SF	54
Indoor Recreation	80.000	1,000 Sq Ft	Recreation & Entertainment-Health & fitness facility	No Min.	4 spaces per 1,000 SF	320
					TOTAL	**6,149 – 7,368**
					Supply	**1,025**

Table 4: Relevant Salt Lake City or UTA Transportation Plans or Projects

Corridor	Segment	Project Name	Description	Status
200 S	400 W – 900 E	Complete Street / Transit Corridor Reconstruction	• Transit improvements • Buffered bicycle lanes, • Pedestrian improvements (mid-block crossings, sidewalk improvements) • Curbside parking and loading zones	• Phase 1 under construction • Phase 2 completed by Spring 2024
300 S	300 W – 1000 E		Pavement Maintenance & Bike Lane Upgrades	-
	600 W – 300 W	Salt Lake Central Station Bikeway Connection	Bikeway connection between Salt Lake Central station and existing 300 S bicycle facilities	-
400 S	Redwood Rd – Post St (900 W)	Surface treatment / Buffered or Protected Bike	• Transit improvements • Buffered Bicycle lanes	Under construction
	Post St (900 W) – 400W	Viaduct Trail	• 2-way multi-use trail for pedestrian and bicyclist on south side of 400 S • New barricades between motor vehicles & trail	Construction late 2024
	400 W – 300 W	-	Bicycle Lanes	-
	300 W – Main St	400 S Bicycle Lanes	Bicycle lanes are currently in design by Salt Lake City	-
600 W	N Temple – 300 S	-	Buffered or Protected Bike Lanes	-
Multiple	Multiple	Green Loop	Convert existing street space to include more for green space and active transportation options; final design focus is 200 E. Other segments will be designed in the future.	• Fall 2023: Design alternatives • Winter 2023/24 Preliminary design concepts • Spring 2024: Final design concepts
400 S, 600 W	-	UTA TechLink TRAX Line	• Improve east-west downtown & regional transit connectivity • Realign TRAX Red Line • New TRAX Orange line along 400 S	• Fall 2023: Develop alternatives • Winter 2023/2024: Screening and preliminary environmental analysis • Spring 2024: Select preferred alternative • Summer 2024: Final environmental report and prepare for NEPA Initiation
-	-	Increased Frontrunner Frequency	Increase train frequency: Peak: 30 min → 15 min Off-peak: 60 min → 30 min.	Anticipated schedule change: 2027/2028

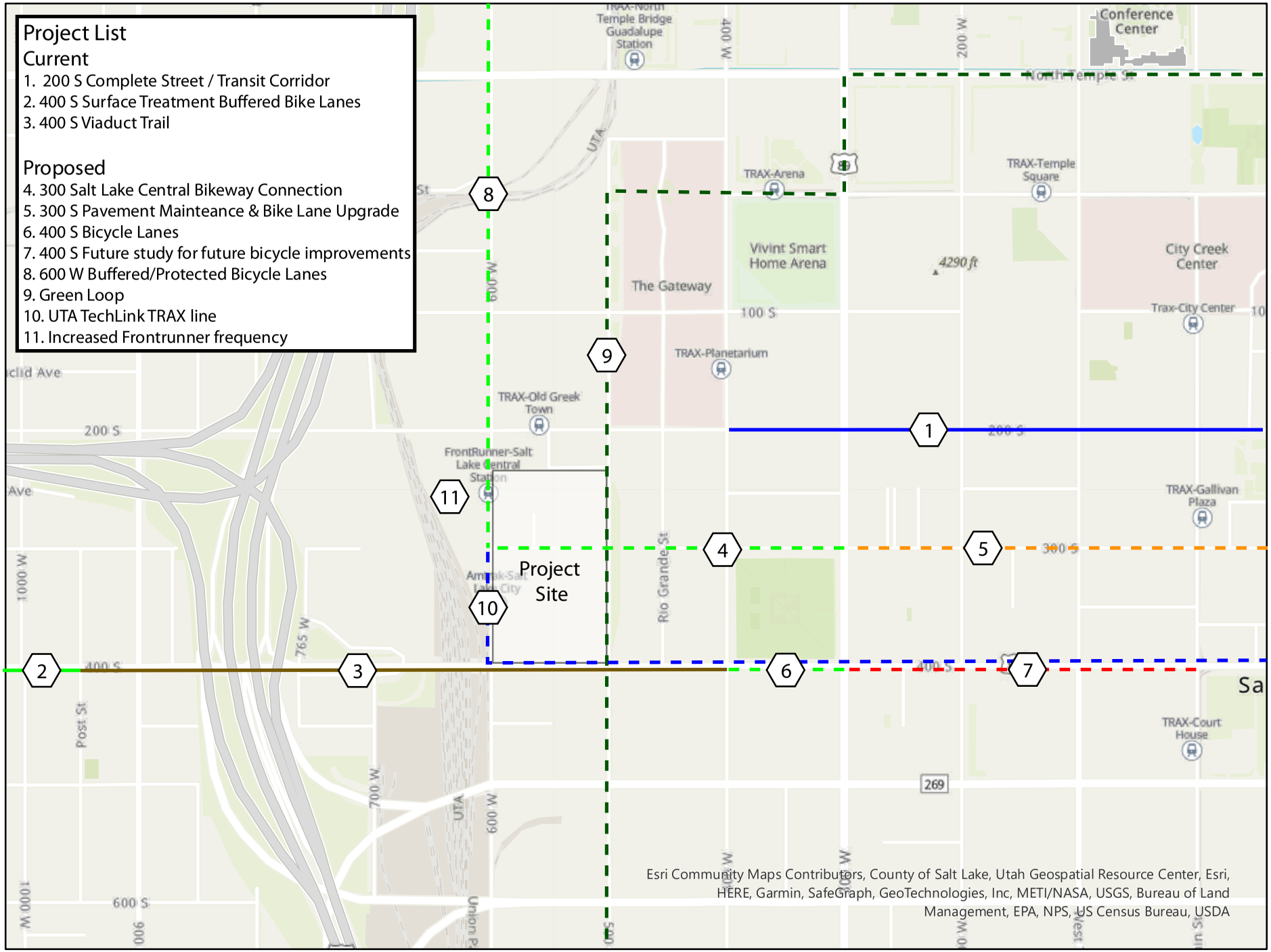


Figure 2. Relevant Transportation Projects

200 S COMPLETE STREET TRANSIT CORRIDOOR RECONSTRUCTION

200 S is one of the highest frequency transit streets in downtown and is used by 10 routes and 34 buses an hour[1]. Salt Lake City has initiated a program to reconstruct 200 S to include the following improvements as shown in **Figure 3**:

- Transit priority lanes
- In-lane bus stop with floating bus boarding platforms
- Buffered bicycle lanes channelized behind bus islands with intersection safety upgrades
- Sidewalk and curb ramps repairs to meet ADA standards
- Midblock crossing with curb extensions and/or refuge island and flashing crosswalk lights
- Curbside parking and loading zones
- New landscaping trees and repairs to existing plantings

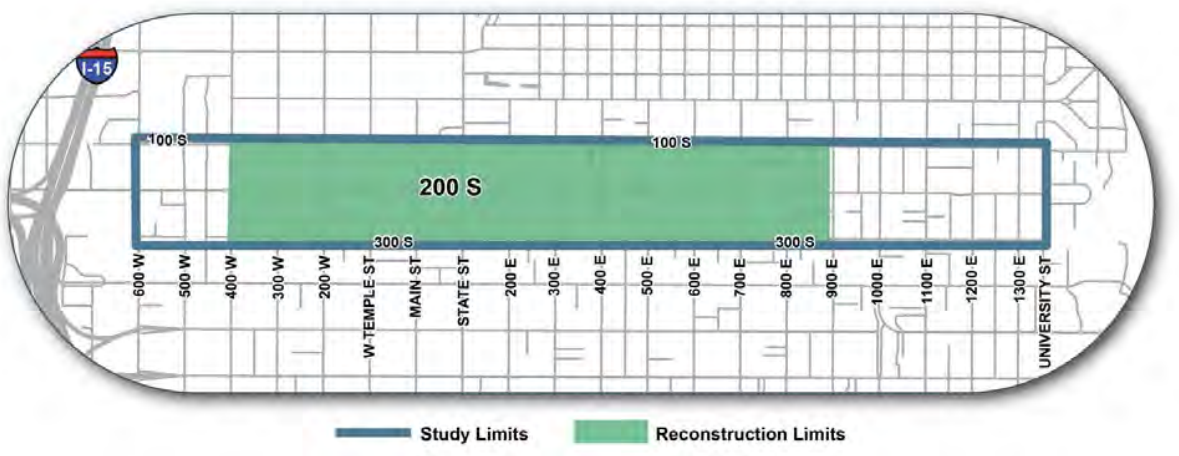


Figure 3: 200 S Project Boundary

Source: https://www.slc.gov/mystreet/2023/02/16/200south/

The 200 S project is separated into two project phases. Phase 1 improves the eastern segment between 200 E to 900 E and recently completed construction.

Phase 2 improves 200 S from 400 W to 200 E and is scheduled to be completed in Spring 2024.

SALT LAKE CENTRAL STATION BIKEWAY CONNECTION TO 300 S

300 S is a popular bicycle corridor due to lower traffic volumes and buffered bicycle lanes between 300 W and 600 E. However, 300 S can be inconvenient for those traveling westbound desiring to access Salt Lake Central, as it ends at Rio Grande Street. Previously, a person riding a bicycle could travel through the parking lot north of the Rio Grande building, but that area has been fenced off.

The Salt Lake City Pedestrian and Bicycle Master Plan recommends further study to identify potential bicycle improvements to connect Salt Lake Central Station with 300 S.

[1] 200 South Reconstruction – Transit Priority Corridor & Complete Street | MyStreet (slc.gov)

400 S BIKE LANES AND VIADUCT TRAIL

The Salt Lake City Pedestrian and Bicycle Master Plan recommends the following pedestrian and bicycle improvements on 400 S:

- Buffered Bicycle lanes between Redwood Road and Post Street (900 W)
- Multi-use viaduct trail between Post Street (900 W) and 400 W
- Bicycle lanes between 400 W and 300 W
- Buffered or protected bicycle lanes between 300 W and Main Street

The first two projects are currently underway while the remaining two have yet to begin.

Buffered Bicycle Lanes – Redwood Road and Post Street (900 W)

Buffered bicycle lanes will be constructed as part of the 400 South Street Design Change project. This project will also construct in-line boarding islands, improved pedestrian crossings, and pedestrian refuge islands. The project is currently under construction.

Multi-use Viaduct Trail – Post Street (900 W) and 400 W

The 400 S Viaduct Trail project will construct a two-way multi-use trail on the south side of the viaduct and will connect to bicycle lanes on 900 W and the 300 W shared use path. The project will also include sidewalk and pedestrian ramp improvements and a new physical barricade to the separate vehicle from the trail area. Construction is expected in 2024.

GREEN LOOP

The Green Loop will construct new trail, park, and green space in the downtown area. **Figure 4** shows the concept from the Salt Lake City 2016 Downtown Plan. The concept that shows that 500 W is a potential alignment for the western portion of the loop.

Concept study began in Spring 2023. Preliminary design alternatives for 200 E are expected in Fall 2023 and will be completed in Spring 2024. Other segments will be designed in the future.

UTA TECHLINK TRAX LINE

UTA, in partnership with Salt Lake City, University of Utah, Wasatch Front Regional Council (WFRC), and Utah Department of Transportation (UDOT) is conducting a study to improve east-west TRAX connectivity in downtown Salt Lake City. The TechLink study area is shown in **Figure 5**.

The TechLink study is evaluating a new TRAX Orange Line to connect Salt Lake City International Airport with the University of Utah. Part of the new route would run along 400 S adjacent to Station Center. A potential alignment from UTA's *Future of Light Rail Study* is shown in **Figure 6**.



Figure 4: Green Loop Concept
Source: Salt Lake City Downtown Plan



Figure 5: TechLink Study Area Map
Source: Techlinkstudy.com



Figure 6: UTA Future of Light Rail Study Concept Design
Source: Future of Light Rail Study

3.0 500 W OPPORTUNITES

500 W adjacent to Station Center is a 4-lane divided roadway with on-street parking on the west side of the street. The median width ranges from 13 feet to 80 feet.

Station Center envisions that 500 W will be reconfigured to a 2-lane street with on-street parking on the west side of the street. The reconfigured 2-lane street would be contained within the existing southbound travel way and the remaining right-of-way repurposed for open space and the Green Loop.

This section evaluates the potential reconfiguration of 500 W.

UTILITIES CONFLICTS

Kimley-Horn gathered Salt Lake City Department of Public Utilities data for existing water, storm drain and sewer lines. Existing utilities within and surrounding the Station Center are shown in **Figure 7.** There are utilities within the right-of-way of 600 W, 500 W, 200 S, 300 S, and 400 S. These include up to 136-inch storm drain, 20–36-inch water lines, and 8–14-inch sewer lines. A large storm drain (85-166 inches) runs on 200 S and 400 S. Depth of utilities information is not available, and will require records research, survey, and potholing.

TRAFFIC ANALYSIS

Traffic analysis was conducted to evaluate if the proposed 2-lane street can accommodate trips generated by Station Center.

TRIP GENERATION

Trips to be generated by Station Center were estimated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The following ITE land uses were assumed in the analysis:

- Residential: ITE Land Use Code 222 (Multifamily Housing, High-Rise, Close to Transit)
- Student Housing: ITE Land Use Code 221 (Multifamily Housing, Mid-Rise, Close to Transit)
- Office & Incubator Spaces: ITE Land Use Code 710 (General Office)
- Life Science Labs: ITE Land Use Code 760 (Research and Development)
- Retail: ITE Land Use Code 822 (Strip Retail Plaza, <40ksf)
- Restaurant: ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant)
- Grocery Store: ITE Land Use Code 850 (Supermarket)
- Maker Space: ITE Land Use Code 140 (Manufacturing)
- Hotel: ITE Land Use Code 310 (Hotel)
- Indoor Recreation: ITE Land Use Code 434 (Rock Climbing Gym)

Trip generation calculations assumed trip reductions for internal capture, pass-by, and transportation demand management, which is discussed in additional detail in the next sections of this report.

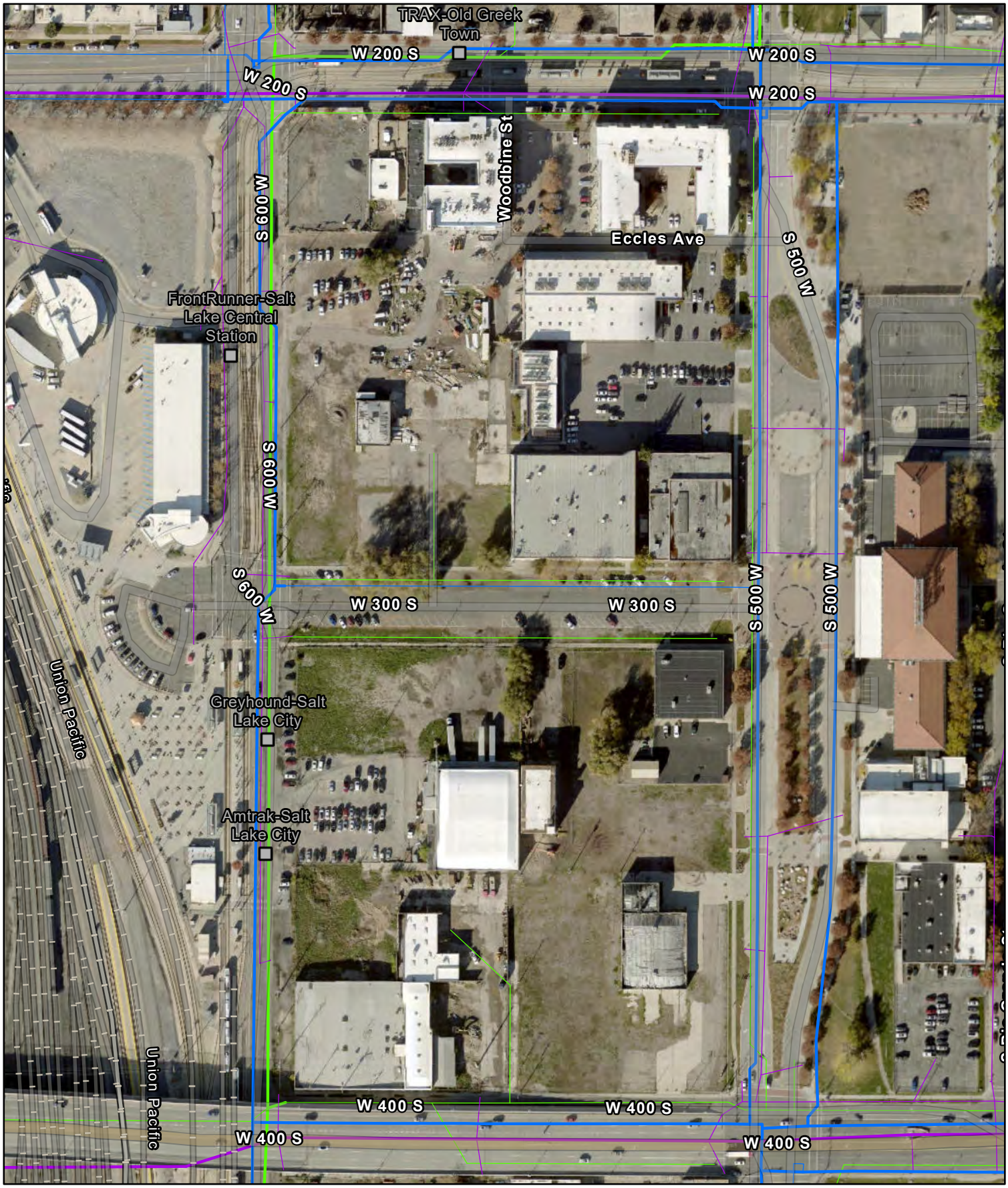


Figure 7. Existing Utilities

Table 5: Station Center Trip Generation

Land Use	Size	Units	Daily Trips	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Residential	1,007	Dwelling Unit(s)	4,111	246	92	154	266	145	121
Student Housing	212	Dwelling Unit(s)	550	49	16	33	55	31	24
Office	845.000	1,000 Sq Ft	9,159	1,284	1,131	153	1,217	206	1,011
Incubator Spaces	96.000	1,000 Sq Ft	1,089	146	129	17	138	23	115
Life Science Labs	318.500	1,000 Sq Ft	3,529	328	269	59	312	50	262
Retail	36.500	1,000 Sq Ft	1,987	87	52	35	240	120	120
Restaurant	25.500	1,000 Sq Ft	2,696	244	134	110	231	141	90
Grocery Store	27.000	1,000 Sq Ft	2,534	77	46	31	242	121	121
Maker Space	40.000	1,000 Sq Ft	190	26	20	6	30	10	20
Hotel	358	Room(s)	2,860	165	92	73	211	108	103
Indoor Recreation	80.000	1,000 Sq Ft	9,376	112	37	75	131	75	56
Parking	410.000	1,000 Sq Ft	-	-	-	-	-	-	-
GRAND TOTAL			**38,081**	**2,764**	**2,018**	**746**	**3,073**	**1,030**	**2,043**
Total Internal Capture			-6,267	-462	-231	-231	-626	-313	-313
Retail Pass-by Reduction			-130	0	0	0	-28	-16	-12
Restaurant Pass-by Reduction			-452	0	0	0	-38	-29	-9
Grocery Store Pass-by Reduction			-164	0	0	0	-31	-18	-13
Total External Trips			**31,068**	**2,302**	**1,787**	**515**	**2,350**	**654**	**1,696**
TDM Reduction (50%)			-15,536	-1,155	-896	-259	-1,179	-329	-850
Total External Vehicle Trips			**15,532**	**1,147**	**891**	**256**	**1,171**	**325**	**846**

Internal Capture

Trips generated internal to the development recognizes that some users are visit more than one land use while on site at Station Center. These trips do not add trips to the adjacent street network.

Trips expected to be generated internally were calculated using methods outlined in ITE *Trip Generation Handbook, 3rd Edition* which applies the NCHRP 684 Internal Trip Capture Estimation Tool spreadsheet. NCHRP 684 spreadsheet does not calculate daily internal capture, therefore the average percentages of the AM and PM peak hour were assumed. As shown in **Table 5**, the overall internal capture ranged from 16% to 24%.

Pass-By

Many commercial land uses attract *pass-by trips*, that is, trips that are already on the adjacent roadway but visit the site while already traveling, or as a pass-by, to their destination. Unlike new trips that are assumed to be added to the local roadway network, pass-by trips do not add traffic volume in the study area. As shown in **Table 5**, pass-by percentages from *Pass-by Rates and Data for ITE Trip Generation Manual, 11th Edition* were referenced. It should be noted that the *Pass-by Rates and Data for ITE Trip Generation Manual, 11th Edition* does not have pass-by percentages for ITE Land Use Code: 822, therefore pass-by percentages for a similar use, ITE Land Use Code: 821, Shopping Center were used. In addition, the pass-by rates and data does not include pass-by reduction for daily trips; therefore, the average percentages of the AM and PM peak hour were assumed. Pass-by percentages were applied after accounting for internal capture reduction.

Transportation Demand Management Reduction

A Transportation Demand Management (TDM) reduction was applied to account for trips made by non-auto modes of transit, walking, or bicycling. Given Station Center's proximity to transit, it is assumed that TDM strategies will result in 50% of trips to and from Station Center will be completed by non-auto modes including, walking, or bicycling.

Total External Trips

As shown in **Table 5**, it is estimated that Station Center will generate 31,068 daily trips, 2,302 AM peak hour trips and 2,350 PM peak hour trips. Accounting for a TDM reduction, it is estimated that Station Center will generate 15,532 daily trips, 1,147 AM peak hour trips, and 1,171 PM peak hour vehicle trips.

VEHICLE TRIP DISTRIBUTION

The distribution of vehicle trips to and from Station Center was based on a review of traffic volumes on the surrounding roadway network and recognizing that new residential and commercial space in the area is likely to draw proportionally from existing local patterns. The vehicle trip distribution consists of:

- 10% to/from North
  - 5% via 600 W
  - 5% via 500 W
- 25% to/from East
  - 10% via 200 S
  - 15% via 400 S
- 40% to/from South
  - 5% via 600 W
  - 35% via 500 W
- 25% to/from West
  - 5% via 200 S
  - 20% 400 S

ROADWAY SEGMENT ANALYSIS

Roadway segment analysis reviewed the volume-to-capacity (V/C) ratio for two (2) segments of 500 W:

- 500 W north of 300 S
- 500 W south of 300 S

The analysis used roadway capacity guidance published in the Florida Department of Transportation (FDOT) *2023 Multimodal Quality/Level of Service Handbook*. This reference recommends roadway capacity traffic volume thresholds for characteristics such as area type, number of lanes, speed, etc. This analysis assumed the peak hour direction capacity of a 1-lane urban center roadway as 1,080 vehicle per hour.

The roadway analysis considered existing AM peak hour (8-9 AM) and PM peak hour (4-5 PM) hour traffic volumes extracted from Replica, a mobility data source provider, and added the estimated number of trips generated by the site. As a conservative approach, Station Center vehicle trips were added to the existing volumes, which is summarized in **Table 6**. Following construction of Station Center, the one-directional volumes on 500 W range from 110 to 880 vehicles per hour.

Table 6 also summarizes the V/C for roadway segments. With the proposed reconfiguration of 500 W and Station Center trips, the V/C on 500 W ranges from 0.10 to 0.81 (V/C less than 1.0), indicating that the proposed 2-lane roadway will accommodate the projected vehicle trips.

Table 6: Roadway Segment Capacity Summary

Segment		Northbound				Southbound			
		AM		PM		AM		PM	
		Veh	V/C	Veh	V/C	Veh	V/C	Veh	V/C
North of 300 S	Existing Trips	60	0.06	120	0.06	60	0.11	280	0.26
	Project Trips	50	-	130	-	150	-	60	-
	Total Trips	110	0.10	190	0.18	270	0.25	340	0.31
South of 300 S	Existing Trips	70	0.06	100	0.05	50	0.09	290	0.27
	Project Trips	630	-	230	-	180	-	590	-
	Total Trips	700	0.65	280	0.26	280	0.26	880	0.81

Note: Volume/Capacity (V/C) ratio is based on 1-lane urban center peak hour directional roadway capacity of 1,080 vehicles per hour.

INTERSECTION LEVEL OF SERIVCE ANALYSIS

Intersection level of service (LOS) analysis was conducted for the AM and PM peak hour for the following intersections:

- 200 S & 500 W
- 400 S & 500 W

LOS is a qualitative measure used to describe operational performance of the intersection. LOS ranges from A (best), with minimal delay, to F (worst), that represents functional capacity. Levels of service were calculated using *Highway Capacity Manual, 6th Edition* (HCM 6) methods within *Synchro 11* software.

The analysis converted available existing segment volumes into turning movement volumes using the Furness method within *Turns W32* software. Station Center turning volumes were added to existing turning movement counts and analyzed in *Synchro 11*.

Table 7 presents results for the analysis that reflects the Station Center project. It is expected that the two intersections will perform at LOS E or better with the addition of Station Center traffic. Synchro outputs are included in **Appendix A**.

Table 7: Level of Service Summary

Intersection	AM Peak		PM Peak	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
200 S & 500 W	10.5	B	10.4	B
400 S & 500 W	34.6	C	70.3	E

4.0 PARKING & MOBILITY FRAMEWORK

This section summarizes anticipated Station Center parking demand and management strategies that can be implemented to reduce parking demand.

PARKING DEMAND

Kimley-Horn estimated baseline parking demand by applying the Urban Land Institute (ULI) *Shared Parking Calculation Model*, which calculates shared parking demand based on methods in ULI's *Shared Parking, 3rd Edition*. Parking based is estimated based on land use and parking fluctuation based on month and time of day for each land use. Parking demand results are included in **Appendix B**.

BASELINE DEMAND

Table 8 summarizes baseline shared parking demand for each block.

The peak weekday parking demand of 3,962 spaces occurs between 10 AM and 11 AM.

The peak weekend demand of 1,661 spaces occur between 11AM and 12 PM.

Both weekday and weekend peak exceed the proposed Station Center supply.

Table 8: Shared Parking Summary (Baseline, No TDM Reduction)

Block	Peak Weekday Demand (10-11 AM)	Peak Weekend Demand (12-1 PM)
1	531	418
2	53	102
3	118	108
4	180	213
5	747	173
6	1,850	298
7	483	349
Total	**3,962**	**1,661**
Supply	**1,025**	

Figure 8 and **Figure 9** illustrate weekday and weekend hourly parking demand, respectively.

Weekday parking demand in the early morning is associated with residential uses. This is followed by office uses as the main contributor during the morning and midday. In the evening, parking demand is associated with residential, retail, and restaurant uses.

During the weekend, residential parking demand is more consistent throughout day with demand for retail and restaurant uses between midday and nighttime.

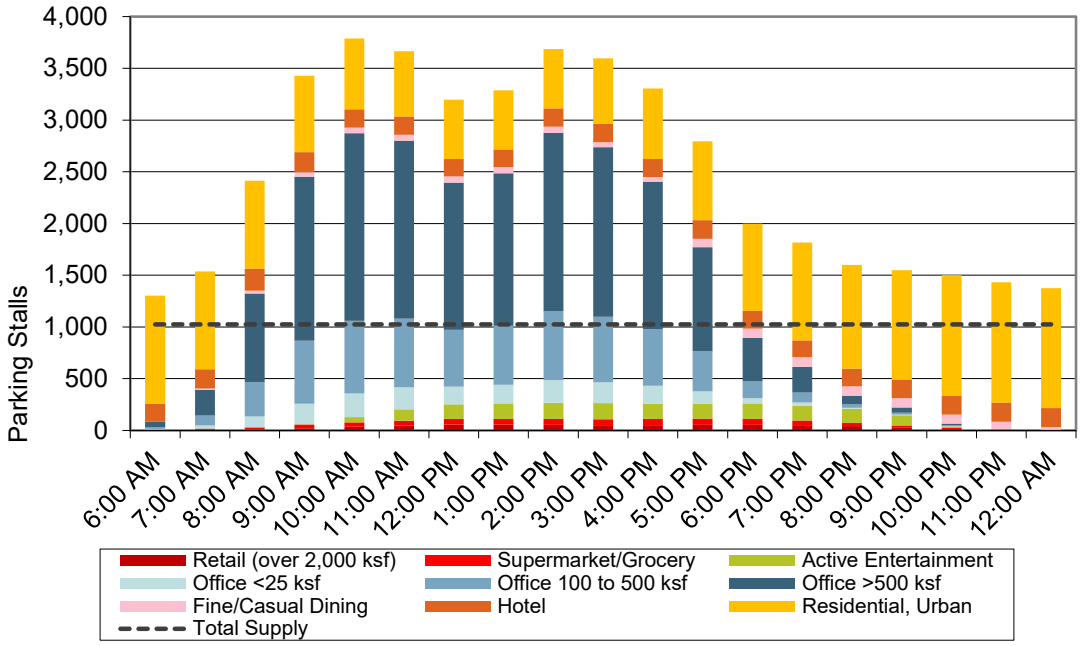


Figure 8: Weekday Parking Demand by Hour (Baseline, No TDM Reduction)

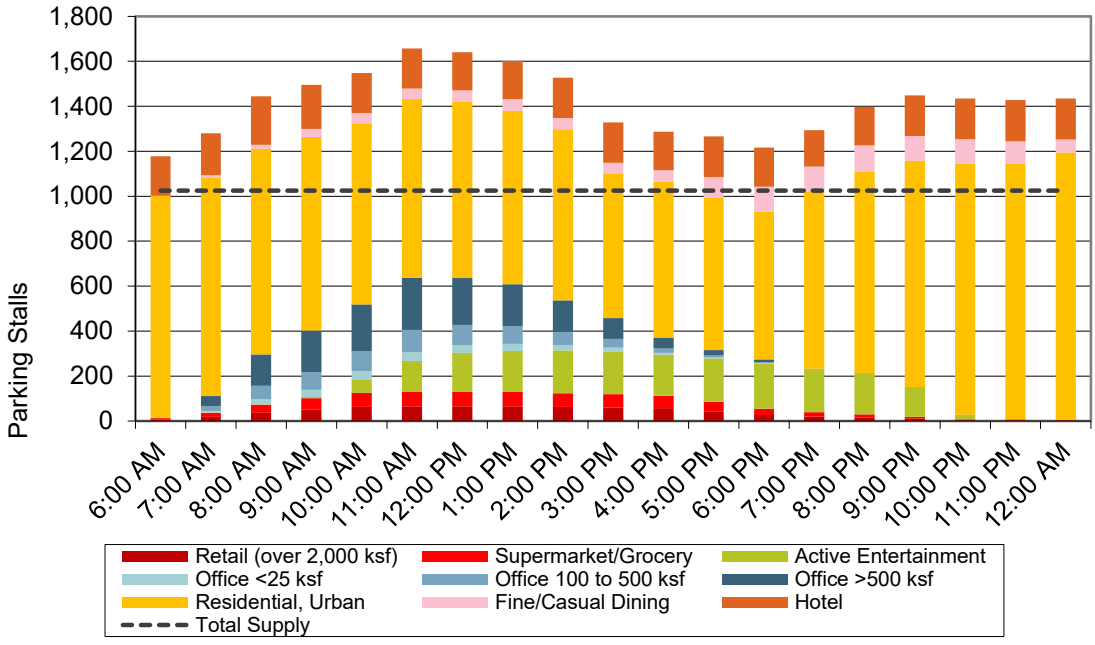


Figure 9: Weekend Parking Demand by Hour (Baseline, no TDM Reduction)

POTENTIAL PARKING DEMAND STRATEGIES

Station Center baseline parking demand significantly exceeds the proposed parking supply. As such, the Station Center will implement aggressive parking and transportation demand management (TDM) strategies to manage and reduce parking demand. This section highlights strategies that may be implemented. Potential strategies are summarized in **Table 9**.

UNBUNDLE PARKING

Unbundled parking separates the cost of a parking space from the cost to lease occupied building space. In an unbundled parking approach, parking spaces are leased separately from the building lease itself. This strategy reduces under-utilized reserved parking, as those who use the stalls pay for them separately from building leases.

A research study conducted by Arlington County, Virginia found that where parking is bundled, or included in the cost of renting or leasing, people driving alone is 12.5 percent higher for commute trips and 40 percent higher for non-commute trips.[2] The study concludes that parking cost at work is strongly correlated with choosing to drive alone rather than choosing other modes such as such bus, walking, bicycling, carpooling, or teleworking.

Developers may express concern that under an unbundled approach, tenants will feel uncomfortable without a guaranteed reserved space.

REDUCED PARKING RATIOS

Salt Lake City will not require minimum parking requirements for Station Center. Station Center proposes lower parking ratios to encourage residents, employees, and patrons to use other transportation modes, in this transit-rich urban environment.

Table 10 summarizes peak weekday and weekend parking demand assuming various levels of transportation demand reductions and reduced residential and office parking.

The analysis shows that Station Center will need to establish a reduced residential parking ratio to 0.50 spaces per unit, and a reduced office ratio of 0.75 spaces per 1,000 square feet, for parking demand to be less than the proposed parking supply.

Furthermore, to reduce weekday peak parking demand to the proposed 1,025 spaces, Station Center would establish a non-auto mode (transit, walking, bicycling) goal of a 50%.

Note that **Table 10** focuses on reducing residential and office space ratios, as these uses generate the highest parking demand. In addition, these users are most sensitive and responsive to transportation demand management-focused strategies. Station Center will also encourage reducing parking spaces and active mode use for retail and restaurant uses.

[2] https://mobilitylab.org/research/building-studies/unbundling-parking-costs-is-a-top-way-to-promote-transportation-options/

Table 9: Potential Parking and Transportation Demand Management (TDM) Strategies

Category	Strategies	Description	Benefits	Considerations	Notes
Parking	Unbundle Parking	Cost of parking spaces is separate from cost to lease building space	High use of reserved spaces	Tenants may be hesitant to lease if they do not have guaranteed spaces	-
Parking	Reduce Parking Ratios	Utilize parking ratios lower than maximum requirement	Lower supply can lead to lower demand	Too little parking may make it difficult to find tenants	0.75 space per DU is used in Astra Towers
Parking	Shared Parking Agreement	Enter shared parking agreement to use underutilized parking at nearby developments	Supplies additional parking inventory for site	• Parking may be inconvenient, especially during inclement weather • No control over shared parking inventory	The Gateway development could be a potential partner
TDM	Shuttle Connector Service	Provide first/last mile connection to near-by destinations	• Connects Project to other destinations • Can be used to connect with off-site parking	• Further study needed to determine # stops or frequency of to make shuttle viable and convenient • Shuttle may require is own dedicated lane	Potential shuttle providers: • Golf carts • Glydways • UTA Circulator
TDM	Micromobility	Utilize shared micromobility (e-scooters, e-bikes) services	Convenient mode when traveling across Project site or to near-by destinations	• Guidance on where devices can be parked • Potential conflicts with pedestrian and bicyclist • Cost to use service	Current companies operating in SLC: • GREENbike • Spin • Line
TDM	Discounted or Subsidized Transit Pass	Provide discounted or subsidized transit passes for residents or employees	Encourage use of transit	Who pays (owner/tenant) for passes	Salt Lake Central Station is part of UTA's Free Fare Zone
Parking/ TDM	Financial Incentives	Provide financial incentives for residents/employees for using other modes	Encourages use of other modes	Who pays (owner/tenant) for incentives	-

Table 10: Shared Parking Summary (Reduced Parking Demand)

	Residential Ratio (spaces per unit)	Office Ratio (spaces per 1,000 SF)	Peak Weekday Concept Plan Demand (parking spaces)	Peak Weekend Concept Plan Demand (parking spaces)
No TDM Reduction	0.90 (base)	2.0 (base)	3,962	1,661
	0.75	2.0 (base)	3,541	1,497
	0.50	2.0 (base)	3,312	1,287
50% TDM Reduction	0.9 (base)	2.0 (base)	1,902	873
		1.5	1,594	
		1.0	1,283	
	0.75	2.0 (base)	1,835	810
		1.5	1,526	
		1.0	1,216	
	0.50	2.0 (base)	1,719	704
		1.5	1,410	
		1.0	1,098	
		0.75	**949**	

SHARED PARKING AGREEMENT

Station Center may also explore shared parking agreements with nearby developments to optimize use of nearby underutilized parking inventory, such as The Gateway. The Gateway has two parking garages accessible from 400 W or 100 S.

On November 1, 2023, Kimley-Horn visited The Gateway garages to observe occupancy during the assumed Station Center peak period of 11:45 AM and 1:00 PM.

Field observation showed that overall, The Gateway parking structure was approximately 30% occupied. It was observed that upper levels of below-ground parking have higher occupancy than lower levels. Lower below-ground levels were highly under-utilized. It is estimated that parking occupancy in both the North and South garages is 30% of capacity. Estimates of individual levels are summarized in **Table 11**.

Table 11: Approximate Percent Occupancy for The Gateway Garages by Level

Level	North Parking Garage		South Parking Garage	
	Spaces	% Occupied	Spaces	% Occupied
Level 3		0%		-
Level 2		10%		-
Level 1		100%		-
Ground		90%		100%
Sub Level 1		15%		50%
Sub Level 2		-		10%
Sub Level 3		-		15%

SHUTTLE CONNECTOR SERVICE

If a shared parking agreement is successful with the Gateway, Station Center may provide a shuttle connector service to connect Station Center to available off-site parking. Future studies will confirm the route, frequency, and provider of a sustainable and convenient shuttle service.

MICROMOBILITY

GREENbike, Spin, and Lime currently operate in Salt Lake City and provide shared e-scooters or e-bicycle that can be rented to travel within downtown. The Station Center development will include new GREENbike stations.

DISCOUNTED OR SUBSIDIZED TRANSIT PASS

Discounted or subsidized transit passes will encourage residents or employees to use transit in the area. It is important to consider who (owner or tenants) will be responsible for the cost of these passes. Note the Salt Lake Central Station is within UTA's Free Fare Zone. Station Center will encourage residents, employees, and patrons to make use of transit within the Free Fare Zone.

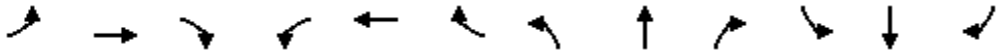
FINANCIAL INCENTIVES

Financial incentives could be provided to tenants that use non-motorized modes. These incentives could include reduced rent, or the possibility of "parking cash-out," the choice to receive the cash value of the space rather than the space itself.

APPENDIX

A. Synchro Outputs
B. Shared Parking Outputs

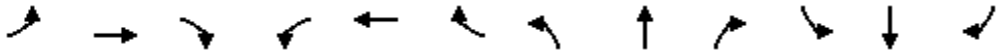
APPENDIX A: SYNCHRO OUTPUTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	174	57	121	112	5	20	12	35	14	48	12
Future Volume (vph)	0	174	57	121	112	5	20	12	35	14	48	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.99		1.00	0.89		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3539	1583	1770	3518		1770	1655		1770	1863	1583
Flt Permitted		1.00	1.00	0.95	1.00		0.72	1.00		0.72	1.00	1.00
Satd. Flow (perm)		3539	1583	1770	3518		1347	1655		1348	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	189	62	132	122	5	22	13	38	15	52	13
RTOR Reduction (vph)	0	0	49	0	2	0	0	31	0	0	0	11
Lane Group Flow (vph)	0	189	13	132	125	0	22	20	0	15	52	2
Turn Type		NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases			2				8			4		4
Actuated Green, G (s)		7.6	7.6	9.0	21.1		6.6	6.6		6.6	6.6	6.6
Effective Green, g (s)		7.6	7.6	9.0	21.1		6.6	6.6		6.6	6.6	6.6
Actuated g/C Ratio		0.21	0.21	0.25	0.57		0.18	0.18		0.18	0.18	0.18
Clearance Time (s)		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		732	327	434	2022		242	297		242	335	284
v/s Ratio Prot		c0.05		c0.07	0.04			0.01			c0.03	
v/s Ratio Perm			0.01				0.02			0.01		0.00
v/c Ratio		0.26	0.04	0.30	0.06		0.09	0.07		0.06	0.16	0.01
Uniform Delay, d1		12.2	11.6	11.3	3.4		12.5	12.5		12.5	12.7	12.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.2	0.0	0.4	0.0		0.2	0.1		0.1	0.2	0.0
Delay (s)		12.4	11.7	11.7	3.5		12.7	12.6		12.6	12.9	12.4
Level of Service		B	B	B	A		B	B		B	B	B
Approach Delay (s)		12.2			7.7			12.6			12.8	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.31			
Actuated Cycle Length (s)	36.7	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	30.5%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



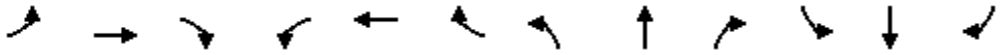
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	2682	50	12	613	146	11	313	12	87	88	95
Future Volume (veh/h)	231	2682	50	12	613	146	11	313	12	87	88	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	2915	54	13	666	159	12	340	13	95	96	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	3212	59	81	2904	901	229	365	309	158	195	209
Arrive On Green	0.07	0.62	0.62	0.01	0.57	0.57	0.01	0.19	0.19	0.05	0.24	0.24
Sat Flow, veh/h	1781	5162	95	1781	5106	1585	1781	1870	1585	1781	825	886
Grp Volume(v), veh/h	251	1916	1053	13	666	159	12	340	13	95	0	199
Grp Sat Flow(s),veh/h/ln	1781	1702	1853	1781	1702	1585	1781	1870	1585	1781	0	1711
Q Serve(g_s), s	9.0	75.9	77.6	0.5	10.1	7.5	0.8	27.9	1.0	6.5	0.0	15.7
Cycle Q Clear(g_c), s	9.0	75.9	77.6	0.5	10.1	7.5	0.8	27.9	1.0	6.5	0.0	15.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	501	2118	1153	81	2904	901	229	365	309	158	0	403
V/C Ratio(X)	0.50	0.90	0.91	0.16	0.23	0.18	0.05	0.93	0.04	0.60	0.00	0.49
Avail Cap(c_a), veh/h	501	2149	1170	176	3223	1000	326	390	330	183	0	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	25.5	25.8	32.0	16.7	16.1	49.6	61.8	51.0	48.1	0.0	51.6
Incr Delay (d2), s/veh	0.8	5.9	10.8	0.9	0.0	0.1	0.1	28.3	0.1	4.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	30.8	35.8	0.3	4.0	2.8	0.4	16.2	0.4	3.1	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	31.4	36.6	32.9	16.7	16.2	49.7	90.1	51.0	52.2	0.0	52.5
LnGrp LOS	B	C	D	C	B	B	D	F	D	D	A	D
Approach Vol, veh/h		3220			838			365			294	
Approach Delay, s/veh		31.6			16.9			87.3			52.4	
Approach LOS		C			B			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	101.6	6.5	41.3	15.0	93.2	12.9	34.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	98.5	10.5	31.5	10.5	98.5	10.5	32.5
Max Q Clear Time (g_c+I1), s	2.5	79.6	2.8	17.7	11.0	12.1	8.5	29.9
Green Ext Time (p_c), s	0.0	17.5	0.0	0.9	0.0	5.9	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

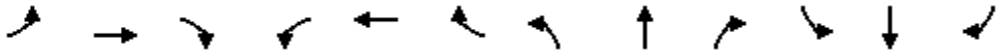
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	108	56	240	182	37	21	40	89	8	20	3
Future Volume (vph)	0	108	56	240	182	37	21	40	89	8	20	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.97		1.00	0.90		1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3539	1583	1770	3450		1770	1669		1770	1863	1583
Flt Permitted		1.00	1.00	0.95	1.00		0.74	1.00		0.67	1.00	1.00
Satd. Flow (perm)		3539	1583	1770	3450		1384	1669		1244	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	117	61	261	198	40	23	43	97	9	22	3
RTOR Reduction (vph)	0	0	50	0	12	0	0	80	0	0	0	2
Lane Group Flow (vph)	0	117	11	261	226	0	23	60	0	9	22	1
Turn Type		NA	Perm	Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases			2				8			4		4
Actuated Green, G (s)		6.8	6.8	11.5	22.8		6.8	6.8		6.8	6.8	6.8
Effective Green, g (s)		6.8	6.8	11.5	22.8		6.8	6.8		6.8	6.8	6.8
Actuated g/C Ratio		0.18	0.18	0.30	0.59		0.18	0.18		0.18	0.18	0.18
Clearance Time (s)		4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		623	278	527	2037		243	294		219	328	278
v/s Ratio Prot		c0.03		c0.15	0.07			c0.04			0.01	
v/s Ratio Perm			0.01				0.02			0.01		0.00
v/c Ratio		0.19	0.04	0.50	0.11		0.09	0.20		0.04	0.07	0.00
Uniform Delay, d1		13.5	13.2	11.2	3.5		13.3	13.6		13.2	13.3	13.1
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.1	0.7	0.0		0.2	0.3		0.1	0.1	0.0
Delay (s)		13.7	13.2	11.9	3.5		13.5	13.9		13.3	13.3	13.1
Level of Service		B	B	B	A		B	B		B	B	B
Approach Delay (s)		13.5			7.9			13.9			13.3	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	38.6	Sum of lost time (s)	18.0	
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1334	112	92	1969	70	33	114	18	228	302	349
Future Volume (veh/h)	90	1334	112	92	1969	70	33	114	18	228	302	349
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	1450	122	100	2140	76	36	124	20	248	328	379
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	2645	223	238	2818	875	101	378	320	370	199	230
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.03	0.20	0.20	0.08	0.25	0.25
Sat Flow, veh/h	1781	4798	404	1781	5106	1585	1781	1870	1585	1781	791	914
Grp Volume(v), veh/h	98	1029	543	100	2140	76	36	124	20	248	0	707
Grp Sat Flow(s),veh/h/ln	1781	1702	1798	1781	1702	1585	1781	1870	1585	1781	0	1706
Q Serve(g_s), s	3.3	26.6	26.7	3.3	44.3	3.1	2.2	7.8	1.4	10.5	0.0	34.5
Cycle Q Clear(g_c), s	3.3	26.6	26.7	3.3	44.3	3.1	2.2	7.8	1.4	10.5	0.0	34.5
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	160	1877	991	238	2818	875	101	378	320	370	0	429
V/C Ratio(X)	0.61	0.55	0.55	0.42	0.76	0.09	0.36	0.33	0.06	0.67	0.00	1.65
Avail Cap(c_a), veh/h	229	2395	1265	305	3592	1115	189	470	399	370	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	19.8	19.8	15.9	23.7	14.5	44.4	46.8	44.2	43.4	0.0	51.3
Incr Delay (d2), s/veh	3.7	0.3	0.5	1.2	0.7	0.0	2.1	0.5	0.1	4.6	0.0	301.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.4	11.0	1.4	17.3	1.1	1.0	3.7	0.6	3.2	0.0	50.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	20.0	20.3	17.1	24.4	14.5	46.5	47.3	44.3	48.0	0.0	353.2
LnGrp LOS	C	C	C	B	C	B	D	D	D	D	A	F
Approach Vol, veh/h		1670			2316			180			955	
Approach Delay, s/veh		20.7			23.8			46.8			274.0	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	80.1	8.2	39.0	9.7	80.2	15.0	32.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	96.5	10.5	34.5	10.5	96.5	10.5	34.5
Max Q Clear Time (g_c+I1), s	5.3	28.7	4.2	36.5	5.3	46.3	12.5	9.8
Green Ext Time (p_c), s	0.1	17.1	0.0	0.0	0.1	29.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	70.3
HCM 6th LOS	E

APPENDIX B: SHARED PARKING OUTPUTS

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Project: RDA Station Area Plan
Description: Base Demand (No TDM Reduction), 0.9 Residential

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	2.00	100%	78%	1.55	ksf GLA	2.00	100%	89%	1.78	ksf GLA	60%	67%	23	100%	67%	44
Employee			0.70	100%	96%	0.67		0.80	100%	94%	0.75		75%	77%	14	100%	77%	22
Supermarket/Grocery	27,000	sf GLA	2.00	100%	78%	1.55	ksf GLA	2.00	100%	89%	1.78	ksf GLA	60%	92%	23	100%	92%	44
Employee			0.75	100%	96%	0.72		0.75	100%	94%	0.71		90%	100%	18	100%	100%	20
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	5.00	100%	10%	0.50	ksf GLA	5.00	100%	10%	0.50	ksf GLA	15%	94%	2	15%	94%	2
Employee			2.25	100%	96%	2.15		2.50	100%	94%	2.35		90%	100%	50	75%	100%	45
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	100%	81%	1.22	ksf GLA	1.80	100%	82%	1.48	ksf GLA	25%	100%	37	65%	100%	116
Employee			0.15	100%	96%	0.14		0.20	100%	94%	0.19		75%	100%	13	100%	100%	23
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	54	100%	100%	54
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.90	100%	100%	0.90	unit	0.90	100%	100%	0.90	unit	60%	100%	659	69%	100%	758
2 Bedrooms		units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	24	20%	100%	37
Office																		
Office <25 ksf	101,000	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	100%	100%	31	100%	100%	4
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.00	100%	98%	1.95		0.35	100%	98%	0.34		100%	100%	197	100%	100%	35
Office 100 to 500 ksf	316,000	sf GFA	0.22	100%	100%	0.22	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	71	100%	100%	8
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.00	100%	100%	2.00		0.29	100%	100%	0.29		100%	100%	632	100%	100%	91
Office >500 ksf	842,500	sf GFA	0.20	100%	100%	0.20	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	169	100%	100%	17
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			2.00	100%	98%	1.95		0.26	100%	98%	0.25		100%	100%	1,646	100%	100%	215
Additional Land Uses																		
													Customer/Visitor		505	Customer		396
													Employee/Resident		3,283	Employee/Resident		1,262
													Reserved		-	Reserved		-
													Total		3,788	Total		1,658

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Project: RDA Station Area Plan
Description: Base Demand (No TDM Reduction), 0.75 Residential

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	100%	66%	0.86	ksf GLA	1.20	100%	83%	0.99	ksf GLA	60%	67%	13	100%	67%	24
Employee			0.70	100%	96%	0.67		0.80	100%	94%	0.75		75%	77%	14	100%	77%	22
Supermarket/Grocery	27,000	sf GLA	1.25	100%	66%	0.82	ksf GLA	1.25	100%	83%	1.03	ksf GLA	60%	92%	12	100%	92%	26
Employee			0.75	100%	96%	0.72		0.75	100%	94%	0.71		90%	100%	18	100%	100%	20
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	100%	10%	0.28	ksf GLA	2.50	100%	10%	0.25	ksf GLA	15%	94%	1	15%	94%	1
Employee			2.25	100%	96%	2.15		2.50	100%	94%	2.35		90%	100%	50	75%	100%	45
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	100%	82%	1.23	ksf GLA	1.80	100%	83%	1.49	ksf GLA	25%	100%	37	65%	100%	117
Employee			0.15	100%	96%	0.14		0.20	100%	94%	0.19		75%	100%	13	100%	100%	23
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	54	100%	100%	54
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.75	100%	100%	0.75	unit	0.75	100%	100%	0.75	unit	60%	100%	549	69%	100%	631
2 Bedrooms		units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	24	20%	100%	37
Office																		
Office <25 ksf	101,000	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	100%	100%	31	100%	100%	4
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.70	100%	98%	1.66		0.35	100%	98%	0.34		100%	100%	168	100%	100%	35
Office 100 to 500 ksf	316,000	sf GFA	0.22	100%	100%	0.22	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	71	100%	100%	8
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.78	100%	100%	1.78		0.29	100%	100%	0.29		100%	100%	562	100%	100%	91
Office >500 ksf	842,500	sf GFA	0.20	100%	100%	0.20	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	169	100%	100%	17
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.80	100%	98%	1.76		0.26	100%	98%	0.25		100%	100%	1,482	100%	100%	215
Additional Land Uses																		
													Customer/Visitor		484	Customer		359
													Employee/Resident		2,910	Employee/Resident		1,135
													Reserved		-	Reserved		-
													Total		3,393	Total		1,494

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Project: RDA Station Area Plan
Description: Base Demand (No TDM Reduction), 0.5 Residential

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	100%	66%	0.86	ksf GLA	1.20	100%	83%	0.99	ksf GLA	60%	67%	13	100%	67%	24
Employee			0.70	100%	96%	0.67		0.80	100%	94%	0.75		75%	77%	14	100%	77%	22
Supermarket/Grocery	27,000	sf GLA	1.25	100%	66%	0.82	ksf GLA	1.25	100%	83%	1.03	ksf GLA	60%	92%	12	100%	92%	26
Employee			0.75	100%	96%	0.72		0.75	100%	94%	0.71		90%	100%	18	100%	100%	20
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	100%	10%	0.28	ksf GLA	2.50	100%	10%	0.25	ksf GLA	15%	94%	1	15%	94%	1
Employee			2.25	100%	96%	2.15		2.50	100%	94%	2.35		90%	100%	50	75%	100%	45
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	100%	82%	1.23	ksf GLA	1.80	100%	83%	1.49	ksf GLA	25%	100%	37	65%	100%	117
Employee			0.15	100%	96%	0.14		0.20	100%	94%	0.19		75%	100%	13	100%	100%	23
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	100%	100%	0.15	key	0.15	100%	100%	0.15	key	100%	100%	54	100%	100%	54
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.50	100%	100%	0.50	unit	0.50	100%	100%	0.50	unit	60%	100%	366	69%	100%	421
2 Bedrooms		units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	24	20%	100%	37
Office																		
Office <25 ksf	101,000	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	100%	100%	31	100%	100%	4
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.70	100%	98%	1.66		0.35	100%	98%	0.34		100%	100%	168	100%	100%	35
Office 100 to 500 ksf	316,000	sf GFA	0.22	100%	100%	0.22	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	71	100%	100%	8
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.78	100%	100%	1.78		0.29	100%	100%	0.29		100%	100%	562	100%	100%	91
Office >500 ksf	842,500	sf GFA	0.20	100%	100%	0.20	ksf GFA	0.02	100%	100%	0.02	ksf GFA	100%	100%	169	100%	100%	17
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.80	100%	98%	1.76		0.26	100%	98%	0.25		100%	100%	1,482	100%	100%	215
Additional Land Uses																		
													Customer/Visitor		484	Customer		359
													Employee/Resident		2,727	Employee/Resident		925
													Reserved		-	Reserved		-
													Total		3,210	Total		1,283

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.9 Residential, 1.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.90	50%	100%	0.45	unit	0.90	50%	100%	0.45	unit	60%	100%	329	69%	100%	379
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.70	50%	98%	0.34		0.35	50%	98%	0.17		100%	100%	35	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.78	50%	100%	0.39		0.29	50%	100%	0.14		100%	100%	123	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.80	50%	98%	0.39		0.26	50%	98%	0.13		100%	100%	329	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		891	Employee/Resident		631
													Reserved		-	Reserved		-
													Total		1,195	Total		873

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.9 Residential, 1.50 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (1,000 ksf to 2,000 ksf)	2,500	sf GLA	1.10	50%	66%	0.36	ksf GLA	1.00	50%	83%	0.41	ksf GLA	60%	67%	-	90%	67%	1
Employee			0.90	50%	96%	0.43		1.00	50%	94%	0.47		75%	77%	1	95%	77%	1
Retail (over 2,000 ksf)	34,000	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	11
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	10
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.08		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.90	50%	100%	0.45	unit	0.90	50%	100%	0.45	unit	60%	100%	329	69%	100%	379
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.20	50%	98%	0.59		0.35	50%	98%	0.17		100%	100%	60	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.28	50%	100%	0.64		0.29	50%	100%	0.14		100%	100%	202	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.30	50%	98%	0.63		0.26	50%	98%	0.13		100%	100%	535	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		1,201	Employee/Resident		631
													Reserved		-	Reserved		-
													Total		1,506	Total		873

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.9 Residtential, 2.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.90	50%	100%	0.45	unit	0.90	50%	100%	0.45	unit	60%	100%	329	69%	100%	379
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.70	50%	98%	0.83		0.35	50%	98%	0.17		100%	100%	84	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.78	50%	100%	0.89		0.29	50%	100%	0.14		100%	100%	281	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.80	50%	98%	0.88		0.26	50%	98%	0.13		100%	100%	741	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		1,510	Employee/Resident		631
													Reserved		-	Reserved		-
													Total		1,814	Total		873

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Project: RDA Station Area Plan
Description: 50% Reduction, 0.75 Residential, 1.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.75	50%	100%	0.38	unit	0.75	50%	100%	0.38	unit	60%	100%	275	69%	100%	316
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.70	50%	98%	0.34		0.35	50%	98%	0.17		100%	100%	35	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.78	50%	100%	0.39		0.29	50%	100%	0.14		100%	100%	123	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.80	50%	98%	0.39		0.26	50%	98%	0.13		100%	100%	329	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		836	Employee/Resident		568
													Reserved		-	Reserved		-
													Total		1,140	Total		810

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.75 Residential, 1.50 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.75	50%	100%	0.38	unit	0.75	50%	100%	0.38	unit	60%	100%	275	69%	100%	316
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.20	50%	98%	0.59		0.35	50%	98%	0.17		100%	100%	60	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.28	50%	100%	0.64		0.29	50%	100%	0.14		100%	100%	202	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.30	50%	98%	0.63		0.26	50%	98%	0.13		100%	100%	535	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		1,146	Employee/Resident		568
													Reserved		-	Reserved		-
													Total		1,450	Total		810

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.75 Residential, 2.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	25%	100%	19	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		75%	100%	6	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	60%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.75	50%	100%	0.38	unit	0.75	50%	100%	0.38	unit	60%	100%	275	69%	100%	316
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.70	50%	98%	0.83		0.35	50%	98%	0.17		100%	100%	84	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.78	50%	100%	0.89		0.29	50%	100%	0.14		100%	100%	281	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.80	50%	98%	0.88		0.26	50%	98%	0.13		100%	100%	741	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		1,455	Employee/Resident		568
													Reserved		-	Reserved		-
													Total		1,759	Total		810

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.5 Residential, 0.75 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 2 PM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 2 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	95%	67%	10	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		100%	77%	10	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	95%	92%	10	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		100%	100%	10	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	65%	94%	2	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	95%	100%	70	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		100%	100%	9	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	33%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	50%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.50	50%	100%	0.25	unit	0.50	50%	100%	0.25	unit	50%	100%	153	69%	100%	210
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	50%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	50%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	95%	100%	15	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.45	50%	98%	0.22		0.35	50%	98%	0.17		95%	100%	21	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	95%	100%	34	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.53	50%	100%	0.26		0.29	50%	100%	0.14		95%	100%	79	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	95%	100%	80	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.55	50%	98%	0.27		0.26	50%	98%	0.13		95%	100%	215	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		359	Customer		242
													Employee/Resident		548	Employee/Resident		462
													Reserved		-	Reserved		-
													Total		907	Total		704

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.5 Residential, 1.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 2 PM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 2 PM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	95%	67%	10	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		100%	77%	10	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	95%	92%	10	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		100%	100%	10	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	65%	94%	2	15%	94%	-
Employee			2.25	50%	96%	1.07		2.50	50%	94%	1.18		90%	100%	25	75%	100%	23
Entertainment and Institutions																		
Active Entertainment	120,000	sf GLA	1.50	50%	82%	0.62	ksf GLA	1.80	50%	83%	0.75	ksf GLA	95%	100%	70	65%	100%	58
Employee			0.15	50%	96%	0.07		0.20	50%	94%	0.09		100%	100%	9	100%	100%	11
Hotel and Residential																		
Hotel-Business		keys	1.00	59%	100%	0.59	key	1.00	69%	100%	0.69	key	60%	100%	-	60%	100%	-
Hotel-Leisure	358	keys	1.00	50%	100%	0.50	key	1.00	50%	100%	0.50	key	70%	100%	125	70%	100%	125
Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	33%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	65%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
Studio Efficiency		units	0.85	50%	100%	0.43	unit	0.85	50%	100%	0.43	unit	50%	100%	-	69%	100%	-
1 Bedroom	1,219	units	0.50	50%	100%	0.25	unit	0.50	50%	100%	0.25	unit	50%	100%	153	69%	100%	210
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	50%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	50%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	1,219	units	0.10	50%	100%	0.05	unit	0.15	50%	100%	0.08	unit	20%	100%	12	20%	100%	18
Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	95%	100%	15	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.70	50%	98%	0.34		0.35	50%	98%	0.17		95%	100%	33	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	95%	100%	34	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.78	50%	100%	0.39		0.29	50%	100%	0.14		95%	100%	117	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	95%	100%	80	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			0.80	50%	98%	0.39		0.26	50%	98%	0.13		95%	100%	313	100%	100%	107
Additional Land Uses																		

Customer/Visitor	359	Customer	242
Employee/Resident	695	Employee/Resident	462
Reserved	-	Reserved	-
Total	1,054	Total	704

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.5 Residential, 1.50 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 10 AM	Peak Mo Adj April	Estimated Parking Demand	Peak Hr Adj 11 AM	Peak Mo Adj April	Estimated Parking Demand
Retail																		
Retail (over 2,000 ksf)	36,500	sf GLA	1.30	50%	66%	0.43	ksf GLA	1.20	50%	83%	0.50	ksf GLA	60%	67%	6	100%	67%	12
Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
Supermarket/Grocery	27,000	sf GLA	1.25	50%	66%	0.41	ksf GLA	1.25	50%	83%	0.52	ksf GLA	60%	92%	6	100%	92%	13
Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
Food and Beverage																		
Fine/Casual Dining	25,500	sf GLA	2.75	50%	10%	0.14	ksf GLA	2.50	50%	10%	0.13	ksf GLA	15%	94%	1	15%	94%	-
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Hotel Employees	358	keys	0.15	50%	100%	0.08	key	0.15	50%	100%	0.08	key	100%	100%	27	100%	100%	27
Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
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Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.20	50%	98%	0.59		0.35	50%	98%	0.17		100%	100%	60	100%	100%	18
Office 100 to 500 ksf	316,000	sf GFA	0.22	50%	100%	0.11	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	36	100%	100%	4
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.28	50%	100%	0.64		0.29	50%	100%	0.14		100%	100%	202	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.30	50%	98%	0.63		0.26	50%	98%	0.13		100%	100%	535	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
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													Reserved		-	Reserved		-
													Total		1,359	Total		704

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Project: RDA Station Area Plan
Description: 50% TDM Reduction, 0.5 Residential, 2.0 Office

Shared Parking Demand Summary

Peak Month: APRIL -- Peak Period: 10 AM, WEEKDAY

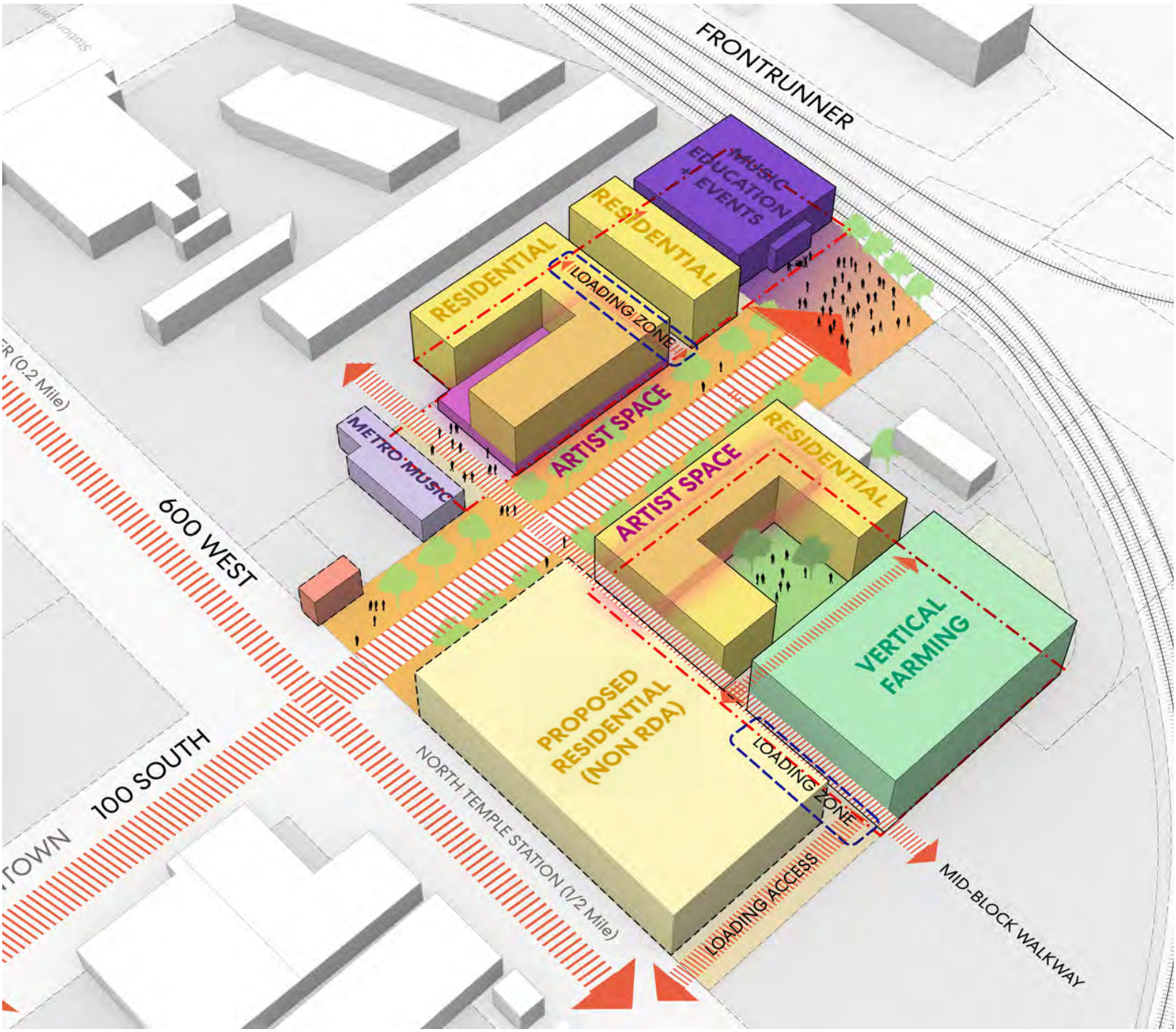
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Employee			0.70	50%	96%	0.33		0.80	50%	94%	0.38		75%	77%	7	100%	77%	11
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Employee			0.75	50%	96%	0.36		0.75	50%	94%	0.35		90%	100%	9	100%	100%	10
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Restaurant/Lounge		sf GLA	6.67	63%	90%	3.78	ksf GLA	7.67	54%	30%	1.24	ksf GLA	10%	92%	-	5%	92%	-
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	0.00	68%	70%	0.00	ksf GLA	60%	100%	-	60%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	68%	60%	0.00	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Convention (> 200 sq ft/key)		sf GLA	5.50	68%	60%	2.24	ksf GLA	5.50	68%	70%	2.62	ksf GLA	100%	55%	-	100%	55%	-
Restaurant/Meeting Employees		sf GLA	0.00	50%	100%	0.00	ksf GLA	0.00	50%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Residential, Urban																0%		
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1 Bedroom	1,219	units	0.50	50%	100%	0.25	unit	0.50	50%	100%	0.25	unit	60%	100%	183	69%	100%	210
2 Bedrooms		units	1.65	50%	100%	0.83	unit	1.65	50%	100%	0.83	unit	60%	100%	-	69%	100%	-
3+ Bedrooms		units	2.50	50%	100%	1.25	unit	2.50	50%	100%	1.25	unit	60%	100%	-	69%	100%	-
Reserved		res spaces	0.00	50%	100%	0.00	unit	0.00	50%	100%	0.00	unit	100%	100%	-	100%	100%	-
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Office																		
Office <25 ksf	101,000	sf GFA	0.30	50%	100%	0.15	ksf GFA	0.03	50%	100%	0.02	ksf GFA	100%	100%	16	100%	100%	2
Reserved		empl	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.70	50%	98%	0.83		0.35	50%	98%	0.17		100%	100%	84	100%	100%	18
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Employee			1.78	50%	100%	0.89		0.29	50%	100%	0.14		100%	100%	281	100%	100%	46
Office >500 ksf	842,500	sf GFA	0.20	50%	100%	0.10	ksf GFA	0.02	50%	100%	0.01	ksf GFA	100%	100%	85	100%	100%	9
Reserved		emp	0.00	50%	100%	0.00		0.00	50%	100%	0.00		100%	100%	-	100%	100%	-
Employee			1.80	50%	98%	0.88		0.26	50%	98%	0.13		100%	100%	741	100%	100%	107
Additional Land Uses																		
													Customer/Visitor		305	Customer		242
													Employee/Resident		1,363	Employee/Resident		462
													Reserved		-	Reserved		-
													Total		1,668	Total		704

SLCRDA

100 South

Design Workshop

February 2024



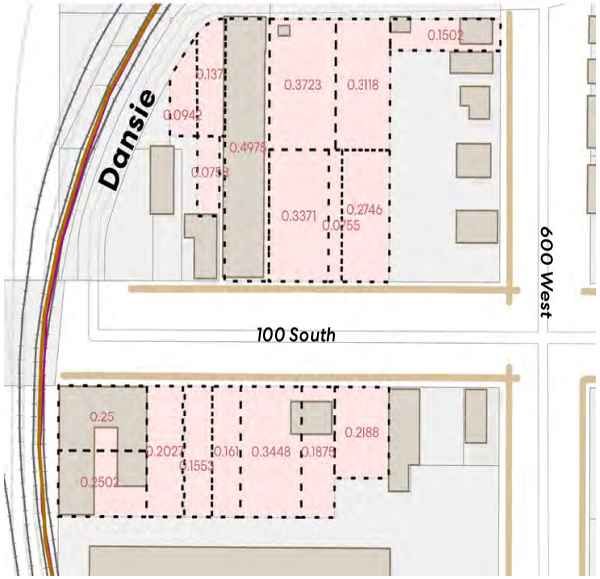
Introduction

The Redevelopment Agency of Salt Lake City (SLC RDA) owns a collection of parcels totaling over 4 acres focused around the segment of 100 South bounded by 600 West and South Dansie Drive.

The project site is adjacent to notable cultural uses such as the Metro Music Hall, the Sun Trapp, Utah Arts Alliance - Art Factory, Make Salt Lake, and the Wasatch Community Gardens.

The western edge of the site is adjacent to rail tracks for Frontrunner, Amtrak, and other rail service as well as Interstate 15, which serves vehicle and freight movement across the state.

The parcels are zoned for Gateway Mixed Use (G-MU) which allows for *'a mixture of residential, commercial, and assembly uses within an urban neighborhood atmosphere.'* The G-MU zone requires buildings to be at least 75 feet, with a maximum allowable height of 180 feet.



Map of RDA owned parcels



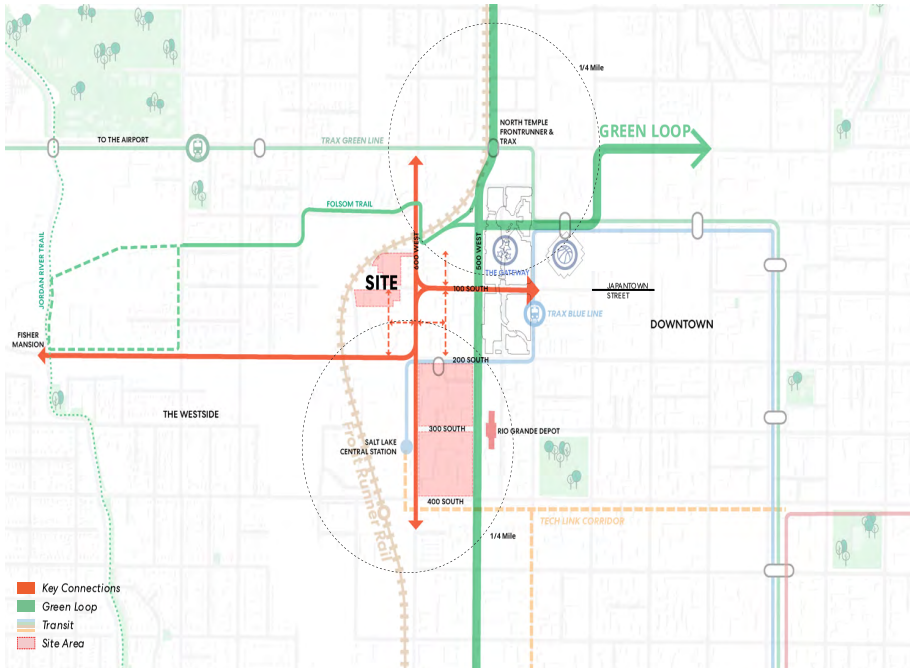
1. *Wasatch Community Garden*
2. *BWP Communications*
3. *Utah Arts Alliance*
4. *Make Salt Lake*
5. *Metro Music Hall*
6. *The Sun Trapp*

District Context

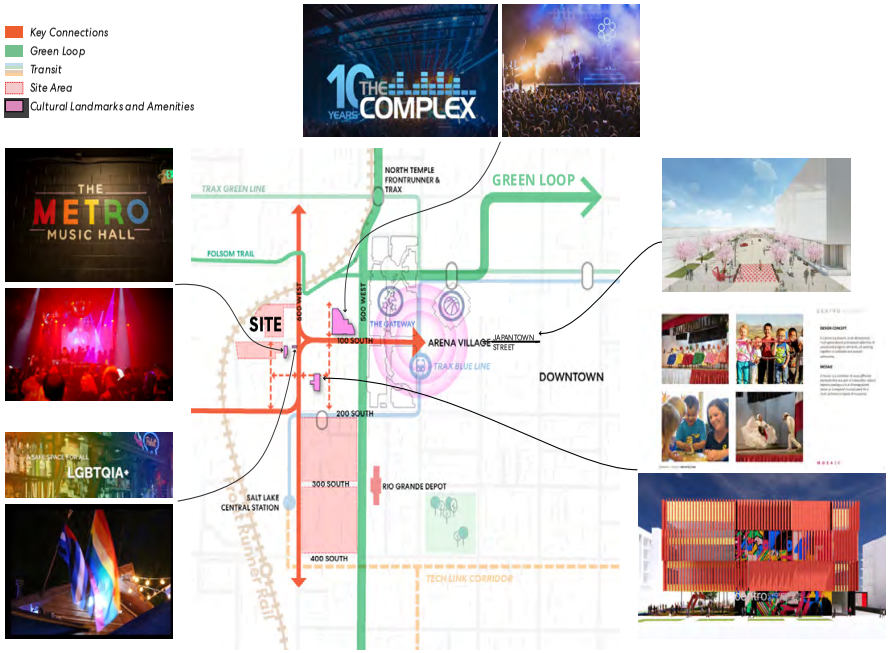
Downtown Connections: The 100 South parcels are located within walking distance to a wealth of existing and future transportation infrastructure including both Salt Lake Central Station and North Temple Station, the Folsom Trail, and the future Green Loop on 500 West.

Cultural Amenities: The site is located at the heart of the Downtown entertainment and night life including venues such as The Metro Music Hall, The Complex, The Gateway, and the Delta Center. This is complemented by important cultural sites such as the Sun Trapp bar for the LGBTQIA community and Centro Civico for the Hispanic and LatinX community.

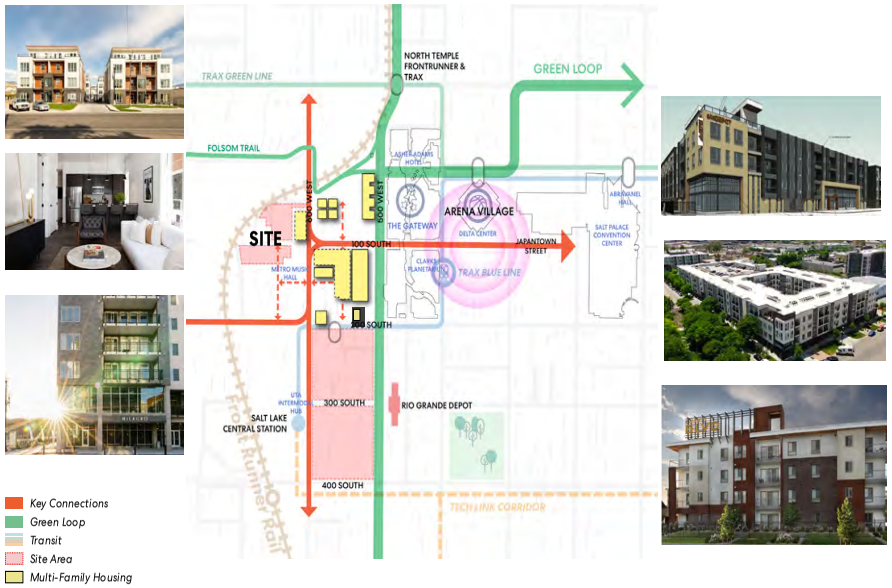
Residential Development: In recent years, this portion of the Depot District has experience a boom of multi-family residential development. The scale of these buildings are typically in the 4-6 story range.



Map of major infrastructure in proximity to the 100 South parcels.



Existing and proposed cultural landmarks and amenities in proximity to 100 South parcels.



Map of recently built and proposed multi-family housing in proximity to the 100 South parcels.

Design Workshop

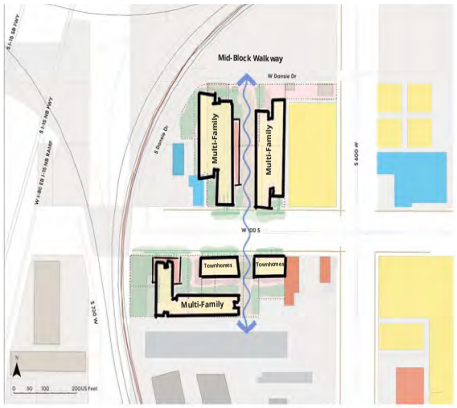
On September 12th, 2023, SLC RDA, Salt Lake City, and Perkins&Will conducted a work session to explore the potential site layout, land uses, and programming for these parcels. Perkins&Will presented 4 preliminary design options to initiate ideation and refinement of a preferred concept.

Attendees
SLC RDA
SLC Planning Division
SLC Department of Economic Development
SLC Arts Council
Perkins&Will

Preliminary Design Options

Option 1

All Housing



Option 1 focuses on multi-family residential development with buildings oriented to provide a mid-block walkway in the interior the site.

Option 2

All Housing



Option 2 focuses on multi-family residential development with buildings oriented to provide common green spaces for residents. The mid-block walkway goes through the ground floor of new buildings.

Option 3

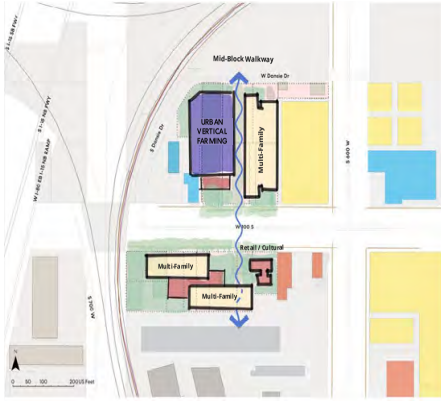
Housing and Vertical Harvest



Option 3 focuses on multi-family residential development on the northern portion of the site with commercial development on the southern portion, including Urban Vertical Farming Use and space for food trucks.

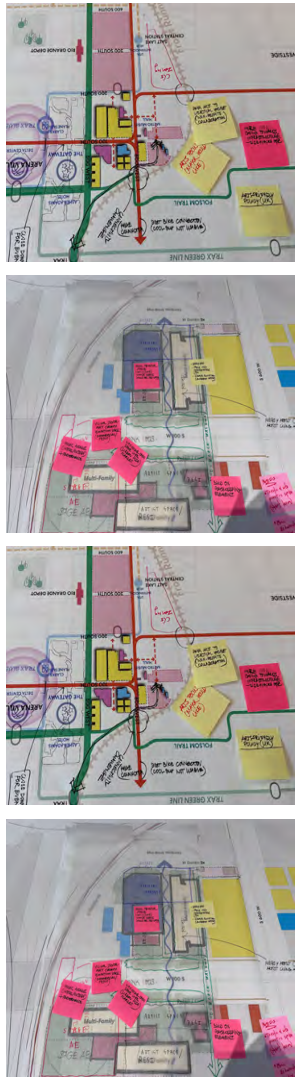
Option 4

Housing and Vertical Harvest



Option 4 places multi-family residential on both the northern and southern segment of the site; Urban Vertical Farming Use is anchored in the northwest corner to buffer the rail and freeway; The ground floor is lined with active uses.

Workshop Comments

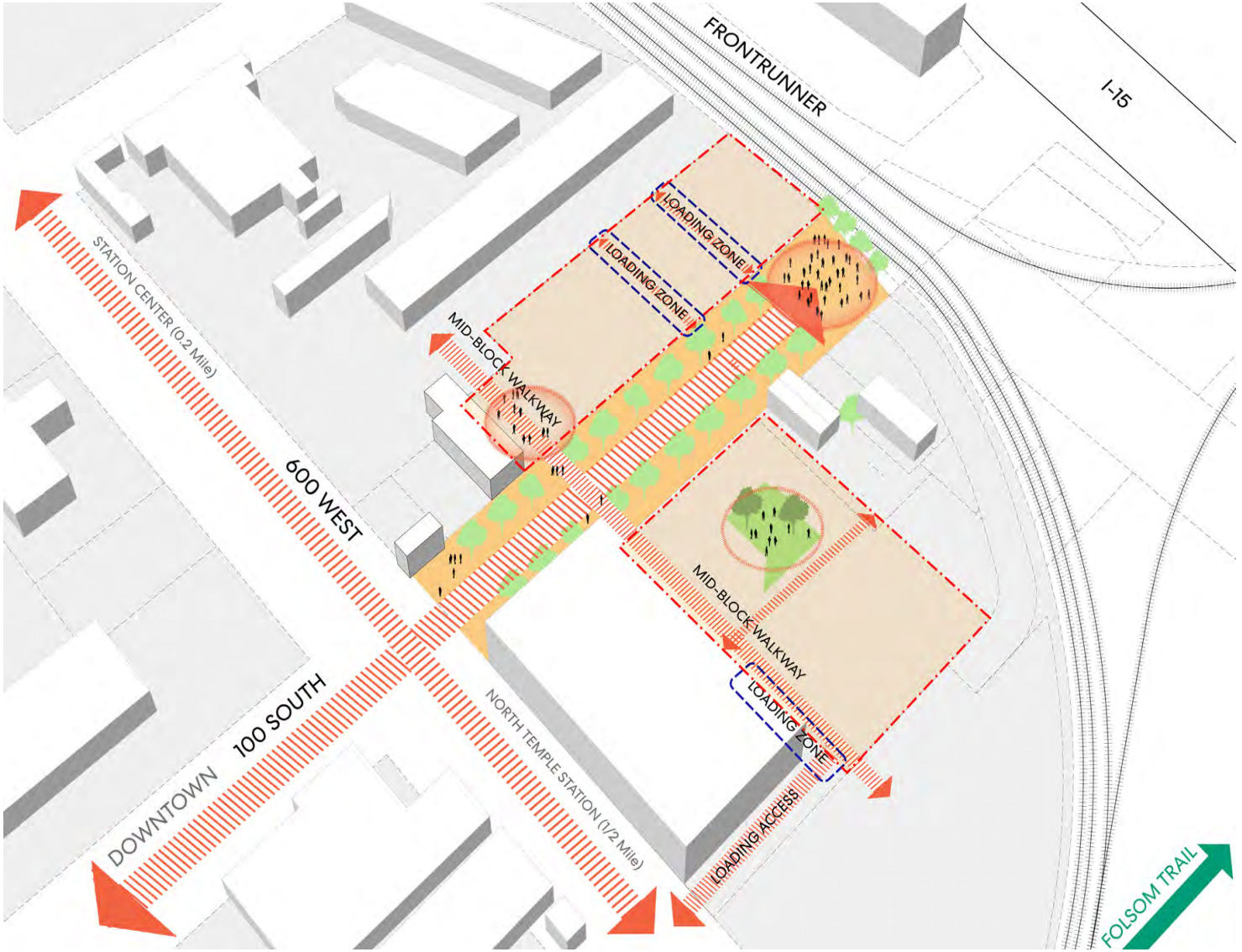


Photographs of comments on the design options from the 9/12 workshop.

Key Takeaway 1:

Establish a Development Framework

1. **100 South:** The existing right-of-way for the segment of 100 South between 600 West to Danzie Drive is approximately 120 feet and underutilized. There is an opportunity to reconfigure the street to provide vehicle access, on-street parking, usable open spaces and community programming.
2. **Mid Block Walkway:** In alignment with the Salt Lake City Downtown Master Plan concept for mid block walkways, the framework proposes a north-south walkway along the western edge of the Metro Music Hall and proposed multi-family residential project along 600 West.
3. **600 West:** In the future, 600 West could be redesigned to ensure a safer, more comfortable multi-modal connection to Salt Lake Central Station, North Temple Station, and the Folsom Trail.
4. **Loading/Access Zones:** Provide loading access routes in the interior of the parcels to service future mixed-use development and provide adequate access for fire trucks.
5. **Open Spaces:** Identify opportunities for new open space such as the terminus of 100 south as an event plaza, internal green spaces to support future residents, and the easy conversion of the mid-block walkway to support events at the Metro Music Hall.

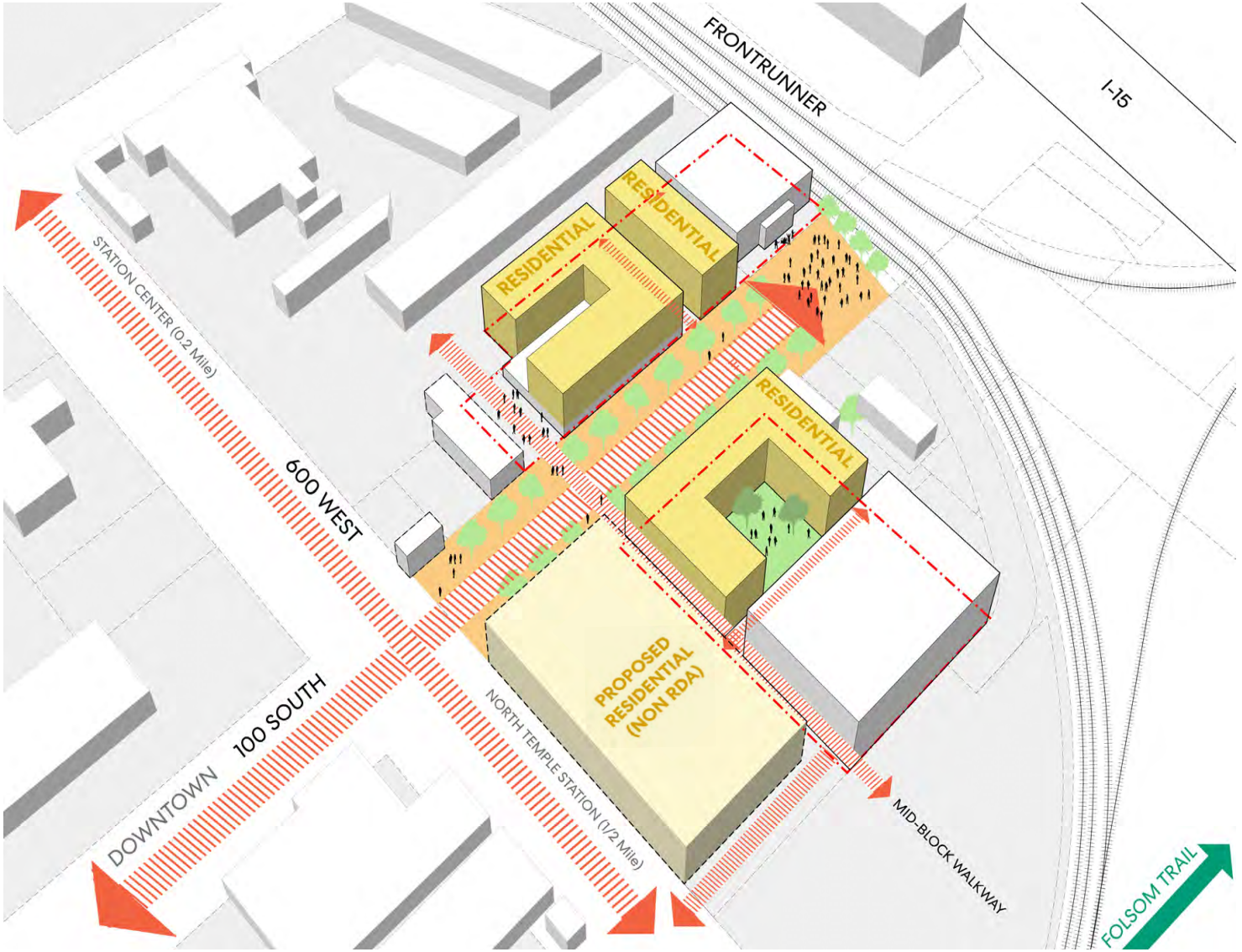


Conceptual bird's eye diagram of proposed street connections and open spaces.

Key Takeaway 2:

Housing is a Priority

1. **Affordable Housing:** Housing development should adhere to RDA's housing priorities including deeply affordable units, opportunities for home-ownership, with a focus on local artists.
2. **5-Over-1:** Emphasis on supporting mid-rise development, specifically 5 over 1 multi-family residential. This common construction type is aligned with recent multi-family development within the Depot District and could help facilitate greater affordability.
3. **Family Size Housing:** There was a question about whether family size housing would be appropriate in this section of Downtown as it is in the heart of a growing entertainment and night life district in addition to its proximity to heavy rail and I-15. This topic will require further consideration by the RDA.

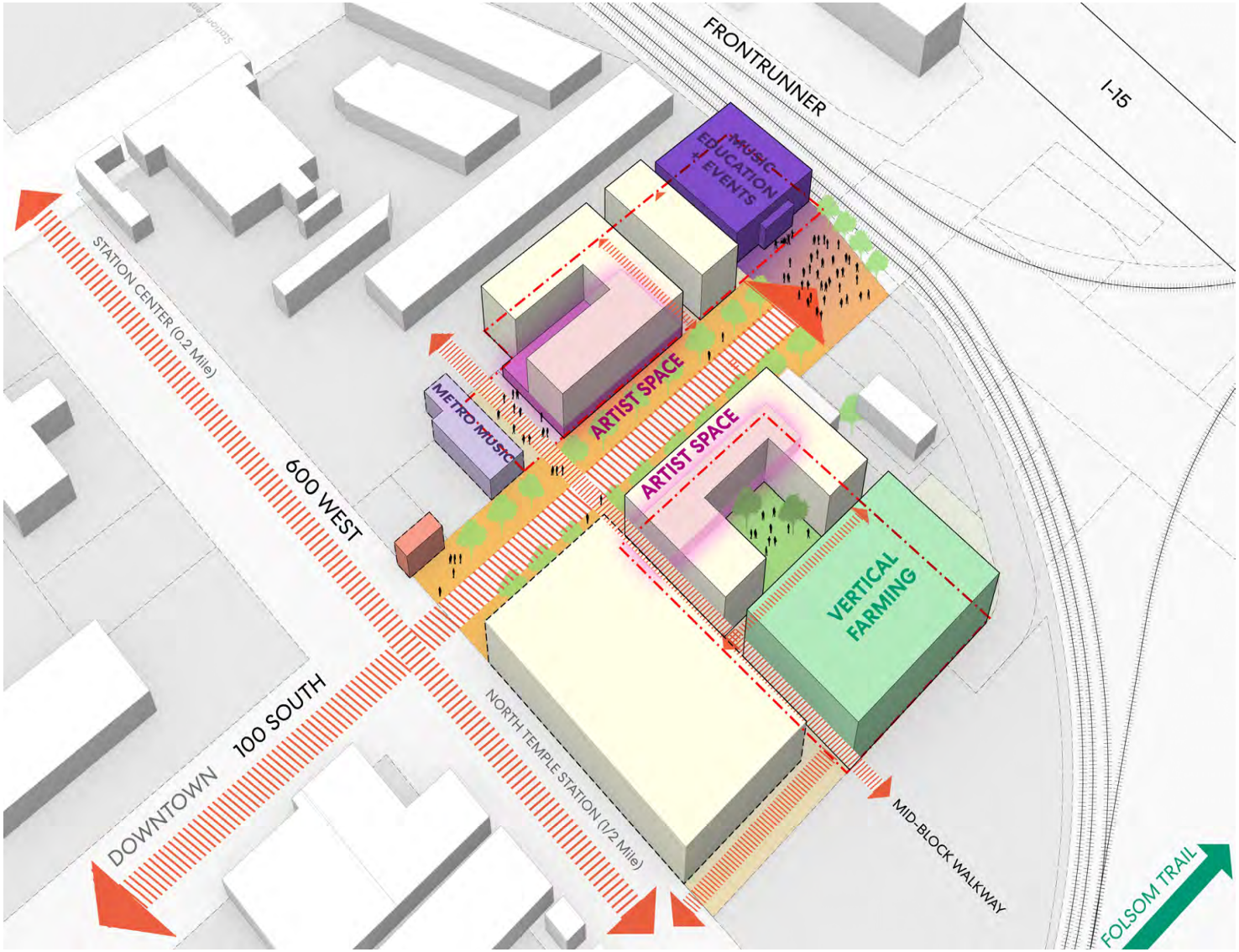


Conceptual bird's eye diagram of proposed multi-family residential development.

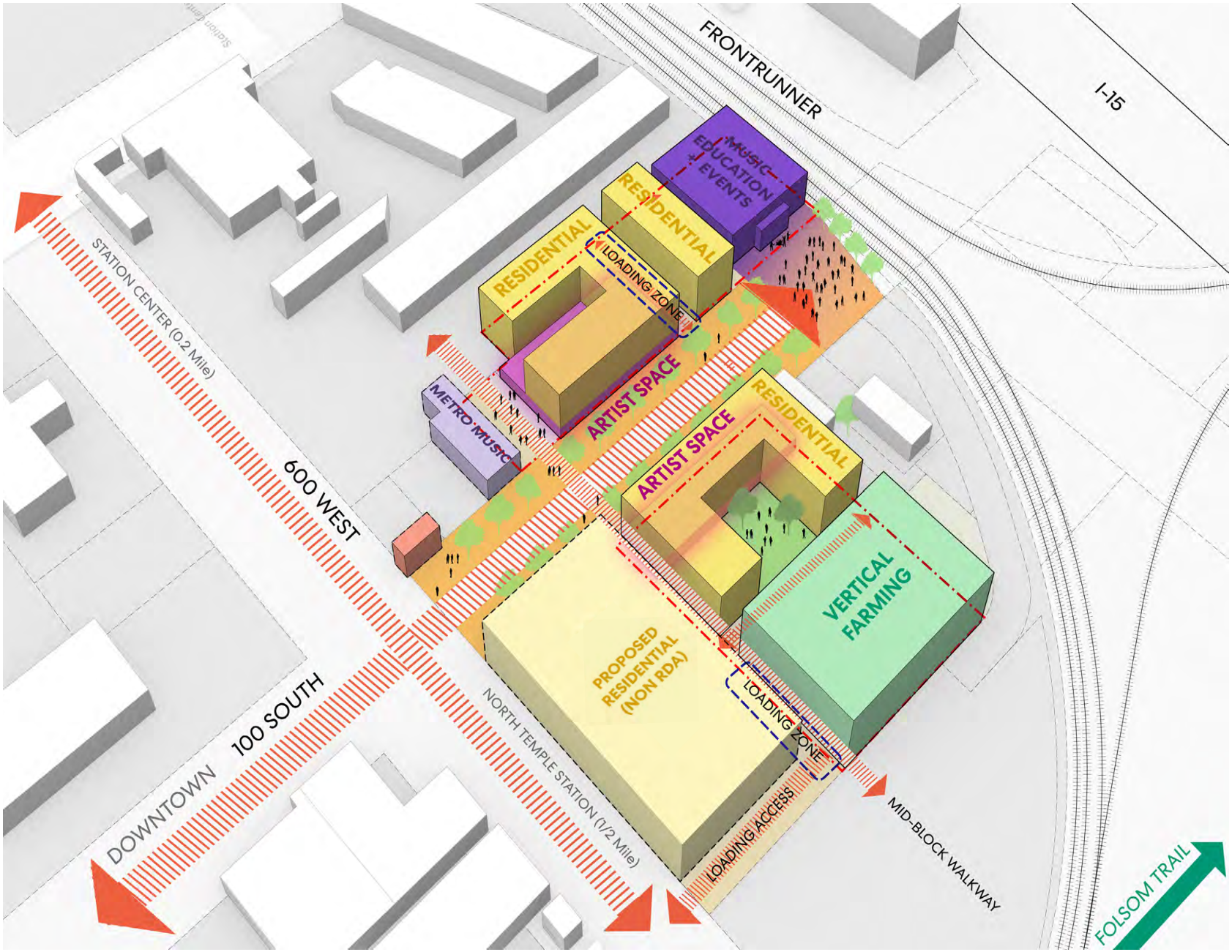
Key Takeaway 3:

Arts, Music, and Farming

1. **Music Education and Events:** Workshop attendees sited a multi-purpose entertainment complex at the terminus of 100 South that could include indoor and outdoor performance spaces, rehearsal rooms, and other relevant music programming. This typology is based on Stage AE located in Pittsburgh, Pennsylvania. The right-of-way at the end of the street would be transformed into an outdoor concert venue. Additionally, to better support the Metro Music Hall, the mid-block walkway should be designed to be temporarily closed off for outdoor events.
2. **Arts Programming:** In lieu of traditional retail spaces lining 100 south, a portion of the ground floor of new residential development could be designated for artist and artisan spaces.
3. **Urban Vertical Farming Use:** Due to the nature of the site, it was determined that this could be a good location for an urban vertical farming use that could contribute to the mid-rise density of the neighborhood while providing access to fresh produce and potential workforce development opportunities. There are groups across the country that run these types of programs, some of which have expressed interest in establishing a location in Salt Lake City. This type of facility could be sited at the northern end of the property as a way to effectively buffer residential from noise coming from the rail and freeway.



Conceptual bird's eye diagram of proposed arts, music, and vertical farming programming.



Conceptual bird's eye diagram of the preferred design concept.