

April 2021 Final

UDA
URBAN DESIGN ASSOCIATES

Parametrix

CENTRAL STATION AREA TRANSPORTATION & WEST PARCEL STUDY

Salt Lake City, Utah

SITE LOCATION MAP



URBAN DESIGN ASSOCIATES

WHAT WE HEARD

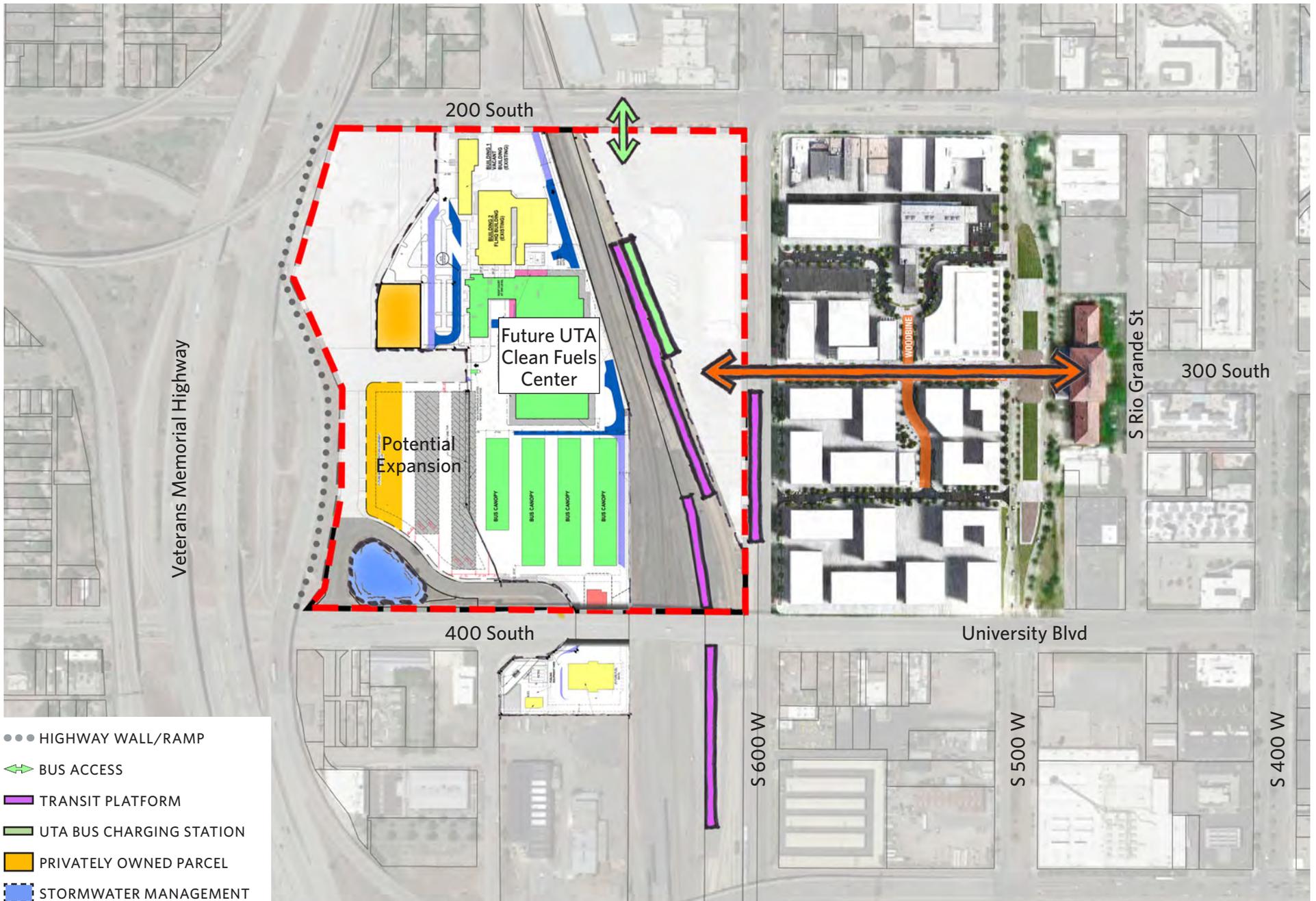
- Central Station is a key anchor of the proposed festival street and pedestrian-oriented environment on 300 S.
- Harness strong mixed-use potential west of the Central Station
- Create new connection from 200 S. to 400 S.
- Consider rider experience and ease of transfer from UTA bus to TRAX
- Provide easy access for UTA buses to and from the Clean Fuels Center
- Anticipate flexibility for the expansion of the UTA Clean Fuels Center

DESIGN PRINCIPLES

- Preserve and protect UTA operations for today, and tomorrow
- Drive UTA ridership with new development
- Improve and enhance district connectivity
- Provide high-quality development sites
- Face streets with buildings and have active ground floor uses

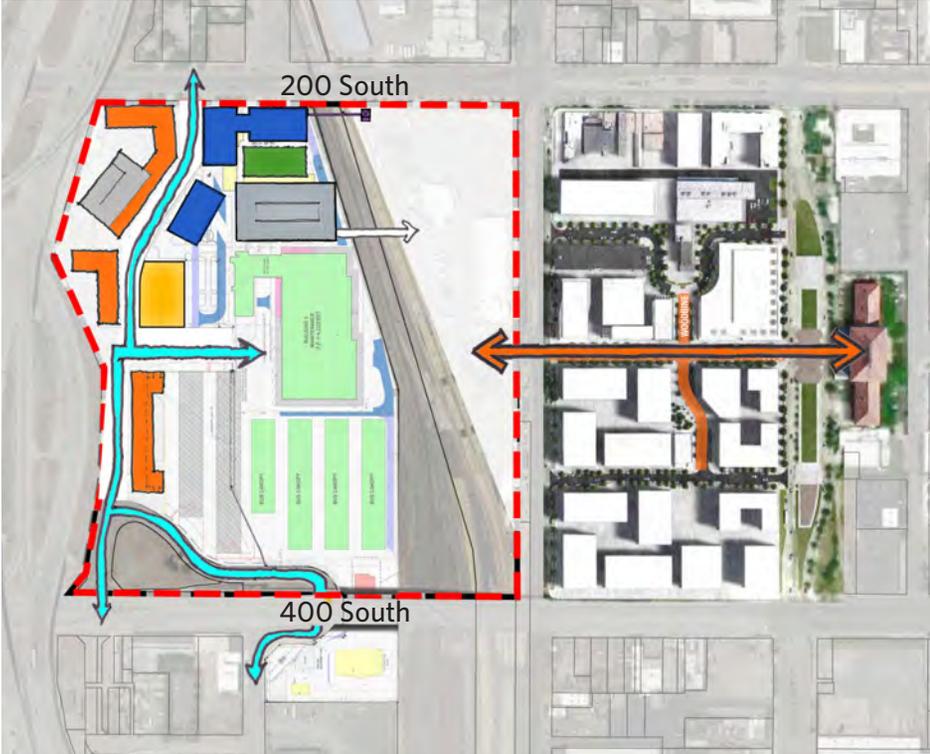


SITE CONSTRAINTS PLAN

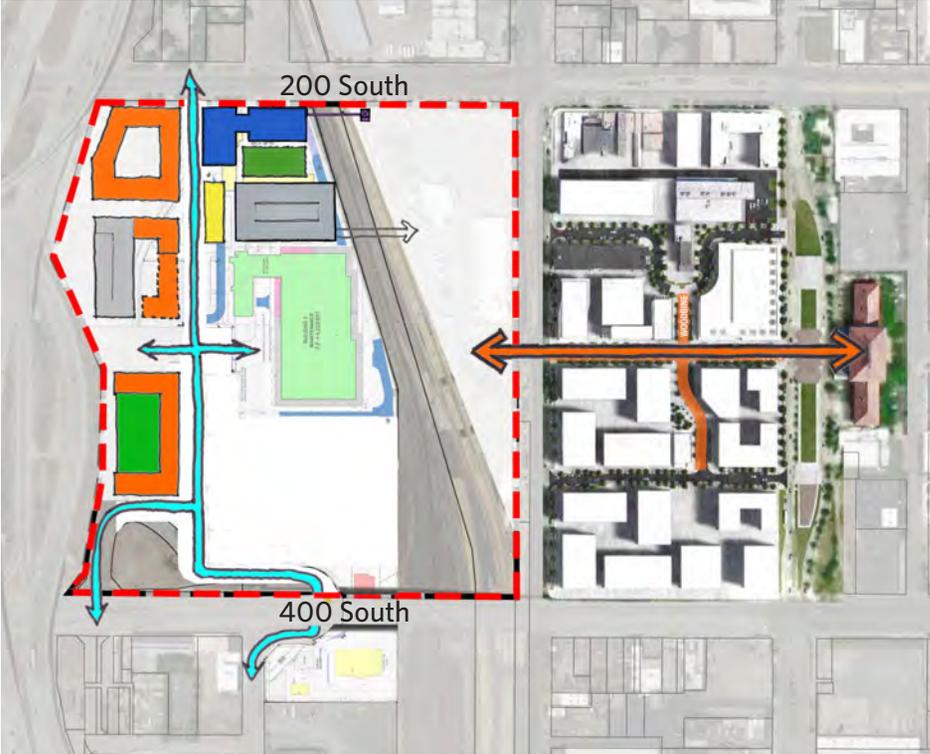


SITE DIAGRAMS

ALTERNATIVE A

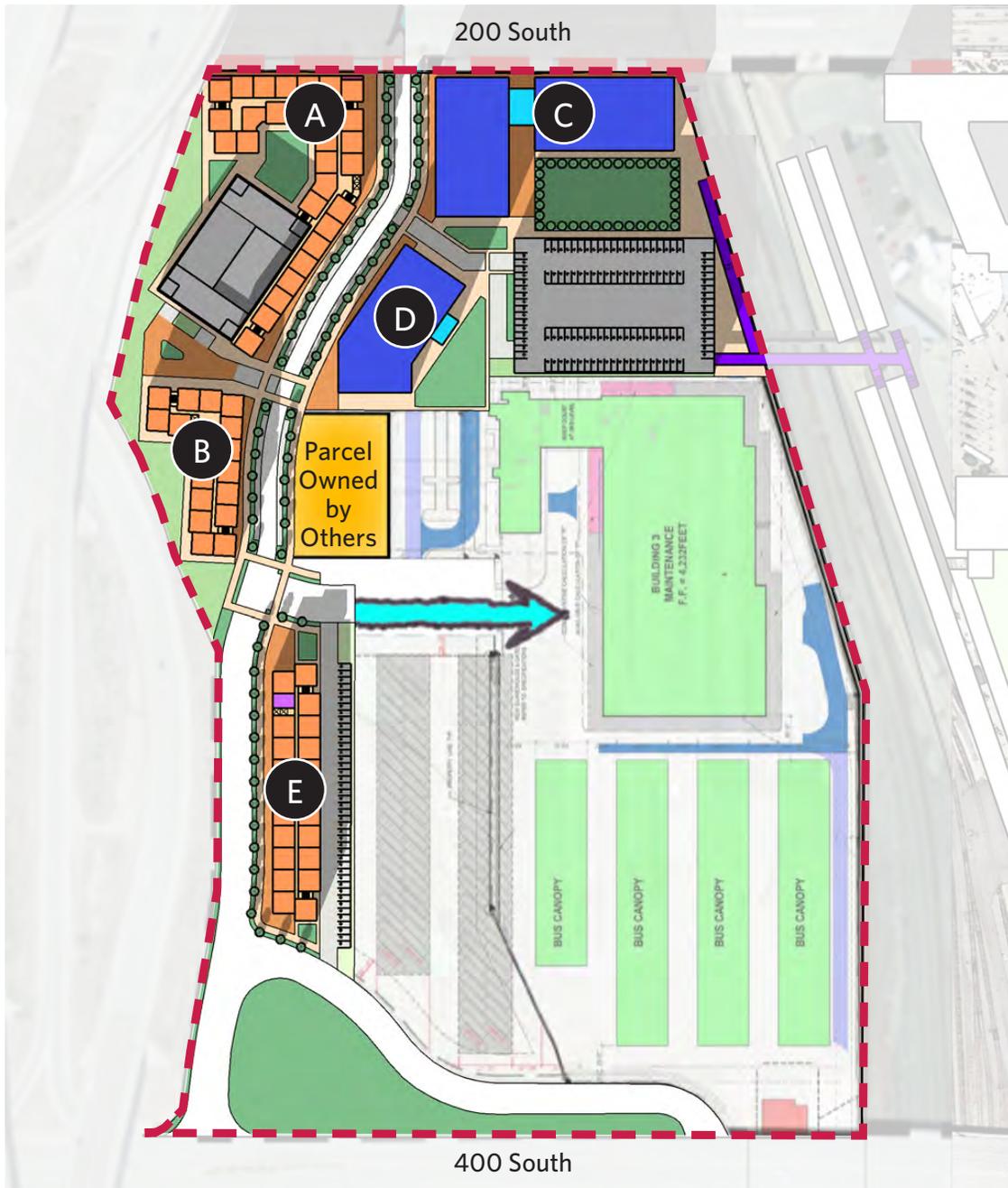


ALTERNATIVE B



URBAN DESIGN ASSOCIATES

ALTERNATIVE A



ALTERNATIVE A PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
A	-	190	285	6,600	2,700
B	-	110		-	1,800
C	270,000	-	1,180*	-	-
D	130,000	-		-	-
E	-	100	75	-	1,500
Total	400,000	400**	1,540***	6,600	6,000

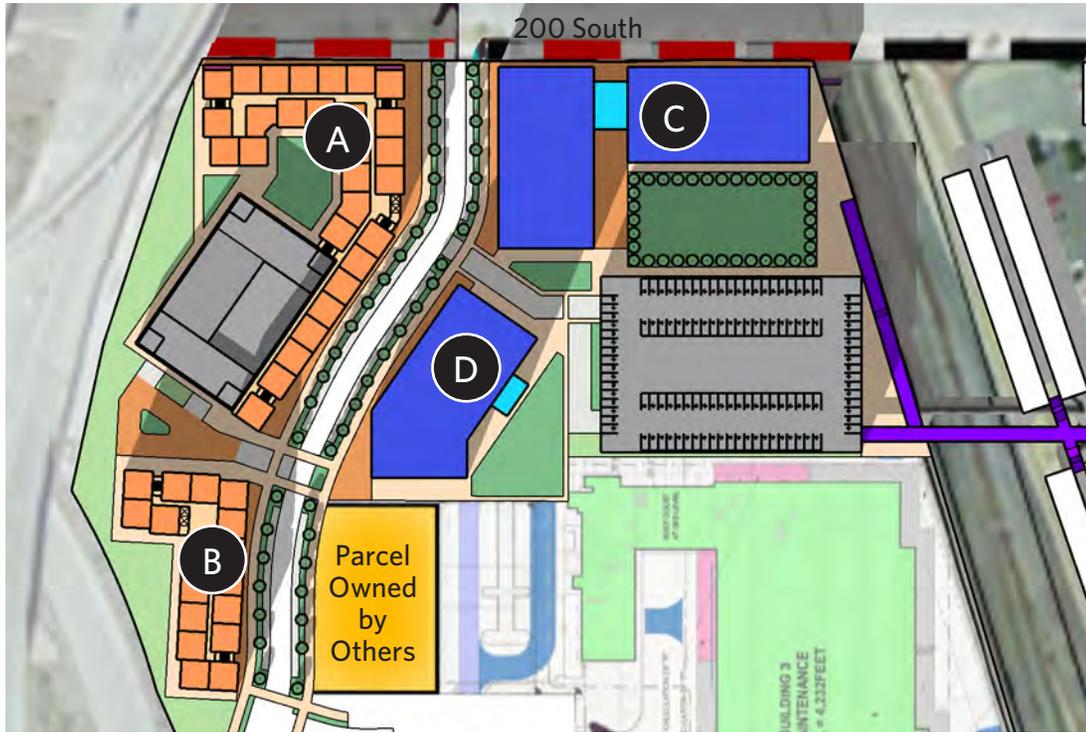
* Includes 350 parking spaces for Park/Ride

** Proposes an approximate equal combination of 1- and 2-bedroom units

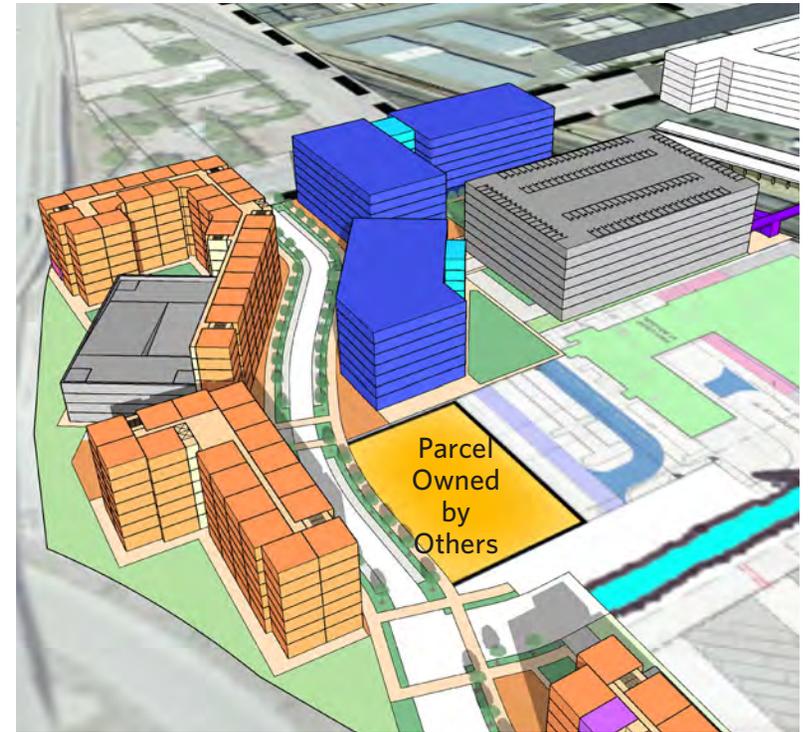
*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

ALTERNATIVE A — NORTH



PLAN



PERSPECTIVE

URBAN DESIGN ASSOCIATES

ALTERNATIVE A PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
A	-	190	285	6,600	2,700
B	-	110		-	1,800
C	270,000	-	1,180*	-	-
D	130,000	-		-	-
Total	400,000	300**	1,465***	6,600	4,500

* Includes 350 parking spaces for Park/Ride

** Proposes an approximate equal combination of 1- and 2-bedroom units

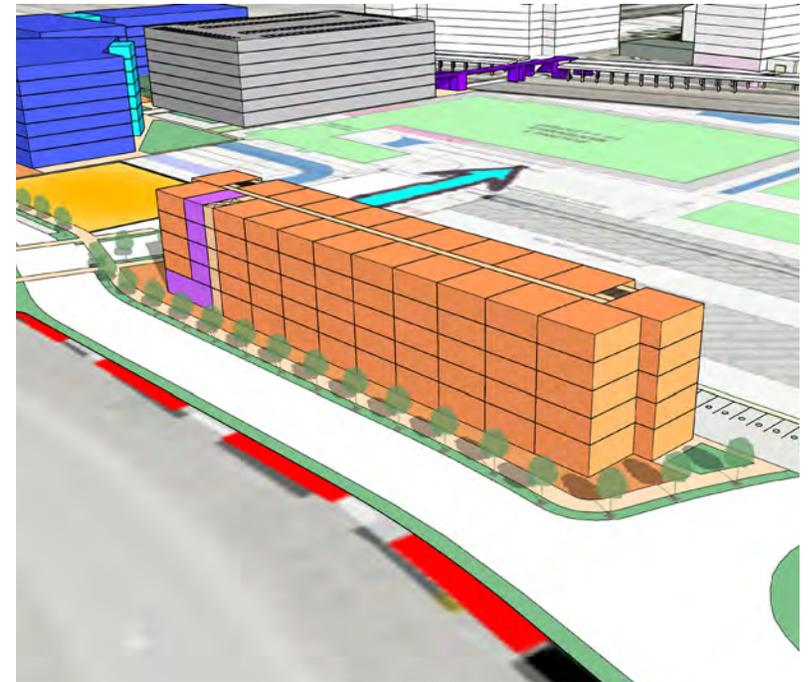
*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

ALTERNATIVE A — SOUTH



PLAN



PERSPECTIVE

ALTERNATIVE A PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
E	-	100**	75***	-	1,500

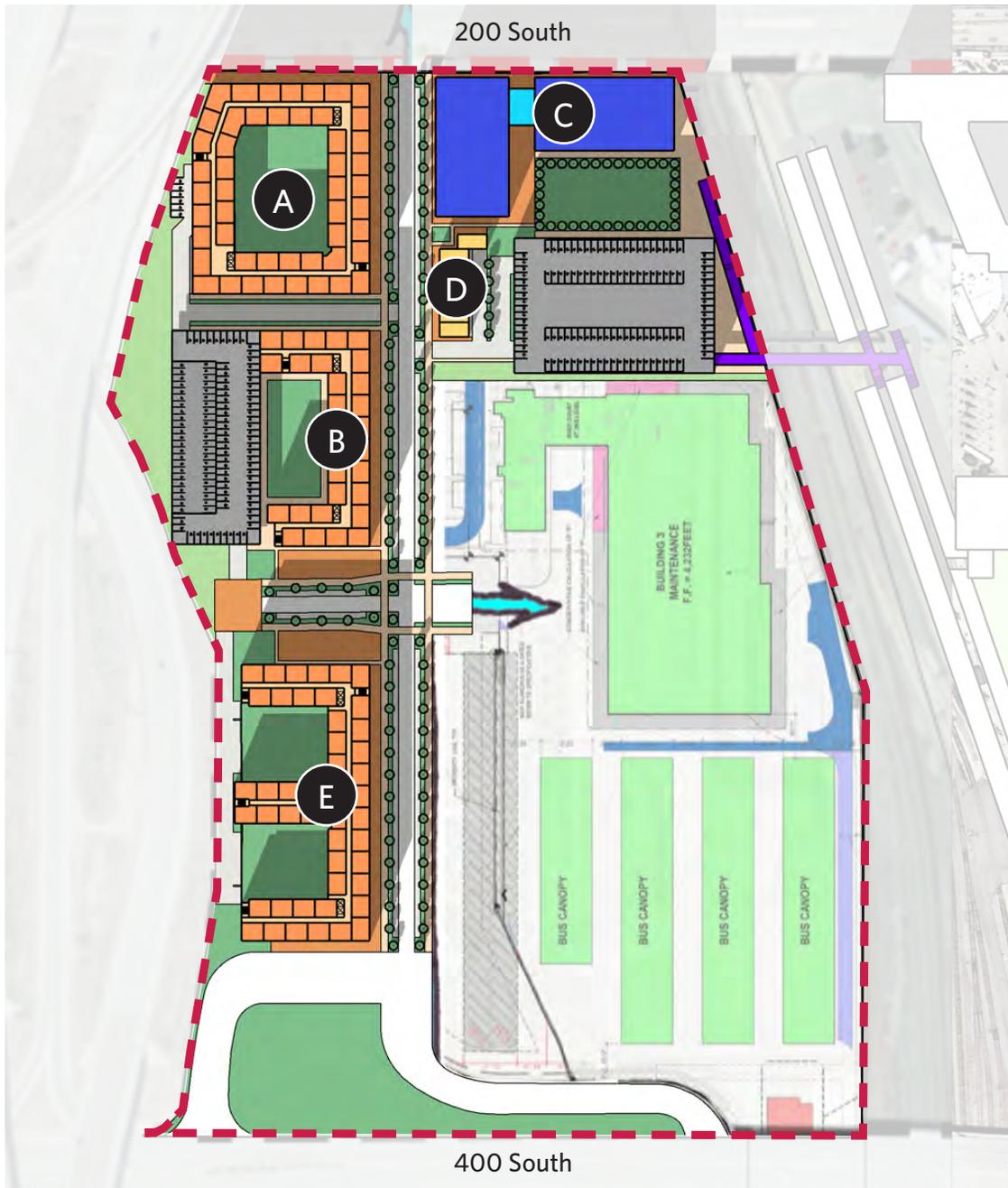
* Includes 350 parking spaces for Park/Ride

** Proposes an approximate equal combination of 1- and 2-bedroom units

*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

ALTERNATIVE B



ALTERNATIVE B PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
A	-	303	140	5,500	8,000
B	-	200	420	-	2,000
C	275,000	-	1,026*	-	-
D	-	7	14	-	-
E	-	260	220	-	10,000
Total	275,000	770**	1,820***	5,500	20,000

* Includes 350 parking spaces for Park/Ride

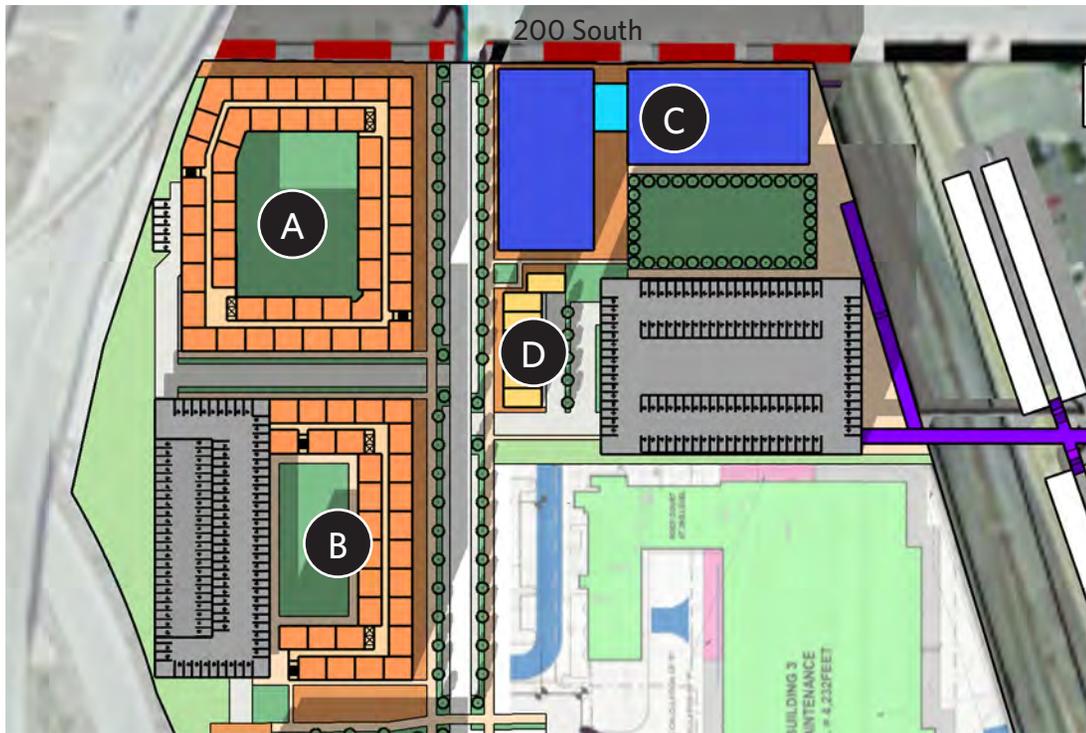
** Proposes an approximate equal combination of 1- and 2-bedroom units

*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

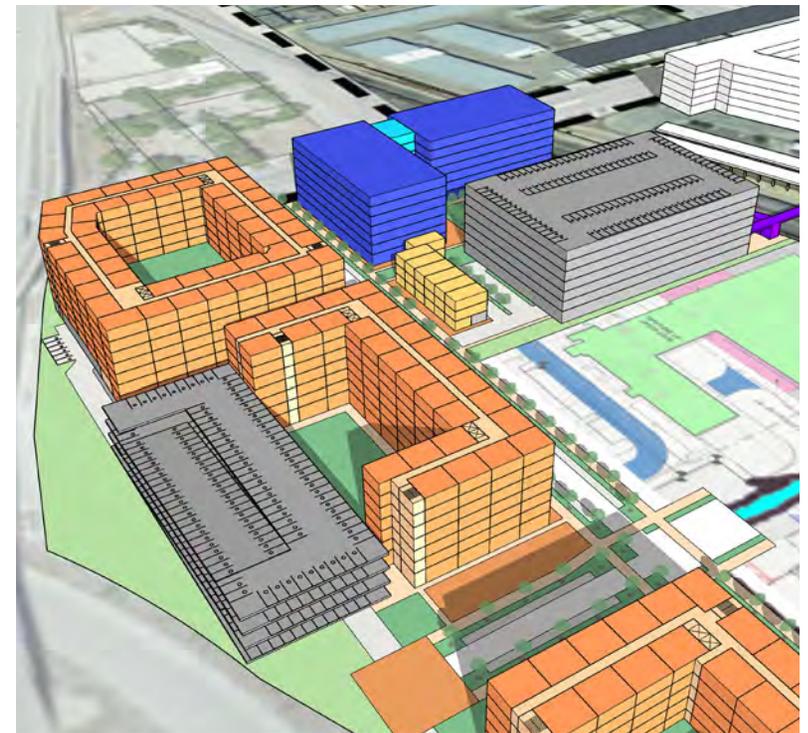
**** This alternative assumes future expansion of the UTA bus parking will be accommodated elsewhere

- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

ALTERNATIVE B — NORTH



PLAN



PERSPECTIVE

URBAN DESIGN ASSOCIATES

ALTERNATIVE B PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
A	-	303	140	5,500	8,000
B	-	200	420	-	2,000
C	275,000	-	1,026*	-	-
D	-	7	14	-	-
Total	275,000	510**	1,600***	5,500	10,000

* Includes 350 parking spaces for Park/Ride

** Proposes an approximate equal combination of 1- and 2-bedroom units

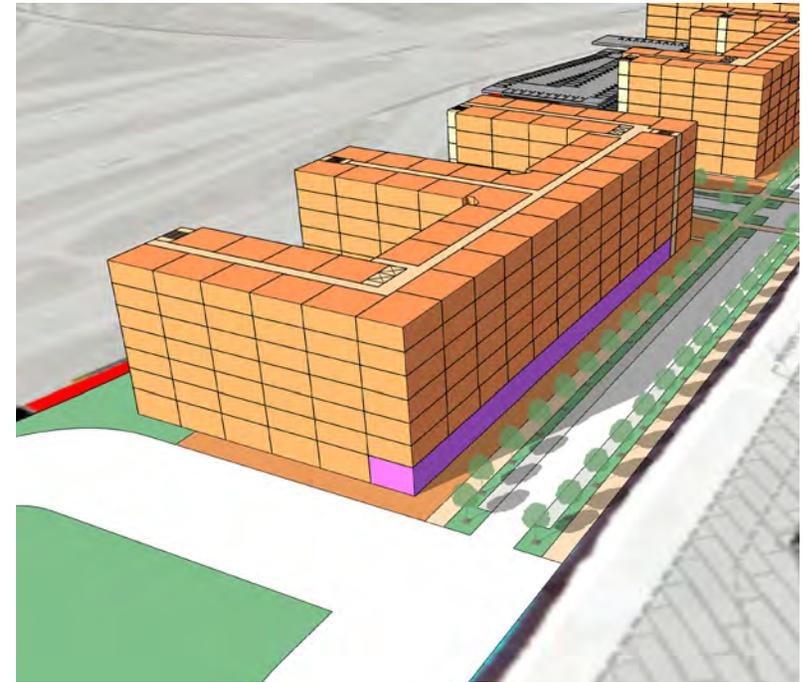
*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

ALTERNATIVE B — SOUTH



PLAN



PERSPECTIVE

URBAN DESIGN ASSOCIATES

ALTERNATIVE A PROGRAM

Bldg.	Office SF	MF Units	Parking	Retail SF	Residential Amenity SF
E	-	260**	220***	-	10,000

* Includes 350 parking spaces for Park/Ride

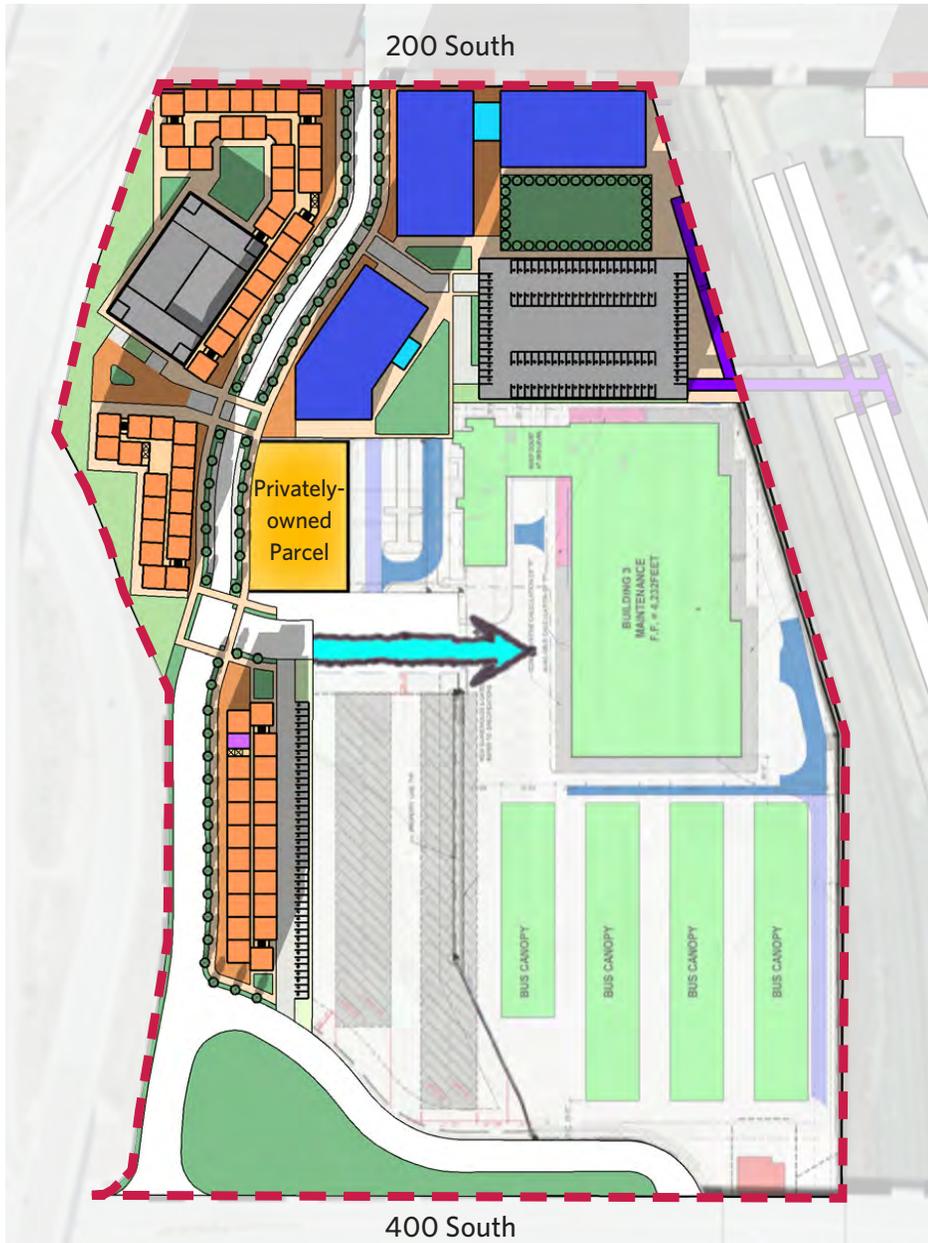
** Proposes an approximate equal combination of 1- and 2-bedroom units

*** Assumed parking ratios are: 0.75 space per residential unit and 2 spaces per 1,000 square feet of commercial space

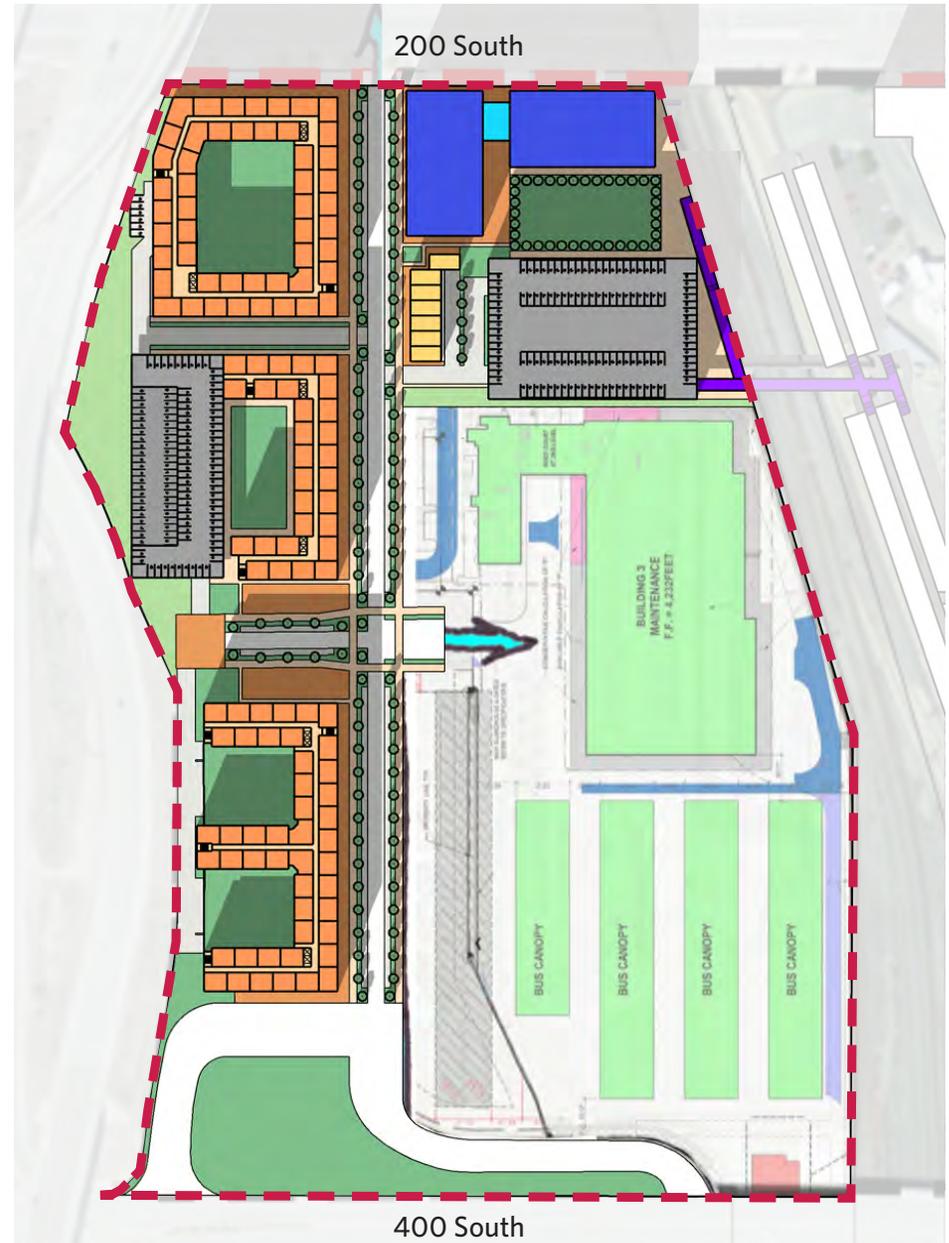
- PEDESTRIAN BRIDGE OVER RAIL
- PARKING
- OFFICE
- MULTI-FAMILY

PROGRAMMING PLANS

ALTERNATIVE A



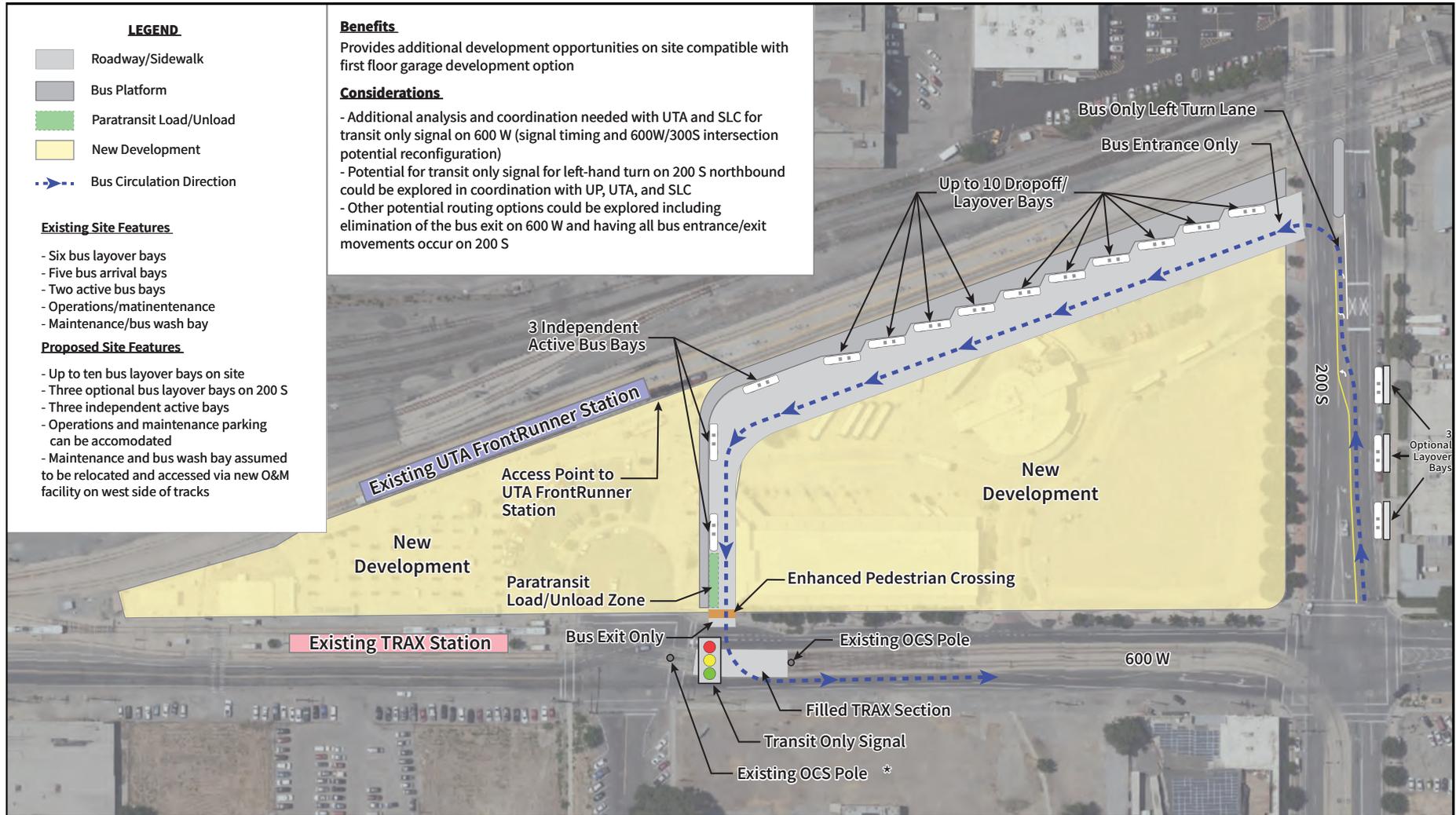
ALTERNATIVE B



URBAN DESIGN ASSOCIATES

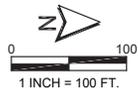
BUS CIRCULATION

CIRCULATION PREFERRED CONCEPT



URBAN DESIGN ASSOCIATES

Parametrix DATE: March 16, 2021 FILE: CENTRAL STATION AREA BUS CIRCULATION EXHIBIT PREFERRED CONCEPT

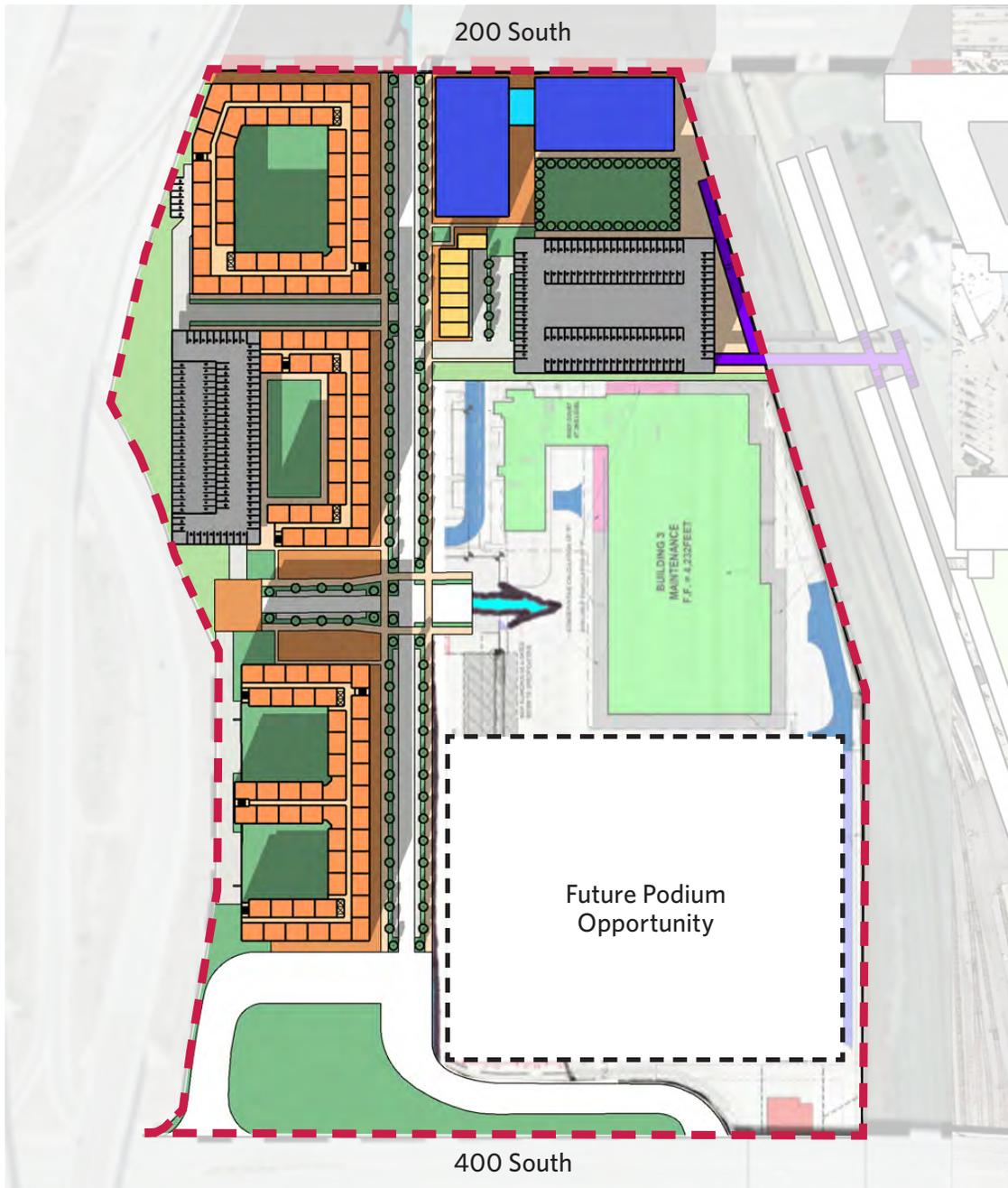


SALT LAKE CENTRAL STATION AREA PREFERRED BUS CIRCULATION CONCEPT

*OCS = Overhead Catenary System

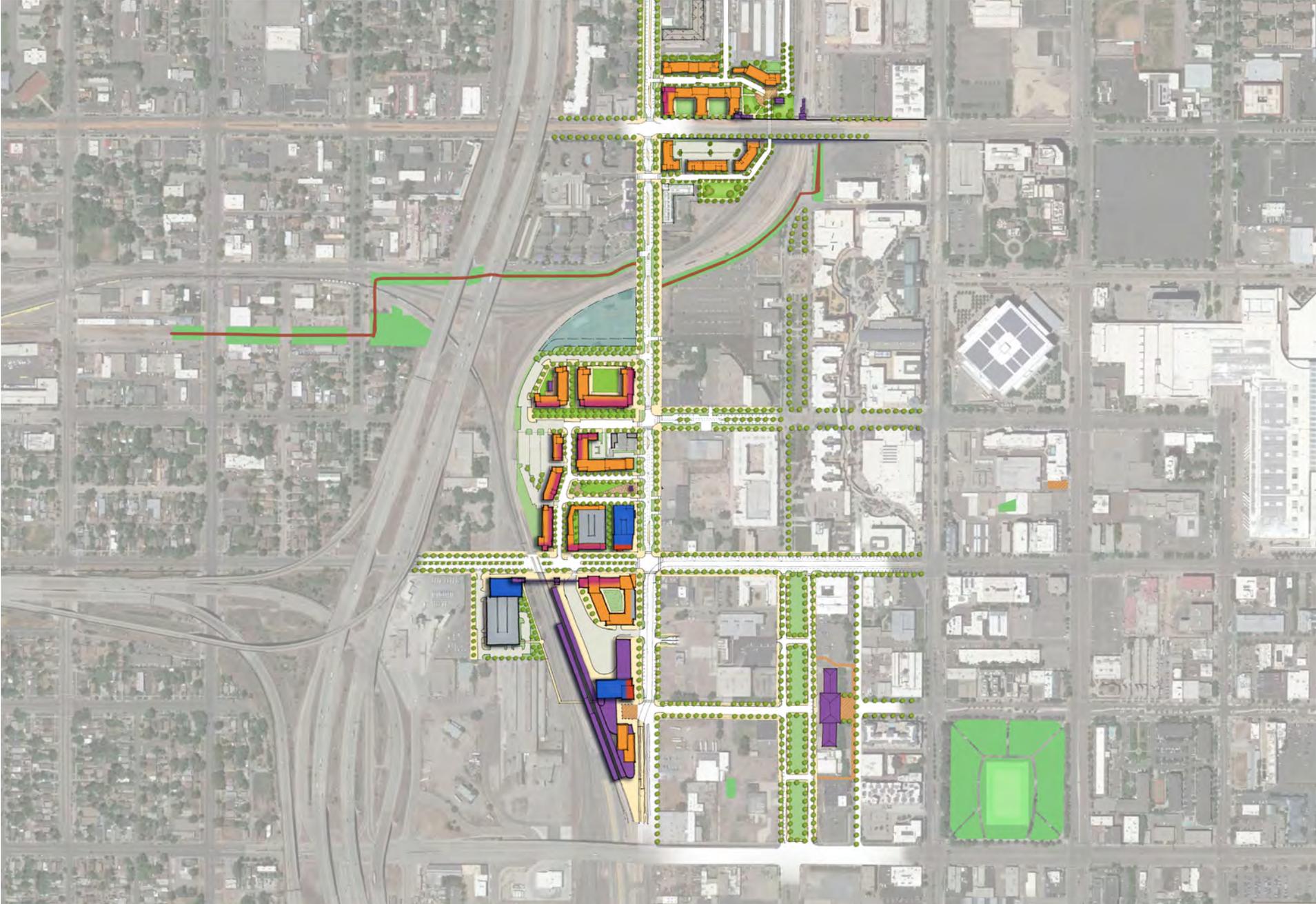
APPENDIX

FUTURE DEVELOPMENT



- BRIDGE OVER TRAIN TRACKS
- PARKING
- OFFICE
- MULTI-FAMILY

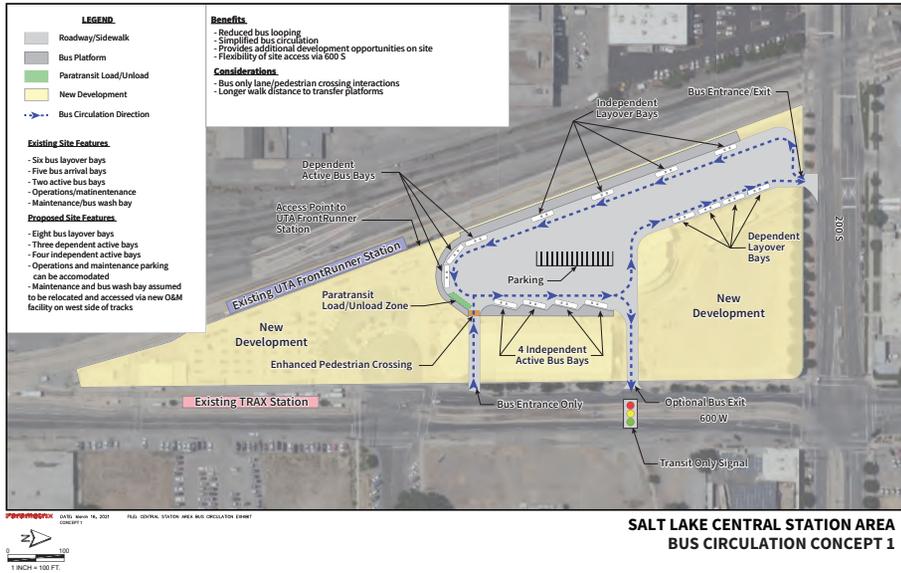
CENTRAL STATION AREA RFP — 2019



URBAN DESIGN ASSOCIATES

ALTERNATIVE CIRCULATION CONCEPTS

CONCEPT 1



CONCEPT 2

