

**Scope of Services for Utah Transit Authority Headquarters and Salt Lake Central Station  
Programming and Concept Design Services**

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## GENERAL PROJECT UNDERSTANDING

Phase 1 of the SLCentral project (“Phase 1”) will include three primary project elements (each a “Project Element”) to be constructed on a portion of the 7+acre SL Central assemblage (“SLCentral Assemblage”). The remainder of the SLCentral Assemblage will be developed in future phases.

## GUIDING PRINCIPALS

UTA has identified the following principles to guide the programming and design of Phase 1 (Guiding Principles):

### Transit-Centered Placemaking

- a. Provide a unique, first-class experience for transit patrons that fully integrates commercial mixed-uses into the transit-oriented development (TOD) site.
- b. Provide visible and easily accessible services and amenities for tenants, visitors, and transit patrons, together with intuitive and clear wayfinding.
- c. Effectively serve as an intermodal transportation hub for downtown Salt Lake City (anticipating a seismic Occupancy Category III for Transit and Commercial facilities).
- d. Create human-scale and intuitive connections to different modes of transportation and surrounding land uses on and off the site.
- e. Contribute to the vitality and urban design of the adjoining neighborhood.

### Commercial Mixed-Use Development

- f. Effectively serve as a progressive, flexible, and adaptable office headquarters for UTA considering evolving expectations for office environments.
- g. Accommodate retail tenants who serve, support, and enhance the experience for tenants, visitors, and transit patrons.
- h. Incorporate flexibility and adaptability into design to accommodate changing tenant profiles, market conditions, and office/residential trends.
- i. Support the long-term financial viability of the project through revenue generation from private uses – commercial office, retail, and/or residential.
- j. Maximize the long-term financial value of the entire SLCentral Assemblage by efficiently siting and phasing development with right-sized buildings, parking structures, and transit components (while maintaining operational functionality and efficiency) and leveraging shared facilities when practical.
- k. To achieve a design consistent with these guiding principles and to create a marketable TOD demonstration project for UTA and Salt Lake City, UTA is willing to assume a reasonable level of risk and a long-term perspective typical of a commercial owner in designing, developing, and managing the completed project.

### Safety and Security

- l. Create a safe and secure environment for passengers, tenants, visitors, and transit patrons on a 24/7 basis.
- m. Facilitate safe and effective transit operations by UTA operators.

### Sustainability and Resource Efficiency

- n. Achieve levels of energy and water conservation and sustainable design consistent with market expectations to advance sustainable design principles within UTA’s asset portfolio.
- o. Plan for and integrate the electrification of UTA’s fleet into the energy plan for the site.

## PROJECT PROGRAM

The SLCentral Assemblage is within Salt Lake City’s Gateway Mixed Use zone (GMU). This zone is currently undergoing changes to allowable building height. UTA is working with Salt Lake City to increase the allowable height for the SLCentral zoning district or, if necessary, for the Phase 1 site itself.

The Design Team will undertake the design services outlined in this Task Order and subsequent task orders for the following four project elements (each a Project Element), which are described in more detail below:

- a. **Transit Facility**  
An operating transit facility at ground level connecting interstate, regional, and local transit modes, ride-share pick-up and drop-off, and a local pedestrian and bicycle network. The ground floor Transit Facility will include amenities for transit passengers utilizing one or more of the transit modes on or adjoining the project site. All or a portion of the Transit Facility may be constructed under the Mixed-Use Tower (described below) at ground level; however, operational requirements may require portions of the Transit Facility to extend outside the footprint of the Mixed-Use Tower onto the remainder of the SLCentral Assemblage.
- b. **Mixed-Use Tower**  
A mixed-use tower that includes retail space on the ground floor and office space above for UTA's new headquarters offices and additional commercial and/or other private uses in the remainder of the tower for lease to private tenants. UTA is conducting a commercial market analysis to measure the demand for commercial space in the Mixed-Use Tower and to identify potential uses and tenants, which will directly inform the design of the Mixed-Use Tower.
- c. **Parking Structure**  
A new parking structure constructed either: (i) on UTA's existing headquarters site connected to the SLCentral Assemblage by a pedestrian bridge (over the adjoining railroad right of way) and ground level sidewalks; or (b) on the SLCentral Assemblage to serve Phase 1 uses and future projects on the SLCentral Assemblage.
- d. **Pedestrian and Street Improvements**  
To effectively design the Transit Facility, Mixed-Use Tower, and Parking Structure and to plan phasing of the SLCentral Assemblage, it will be necessary to consider Pedestrian and Street improvements along S 600 W and W 200 S along the SLCentral Assemblage outside the project limits of the Transit Facility, Mixed-Use Tower, and Parking Structure. It may not be necessary to complete a full Concept design on all components of these Pedestrian and Street Improvements.

#### SERVICES:

The nomenclature of the scope of services is not intended to indicate priority or sequence, as many items will be performed concurrently and will be interrelated.

#### **Task A: Project Program Brief**

1. Collaborate with UTA and its Owner's Representatives to:
2. Verify and refine, as necessary, the Guiding Principles set out above.
3. Collect prior information and progress on project from UTA to inform design process.
4. Identify and clearly define the programmatic parameters necessary to produce a Concept Design for the Transit Facility.
5. Identify and clearly define any special requirements or criteria for Project Elements, such as energy and water conservation, sustainable design, and special certifications.
6. Identify and clearly define programmatic and commercial parameters necessary to produce a Concept Design for the Mixed-Use Tower.
7. Identify and clearly define programmatic and commercial parameters necessary to produce a Concept Design for the Parking Structure.
8. Identify and clearly define programmatic parameters necessary to produce a Concept Design for the Pedestrian and Street Improvements.
9. Identify and clearly define any other parameters or requirements necessary to produce a Concept Design for Phase 1.

Deliverable for Task A: Project Program Brief

Produce a Project Program Brief in collaboration with UTA, its Owner's Representative, and its Project Advisor that includes a brief history of the project to-date, key milestones achieved, justification for the Project Elements, updated Guiding Principles, and a summary of the programmatic and commercial parameters that will guide the Concept Design of Phase 1. The Project Program will also include a milestone schedule for the remainder of the project.

### **Task B: Site Planning and Phasing**

1. Analyze site opportunities and limitations of SLCentral Assemblage and develop no more than three conceptual planning test fits optimizing the placement of each Phase 1 Project Element on the SLCentral Assemblage, taking into account market opportunities and constraints and physical, operational, and access considerations.
2. Develop conceptual placeholders for future development of remainder of SLCentral Assemblage and a conceptual sequencing plan for such development.
3. Convert project program, site, historical preservation (if any), environmental, bus operation, and regulatory parameters for the Project Elements into space allocations and pedestrian and vehicular circulation patterns for the preferred Phase 1 site alternative.

Deliverable for Task B: Site Planning and Phasing

Produce a summary report and supporting conceptual site plan documenting the findings and conclusions of the Task B Site Planning and Phasing Services. The report will memorialize UTA's development rationale that will direct and inform the short- and long-term phasing and siting of improvement on the SLCentral Assemblage.

### **Task C: Conceptual Design Documents**

The Concept Design documents will define the general scope, scale, functional relationship, traffic and pedestrian flow, and cost of each of the Project Elements in a level of detail typical for commercial and public projects and the Concept design phase. The Concept Design should document in sufficient detail a clear and comprehensive description of the design solution for each Project Element. The Concept design documents will identify exterior and interior area allocations, organization of exterior and interior spaces, building location and massing, use of feature interior and exterior materials, and preliminary alternatives for and selection of structural, mechanical, plumbing, and electrical system concepts.

The Concept Design documents will include preliminary renderings sufficient to market the project to potential commercial tenants.

Deliverable for Task C: Concept Design Documents

The following items represent the minimum Deliverables under this Task Order, unless specifically modified during contract negotiations:

- i. Site Plan, including:
  - a. Existing conditions plan showing location of all buildings, roads, parking, and key landscape elements
  - b. Utility Capacity Discussion
  - c. Clear delineation of Phase 1 project limit lines
  - d. Delineation of proposed later phases of development on SLCentral Assemblage
  - e. Site plan of the project showing location of all proposed buildings, roads, parking, and key landscape elements
  - f. Existing utilities noted
  - g. Proposed utilities noted
  - h. Site drainage, storm water removal, or detention noted
  - i. Number of parking spaces and code/zoning requirements
  - j. Provisions for trash disposal and removal

- k. Conformance to zoning restrictions for easements and setbacks, etc
- l. Results of preliminary soils testing and surveys
- m. Delineation and description of environmental restrictions from environmental reports
- j. Transit Operations Plan and Design Standards, including:
  - a. Depiction and description of key bus and transit design elements, including exhibits to show turn movements for transit vehicles.
  - b. Mock-up bus operation simulation of Transit Facility to verify assumptions and calculations utilized during design.
  - c. Design standards for interior spaces of Transit Facility to confirm concurrence with transit needs and functions and durability.
  - d. Design standards for Transit Facility to address special features, visibility within facility, passenger amenities, and general wayfinding and circulation.
- k. Conceptual Building Floor Plans, including:
  - a. Plans of all floors showing structural grid, vertical circulation elements, core elements, and floor elevations
  - b. Key dimensions and overall dimensions
  - c. Plan indicating major extent of materials and any special conditions or equipment
  - d. Area summary
  - e. Sketches of alternative approaches considered
- l. Conceptual Roof Plan
- m. Conceptual Building Sections, including:
  - a. Major sections through the building to show relevant conditions
  - b. Structural grid
  - c. Building to grade relationship
  - d. Floor to floor and floor to ceiling height
- n. Conceptual Building Elevations, including:
  - a. Major elevations
  - b. Floor lines, roof line, and top of parapets indicated with dimensions
  - c. Finish grades clearly shown
- o. Conceptual Renderings for Final Concept, including:
  - a. Building from 300 South
  - b. Building from southwest toward Rio Grande building
  - c. Transit Facility illustrating rider experience
  - d. Other renderings, as specified
- p. Structural, including
  - a. Structural system description, including alternates considered and alternative passive and active earthquake mitigation systems and other mitigation measure
  - b. Single-line floor and roof framing plan
  - c. Description of foundation system, compared with geotechnical report recommendations
- q. MEP/FP/IT, including:
  - a. Design criteria for HVAC narrative
  - b. Design criteria for electrical services, including voltage, number of feeders and whether feeders are overhead or underground. Provide a specific description of items to be served by emergency power and describe consideration for special areas.
- r. Code Analysis, including:
  - a. Land use restrictions
  - b. Seismic requirements for project location
- s. Energy Performance and Sustainability, including:
  - a. Sustainability Memo outlining goals, metrics, and strategies

#### Task D: Special Owner Requirements

The following Special Owner Requirements highlight specific concerns of UTA with respect to the Project Elements and are not intended to highlight all issues of concern of UTA.

- 1. Design Solutions
  - a. The project will require soliciting and synthesizing design and operational input from UTA on a variety of horizontal and vertical building components, including bus operational requirements,

intermodal connections, public spaces, transit patron wayfinding and experience, ground floor retail and activation, UTA office uses, parking, and commercial spaces.

- b. To facilitate and expedite the analysis and resolution of design issues by UTA on multiple (and sometimes conflicting) building components, the Design Team should:
  - i. Clearly identify and define the key design opportunities, constraints, and key questions for all Project Elements;
  - ii. Identify acute design issues that need to be resolved with internal UTA subject matter experts and external stakeholders, and conduct focused meetings with those small groups to understand those issues and develop solutions that will be incorporated into the design (weekly project update calls and meetings with large groups of participants are not the place to explore such issues);
  - iii. Clearly itemize, track, and document decision-making on key design issues as they are evaluated and resolved; and
  - iv. Be prepared to report on outcomes and the reconciliation of design issues during and upon completion of the design process.
2. Quality Control
  - a. The lead design firm will implement, document, and report to UTA at key delivery milestone deliveries compliance with the Design Team's Quality Control Plan for the project.
  - b. Quality control functions will remain independent of production managers.
3. Construction Advisor Selection and Coordination
4. The lead design firm will assist UTA in evaluating and selecting the Construction Advisor.
5. The lead design firm will proactively engage Construction Advisor during preconstruction phase to solicit input and feedback on proposed design alternatives and solutions.
6. The lead design firm will meticulously track documentation and approvals produced during the preconstruction phase to minimize potential for design errors and change orders during construction, including: taking design meeting minutes and verifying design approvals from pre-construction phase meetings for accuracy and completeness, recording discrepancies between meeting minutes and approvals, following up with other project team members to reconcile discovered discrepancies, and obtaining written concurrence from other project team members on reconciled minutes and approvals.

### **Task E: Project Cost Model**

Cost modeling will be an ongoing effort throughout the design process. An overarching cost model will be developed by the Design Team in collaboration with UTA and the Construction Advisor. General conditions and escalation will be formulated to establish an agreed upon target value of building costs for the Project Elements.

Deliverable for the Cost Model will include:

- a. Major component cost estimate, as unit rates
- b. Design and construction contingencies:
- c. Area tabulations (gross SF to net SF)
- d. Estimated commissioning costs as a contingency

### **Task F: Preliminary Project Schedule**

The Design Team will collaborate with the Construction Advisor to create a preliminary full-project schedule to identify milestone design and construction delivery dates.

The Preliminary Project Schedule will include:

- Milestone dates for project design, construction, commissioning, and close-out
- Owner and regulatory reviews times and any special start or phasing requirements.
- Contingencies on related processes, approvals, or ancillary projects, if any.
- Phased work

Exclusions:

- Physical models, and VR model environments.
- Topographic and boundary survey will be provided by UTA or others for base mapping.

**Company: SOM**

**Discipline: Architectural and Urban Design and Project Management Scope of Services**

**Phase 1: Program Verification (6 weeks)**

This phase will commence with a kick-off meeting with Design Team, UTA Team, and UTA Stakeholder group. Information will be gathered of existing program, desired programmatic elements, site information. Once the information has been gathered, the Design Team will synthesize this information into an desired space list and eventually draft program, which will be reviewed with the UTA Team.

Meetings:

In-Person Meetings: Attend up to (1) meetings in person

Virtual Meeting: Attend up to (2) meetings virtually

**Deliverables for Program Verification:**

Programming Brief as outlined in Project Understanding.

**Phase 2: Conceptual Design (10 weeks) + Additional (3 weeks) for selection of Final Concept**

This phase will commence with a kick-off meeting where the Owner and the Design Team will confirm the objectives of the project, the project's Initial Budget, and its design parameters. During this phase, up to three massing schemes will be developed, with input from zoning and land use consultants for review by Owner. Deliverables for this phase will include conceptual circulation diagrams, conceptual plans and elevations, 3D massing models, tabular zoning analysis, and the Basis of Design. Additionally, a preliminary schedule and work plan will be developed during this phase. The Design Team will develop up to (3) concepts to be reviewed by the Client at the end of the 10 week phase. The Client will review the concepts and notify the Design Team of a Final Concept selection. The Design Team will then develop concept renderings, make minor changes to the final concept, and assist in developing a project narrative.

Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (3) meetings virtually

**Final Deliverables for Conceptual Design:**

- Project Program / Area Tabulations and Analysis
- Preliminary Site Analysis and Evaluation
- Preliminary Mixed Use Transportation Facility Precedent /Case Study
- Conceptual Design / Blocking Diagrams
- Preliminary Conceptual Typical Building Floor Plans
- Preliminary Building Elevations

SOM will submit the Concept Design Documents to Client for its timely review and approval. At conclusion of the concept design phase, the Client will confirm the Initial Budget based on the approved Concept Design Documents.

Company: **SOM**  
Discipline: **Structural Engineering Scope of Services**

### **Phase 1: Program Verification (6 weeks)**

The Structural Engineering team will liaise with the entire design team to assist in the development of the program types and massing options for the Office Building, Transit Facility, Retail, and other structured program appropriate for the site. Structural and foundation considerations for independent vs. stacked program / massing options will be evaluated.

#### Meetings:

In-Person Meetings: Attend up to (1) meetings in person

Virtual Meeting: Attend up to (2) meetings virtually

#### **Final Deliverables for Program Verification:**

- Structural System Narrative including description of anticipated design criteria, foundations, structural framing systems, materials, embodied carbon and seismic performance considerations.

### **Phase 2: Conceptual Design (10 weeks)**

The Structural Engineering team will work with the entire design team to assist in the development of the concept design options for the Office Building, Transit Facility, Retail, and other structured program. We will develop structural system sketches and narratives with preliminary estimated material quantities to assist the Owner with high level cost estimation. Seismic performance objectives and embodied carbon calculations for each of the structural system options will also be developed to assist the team with appropriate selection of the final Concept Design.

#### Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (4) meetings virtually

#### **Final Deliverables for Conceptual Design:**

- Structural System Narrative including description of anticipated design criteria, foundations, structural framing systems, materials, embodied carbon, and seismic performance objectives.
- Structural System sketches including typical framing plan(s), overall building section(s), etc. to describe the proposed structural system and its materials.

Company: **WSP**

Discipline: **Transportation Planning Scope of Services**

Description of Services:

- The Transportation Planning & Advisory scope of work will align with the project scope provided in the primary agreement.
- Consultation for transportation planning and urban design on the new UTA HQ site as well as the connectivity to the existing site and adjacent area will be provided.
- Environmental assessment consistent with NEPA and FTA requirements will be provided.
- Identify the size and quantity of programmatic elements related to transportation design including:
  - Amtrack, Frontrunner, TRAX, Greyhound, and Local SLC Bus Transportation
  - Evaluation of existing or current program elements related to Transportation
  - Adding and editing the space list
  - Adding and edit the Program excel sheet
  - Diagrammatic drawings related to site planning

**Phase 1: Program Verification (6 weeks)**

Scope:

- Transportation Planning & Advisory: WSP will serve as the transportation planning, advisory, and environmental consultant. WSP will collaborate with UTA to define and create common project goals that identify a preferred transportation planning concept that will be carried through the Conceptual, Schematic, and Design Development phases of the project.
- Environmental Screening: WSP will perform a high-level desktop analysis using readily available data to identify potential environmental and community impacts of the project site and immediate adjacent properties. This will include the review and documentation of wetlands, contamination issues, impacted community facilities, noise and vibration impacts, traffic impacts, multi-modal linkages, private property acquisitions (if any), effect on property values and other relevant factors identified. With respect to community impacts, WSP will work with the community to review the proposed headquarter site for conformance with Land Use, Community Plans and Zoning. WSP will also request a files search from the State Historic Preservation Office (SHPO) to inform the environmental screening.
  - The NEPA class of action will be determined by the lead federal agency and project proponent. WSP will document analysis performed that will be utilized to clear the project under any NEPA class of action such as a documented Categorical Exclusion (CatEx), an Environmental Analysis (EA), or an Environmental Impact Statement (EIS). A documented CatEx may be pursued for this project; however, based on the environmental scan performed, the presence of historic and cultural resources, ROW acquisitions and impacts to socioeconomic conditions may result in an Environmental Assessment (EA) to determine the significance of impacts.

Meetings:

In-Person Meetings: Attend up to (1) meetings in person

Virtual Meeting: Attend up to (3) meetings virtually

**Final Deliverables for Program Verification:**

- Memo – Grant Program Identification and Selection Summary
- Environmental Screening Summary of Findings
- Technical Memo and Recommendation to Support Next Steps
- Initial Site Assessment (ISA) or Modified Phase I Environmental Site Assessment (MESA)
- Environmental Assessment and Decision Document
- Development of the Transportation Program to include:
  - Define and create common project goals as it relates to transportation planning and urban design
  - Identify existing conditions, goals, and criteria
  - Identify all stakeholders
  - Identify schedule for decision making as it related to the transportation components
  - Contribution to Program Brief

## Phase 2: Conceptual Design (10 weeks)

### Scope:

- **Transportation Planning & Advisory:** WSP will assist in the conceptual design efforts of UTA bus operational planning as well as general access and movement of bus, transit, micro-mobility, and vehicular traffic around and through the project site to help establish a multimodal transportation center that safely and efficiently accommodates both public transit and private modes. We will conduct meetings and interviews with appropriate UTA operations staff to better understand service operations, opportunities, and challenges at the project site. WSP will also perform field review to identify existing constraints at the site. We will also discuss with UTA any projected future operational needs regarding bus service expansion and vehicle fleet type, potential for TOD, joint development and urban redevelopment opportunities to help understand and build implementable concept ideas for the project site.
  - Through a series of workshops (Initial Workshop, Concept Review Workshop, Final Concept Workshop), WSP will collaborate with UTA and project partners to develop preferred conceptual layouts for transportation services at the project site. Up to three conceptual layouts will be developed, revised and updated based on comment, as well as an evaluation ranking process for one single concept to move forward out of the Final Workshop. Conceptual transportation designs will include bus operations and bays, parking layouts, pedestrian access, bicycle parking, and ingress/egress to and from the site along with applicable battery electric charging infrastructure.
- **Urban Design:** WSP will work closely with SOM during the headquarters site conceptualization phase to develop alternative TOD framework plans and advance a preferred TOD concept plan for the project site and adjacent area bounded by 200 S, Rio Grande St, 400 S, and the project site. This collaborative effort will begin with internal design team workshops to develop up to three (3) compatible TOD framework plans that would generally consist of identified land uses and block structure, multi-modal transportation network, and supportive public spaces that will seek to strengthen connectivity to the new headquarters and Salt Lake Central / Old Greek Town Stations, as well as maximize opportunities for transit-oriented development, economic development, and value capture. These alternatives will be combined and presented with the transportation conceptual designs options as well as headquarters site layout options to provide the future context for the station. Following engagement with UTA and combined feedback, WSP will work with SOM to narrow down options for up to two (2) conceptual plans for the area and provide expanded detail and modelling for each, which may include building footprints, heights, setbacks, ground floor use, upper floor use, street types and configuration, and public space concepts that will augment the idea of a community-type market space and gathering space linking the new headquarters with Rio Grande Plaza.

### Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (5) meetings virtually

### Final Deliverables for Conceptual Design:

- Up to three (3) Conceptual Transportation Site Design Layouts at 10% design level
- One (1) on-site meeting halfway through Concepts to perform a mock-up bus operation simulation of Transit Facility to verify assumptions and calculations utilized during design.
- Up to three (3) alternative TOD framework diagrammatic plans
- Up to two (2) Area Conceptual Plan drawings
- Final Concept Plan that show the following at a conceptual level :
  - Footprint and location
  - Configuration of drives, stops, site ingress/egress, boarding/alighting locations, turn-around areas, and queueing areas
  - Interior and exterior curb lines
  - Interior drainage plan
  - Bus entry/egress from S 600 W and/or W 200 S
  - Pedestrian access to S 600 W, W 200 S, bus, light rail, commuter rail, and Amtrak platforms

- Conceptual plan for open space/plaza
- Preliminary provision for programmatic needs (e.g., passenger waiting area, ticketing, break room, security office, etc.)
- Ventilation plan
- Depiction and description of key bus and transit design elements, including exhibits to show turn movements for transit vehicles.
- Identifying the key elements that will become part of the Design standards for interior spaces of Transit Facility to confirm concurrence with transit needs and functions and durability.
- Identifying the key elements that will become part of the Design standards for Transit Facility to address special features, visibility within facility, passenger amenities, and general wayfinding and circulation.

### **Clarifications**

The transportation, urban planning, and environmental assessment activities will commence at the beginning of the schedule and continue through Conceptual Design whereas the program assessment, analysis, and writing compilation activities will proceed throughout the anticipated primary scope schedule. Final design of transportation elements will happen at a later phase after the scope and extent of those elements is better understood.

Company: **WSP**

Discipline: **Mechanical, Electrical, and Plumbing Scope of Services**

Description of Services:

- The Mechanical, Electrical & Plumbing scope of work will align with the project scope provided in the primary WSP proposal.
- Division 21 - Fire Protection Systems: Sprinkler and Fire Standpipe System, Fire Pump System performance requirements.
- Division 22 – Plumbing Systems: Domestic Water, Sanitary Sewer, Storm, Natural Gas and Fuel Oil Systems.
- Division 23 – Mechanical Systems: Cooling Systems, Heating Systems, Air Distribution Systems, Smoke Exhaust, Stair Pressurization and Automatic Temperature Controls.
- Divisions 26 – Electrical Systems: Building Power Distribution, Building Power Grounding Systems, Emergency Power Distribution, General Lighting, Emergency Lighting, Egress Lighting, Power Systems for security, AV and IT systems and Lightning Protection System.

**Phase 1: Program Verification (6 weeks)**

Scope:

- Review the city ordinances and building codes to determine requirements for site lighting and light trespass requirements for the project location.
  - Review and evaluate site lighting and light trespass requirements for the City of Salt Lake City, Utah.
- WSP will learn about the project's business units, objectives, operational requirements, and long-term goals, and develop MEP system approaches and space requirements accordingly.
- Provide overview of future trends and technologies for potential use in project.
- Review and evaluate overall building program and functional requirements.
- Develop MEP space requirements based on architectural program and facility function.

Meetings:

In-Person Meetings: Attend up to (1) meetings in person

Virtual Meeting: Attend up to (3) meetings virtually

**Final Deliverables for Program Verification:**

- MEP Program Space Requirements via spreadsheet for architectural implementation into overall space program

**Phase 2: Conceptual Design (10 weeks)**

Scope:

- WSP will develop the MEP and design criteria for the various program components, conceptualize alternative Mechanical, Electrical, and Life-Safety systems, and determine system approaches for conceptual design and implementation in the subsequent phases of the project. If multiple system concepts are to be carried forward, then WSP withholds the right to renegotiate fees for this phase.
- Review and evaluate final building program and functional requirements.
- Prepare sketches, layouts, and space allocations to assist the architect in building massing studies and project requirements to reach a conceptual design.
- Provide conceptual design calculations to inform building orientation, fenestration options, shading and daylighting impacts, etc.
- Define major mechanical and electrical space requirements and proposed locations within the building.
- Provide general design guidelines for risers, chases, etc.
- Acquire a general understanding of utilities and how they will interface with the project.
- Assist the Architect with identification of environmentally responsible design concepts related to the MEP/FP work.
- Advise on innovation and future planning, including:
  - Present on methods to implement integrated automation across systems.
  - Identify specific business impacts (example lease agreement around use/control of base building system) and potential design impacts (current design intent versus goals)

- Lead discussions with sustainability, operations efficiency, user experience, safety, productivity and Health and Wellness.
- Support discussions regarding electrification and decarbonization.

Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (5) meetings virtually

**Final Deliverables for Conceptual Design:**

- MEP system sketches, studies, and models as needed to inform the overall architectural concept design.
- Preliminary Systems Report: Provide a basic system description for all major mechanical, electrical, plumbing and fire protection systems. Define design criteria for building envelope performance. Identify the applicable Codes and Standards. Advise Architect of any special studies that may be required by local jurisdiction such as smoke control, life safety, CFD analysis or other

**Clarifications**

- Energy code compliance method is assumed to be the prescriptive approach. If it appears that the building envelope will not meet the prescriptive requirements, a component building-envelope compliance path is required and will require energy modeling that is not included in basic services.
- Early-design MEP system selection will take a high-level comparative analysis such as Choosing by Advantages, and a detailed Life-Cycle Cost Analysis is not included in basic services.

Company: **WSP**

Discipline: **Sustainability Scope of Services**

Description of Services:

- Sustainable Design Assistance: Participation in a design-team meeting / coordination call, with items related to site / landscape design, architecture, engineering, energy modeling, and other specific disciplines or strategy areas, and provide input and feedback on managing and implementing project goals.

**Phase 1: Program Verification (6 weeks)**

Scope:

- Sustainable Design Assistance:
  - No anticipated scope during this phase.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (0) meetings virtually

**Phase 2: Conceptual Design (10 weeks)**

Scope:

- Sustainable Design Assistance:
  - Review the concept design, and provide feedback and recommendations to optimize the design for built ecology-related goals, including building massing, land use / site planning, stormwater management, energy efficiency, daylight, materials selection, renewable energy opportunities, active design, indoor air quality, occupant comfort, health and wellness, occupant control and feedback, etc.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (1) meetings virtually

**Final Deliverables for Conceptual Design:**

- Sustainability Memo outlining goals, metrics, and strategies.

**Clarifications**

- The design and development of the project will occur in a single integrated and coordinated schedule, allowing our team to develop one model and submit for code compliance one time.
- The following is to be made available in a timely manner as appropriate for the energy analysis being undertaken:
  - Architectural drawings and/or 3D models
  - Envelope performance for building enclosure assemblies by type (early design)
  - Complete building enclosure schedule with all assemblies (walls, windows, floors, roofs etc.), corresponding performance specifications by type, and glazing assembly performance calculations (NFRC-100/200) supplied by the manufacturer (late design)
  - Building occupancy schedules, types, densities, and any significant variations (daily or seasonal)
  - Narrative (BOD) of proposed mechanical systems with performance targets for all systems (early design)
  - Mechanical zone floor plan diagrams
- Scope will include 7-10 Energy Efficiency Measures (EEMs) for the SD phase modeling cycle.
- The energy model itself is not a deliverable. Calibrated energy modeling work can be provided as an additional service.

Company: **WSP**  
Discipline: **Fire Protection + Code Consulting Scope of Services**

**Phase 1: Program Verification (6 weeks)**

Scope:

- Identify any Land Use restrictions
- Identify Seismic requirements for project location

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (1) meetings virtually

**Final Deliverables for Program Verification:**

- No deliverables anticipated.

**Phase 2: Conceptual Design (10 weeks)**

Scope:

- No scope anticipated.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (0) meetings virtually

**Final Deliverables for Conceptual Design:**

- No deliverables anticipated.

Company: **Design Workshop**  
Discipline: **Landscape Architecture Scope of Services**

**Phase 1: Program Verification (6 weeks)**

1. Meet with SOM, UTA, and consultant team to review/develop project goals, design criteria, public space program, and landscape metrics for outdoor spaces. Also, discuss O&M responsibility to guide the design. Meeting will be virtual.
2. Prepare survey questions for the landscape to give SOM so they can get answers from UTA.

Meeting:

Virtual Meeting: Attend one (1) meeting for 2 hours (max) attended by PIC and PM.

**Final Deliverables for Program Verification:**

- Survey questions for landscape

**Phase 2: Conceptual Design (10 weeks)**

1. Prepare analysis and GIS mapping of site conditions including bike/ ped mobility, climate analysis, ecological influences, open space and plaza inventory, etc.
2. Prepare Landscape Opportunities and Constraints Plan
3. Prepare Landscape Framework plans based on the three (3) area conceptual plan drawings, summarizing major influences upon design based on the phase 1 program verification.
4. Prepare a Conceptual Landscape Plan, including up to three (3) illustrative sections illustrating key design of outdoor spaces.
5. Prepare specific landscape diagrams that will illustrate ped/ bike circulation, primary programmed spaces and green infrastructure where possible. We will integrate green infrastructure design into the public realm concept by coordinating with SOM, and the civil engineer and providing a landscape drainage diagram to illustrate green infrastructure features.
6. Provide initial landscape materials palette through diagram and/or imagery.
7. Prepare character images to convey the landscape design intent and narrative.

Meetings:

In-Person Meetings: Attend up to two (2) meetings in person attended by PIC and PM.

Virtual Meeting: Attend up to six (6) meetings virtually attended by PIC and/or PM.

**Final Deliverables for Conceptual Design:**

- Site Analysis Diagrams
- Site/Landscape Opportunities and Constraints Diagram
- Up to three (3) landscape framework plan alternatives
- Conceptual Landscape Plan and up to three (3) illustrative sections based on preferred alternative.
- Character images

Company: **PSOMAS**  
Discipline: **Civil Engineering Scope of Services**

### **Phase 1: Program Verification (6 weeks)**

For Program Verification, Psomas will review and refine UTA's Guiding Principles. We will request existing utility information from Salt Lake City Public Utilities and will review existing site topography and survey information as provided by the owner. Psomas will identify potential grading, accessible routes, stormwater, wet utility (water, sewer, storm), and site constraints for the Mix-Use Tower, Parking Structure, and surrounding street improvements. Psomas will respond to Stakeholder comments.

Meetings:

In-Person Meetings: Attend up to (1) meeting in person

Virtual Meeting: Attend up to (1) meetings virtually

#### **Final Deliverables for Program Verification:**

- Proposed updates to UTA's Guiding Principles
- Existing utilities exhibit
- Programmatic parameters relative to stormwater, sewer, water, grading, and site layout

### **Phase 2: Conceptual Design (10 weeks)**

For the Conceptual Design, Psomas will provide a conceptual utility plan for up to three site conceptual test fits as provided by SOM. The conceptual utility plan will provide estimated locations for wet utility connections and stormwater detention. Based on topographical survey information provided by others, Psomas will prepare conceptual grading plans for the SLCentral Assemblage and Parking Structure (if located outside of the SLCentral Assemblage). In coordination with the accessibility consultant, Psomas will also provide a conceptual pedestrian routing plan for up to three site conceptual test fits. Psomas will respond to Stakeholder comments on the Conceptual Plans.

Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (5) meetings virtually

#### **Final Deliverables for Conceptual Design:**

- Conceptual Utility Plans
- Conceptual Grading Plans
- Conceptual Pedestrian Routing Plans

Company: **MJSA Architects**  
Discipline: **Historic Preservation Consulting Scope of Services**

**Phase 1: Program Verification (6 weeks)**

- Meet with SHPO to determine the Historical value of the remaining South building (603 W 200 S) and remaining site.
- Meet with SHPO to clarify that the north Bldg has been demolished and only the South Bldg remains.
- Determine with SHPO if the information that UTA has completed, included the North & South buildings in order to modify or demolish the remaining structure(South Bldg.). These documents include but not limited to;
  1. Provide Intensive Level Survey (ILS)
  2. Provide photographs.
  3. Provide drawings.
  4. Provide research material.
  5. Submit to the Division of State History
- Determine if the provided information is in accordance with the MOA
- Verify if this documentation includes the South building allowing the modifying or demolishing of the structure.

Meetings:

In-Person Meetings: Attend up to (2) meetings in person

Virtual Meeting: Attend up to (4) meetings virtually

**Final Deliverables for Program Verification:**

- Memo to analyze the site opportunities and limitations.

**Phase 2: Conceptual Design (10 weeks)**

- No scope.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (0) meetings virtually

**Final Deliverables for Conceptual Design:**

- No scope.

Company: **Walker Consultants**

Discipline: **Parking (Including Structural and Functional Engineering) Consulting Scope of Services**

**Phase 1: Program Verification (6 weeks)**

1. Not included in this phase.

**Final Deliverables for Program Verification:**

- Not included in this phase.

**Phase 2: Conceptual Design (10 weeks)**

1. Determine location of the facility on the site including orientation of parking bays, bay sizes and setbacks.
2. Determine location of vehicular entrances and exits based upon anticipated user arrival/departure patterns and existing peak hour traffic on adjacent streets and to coordinate with the bus transit layout provided by SOM or its subconsultant.
3. Develop functional design options including various ramping schemes, parking angles, traffic flow, etc. Discuss the advantages and disadvantages of each scheme and reach a consensus with stakeholders as to the preferred scheme.
4. Lay out preliminary striping for the parking facility, including requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
5. Assist SOM with determining the proper number and appropriate location of stair towers. Confirm with Owner if elevators are needed.
6. Assist SOM on a conceptual level, with developing the architectural direction for the structure, particularly as it relates to the function of the facility and any implications to the structural design. Assist SOM by providing Walker experience with various parking façade materials that may be contemplated.
7. Assist team by reviewing conceptual cost estimate prepared by others. Assist with review of preliminary construction schedules.

**Meetings:**

In-Person Meetings: Attend up to **(1)** meetings in person

Virtual Meeting: Attend up to **(5)** meetings virtually

**Final Deliverables for Conceptual Design:**

- Concept plans generated using a combination of CAD and/or Revit

Company: **Rider Levett Bucknall**  
Discipline: **Cost Consulting Scope of Services –**

**Includes the Transit Facility, Mixed-use Tower, Parking Structure and Pedestrian and Street Improvements**

**Phase 1: Program Verification (6 weeks)**

It is presumed that there are no budgeting or estimating efforts required of RLB in Phase 1.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person

Virtual Meeting: Attend up to (0) meetings virtually

**Final Deliverables for Program Verification:**

- Deliverable - NA
- Deliverable - NA

**Phase 2: Conceptual Design (10 weeks)**

RLB will prepare a Conceptual Design-Level estimate of construction cost for the project. It is anticipated that there will be three different design options in Phase 2 each will have their separate construction cost estimate.

Meetings:

In-Person Meetings: Attend up to (0) meetings in person.

Virtual Meeting: Attend up to (5) meetings virtually.

**Final Deliverables for Conceptual Design:**

- Deliverable A – Conceptual Design-Level estimates of construction cost of three design options.
- Deliverable B – Updated revised cost estimate for (1) final concept design.