DAKOTA PACIFIC
Real Estate

Charlier Associates, Inc.

MIG

Mobility Outcomes

County Council Process

- **10/07:** Project Orientation
- **10/28:** Density, Volumetrics, Massing
- **11/09:** Land Uses and Affordable Housing
- **11/16:** Transportation and Mobility
- **11/23:** Economic Analysis and Review of DA
- **TBD:** Public Hearing and Action/Vote

County Council Process

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mobility outcomes

Summit County Council – 11/16/20

1. conformance with local plans
2. transit-ready development pattern
3. sustainability metrics
4. traffic study
5. other mobility topics
6. partnership opportunities

mobility outcomes

Summit County Council – 11/16/20

1. **conformance with local plans**
2. transit-ready development pattern
3. sustainability metrics
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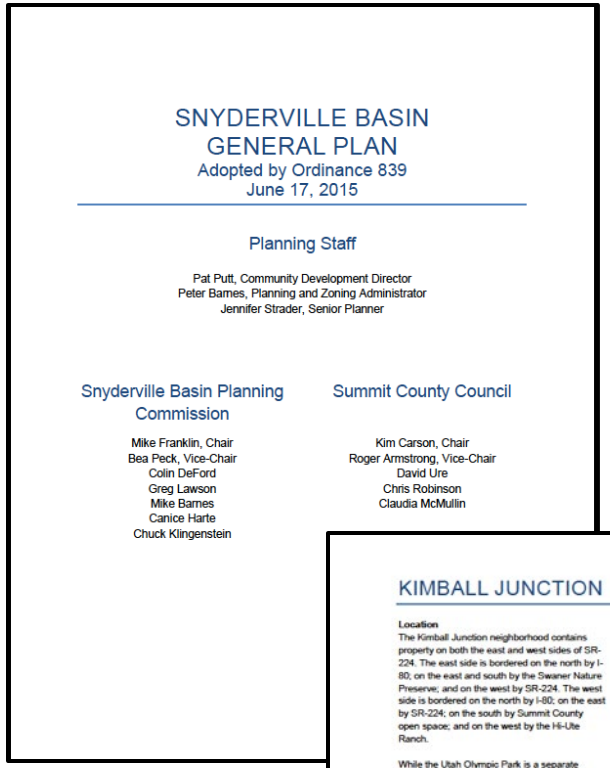

SNYDERVILLE BASIN
GENERAL PLAN
Adopted by Ordinance 839
June 17, 2015

Planning Staff

Pat Putt, Community Development Director
Peter Barnes, Planning and Zoning Administrator
Jennifer Strader, Senior Planner

Snyderville Basin Planning Commission

Mike Franklin, Chair
Bea Peck, Vice-Chair
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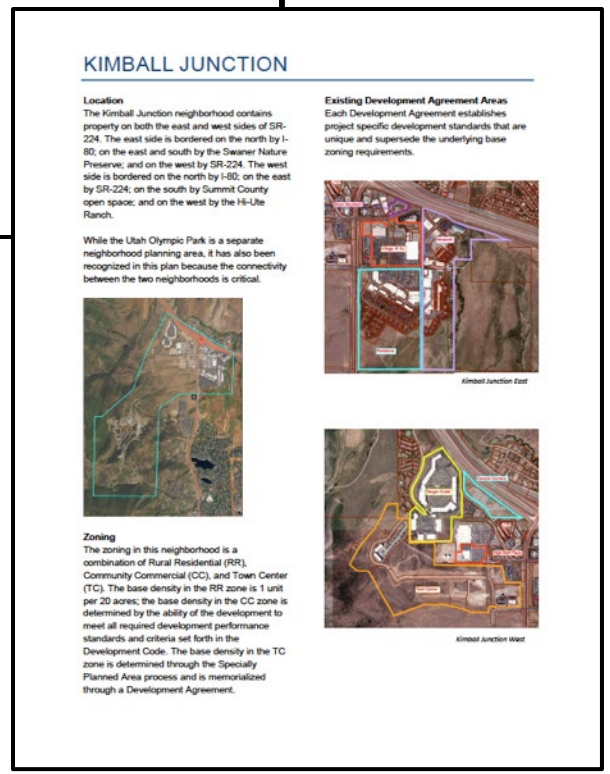


KIMBALL JUNCTION

Location
The Kimball Junction neighborhood contains property on both the east and west sides of SR-224. The east side is bordered on the north by I-80; on the east and south by the Swaner Nature Preserve; and on the west by SR-224. The west side is bordered on the north by I-80; on the east by SR-224; on the south by Summit County open space; and on the west by the Hi-Ute Ranch.

While the Utah Olympic Park is a separate neighborhood planning area, it has also been recognized in this plan because the connectivity between the two neighborhoods is critical.

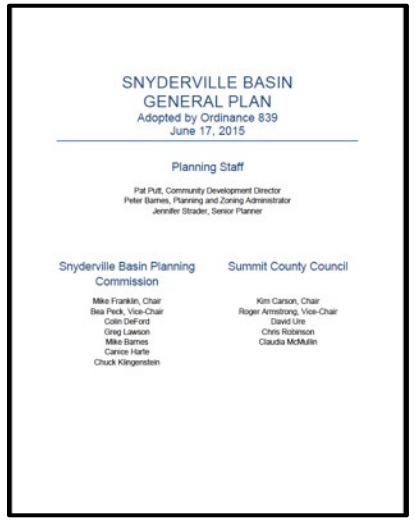
Zoning
The zoning in this neighborhood is a combination of Rural Residential (RR), Community Commercial (CC), and Town Center (TC). The base density in the RR zone is 1 unit per 20 acres; the base density in the CC zone is determined by the ability of the development to meet all required development performance standards and criteria set forth in the Development Code. The base density in the TC zone is determined through the Specially Planned Area process and is memorialized through a Development Agreement.

Existing Development Agreement Areas
Each Development Agreement establishes project specific development standards that are unique and supersede the underlying base zoning requirements.

Kimball Junction East

Kimball Junction West

responding to
2015 Snyderville Basin General Plan



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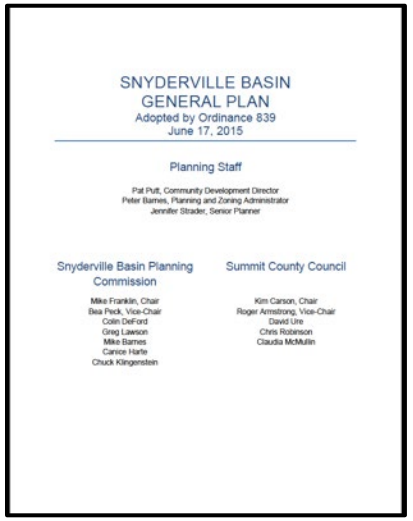
Snyderville Basin General Plan



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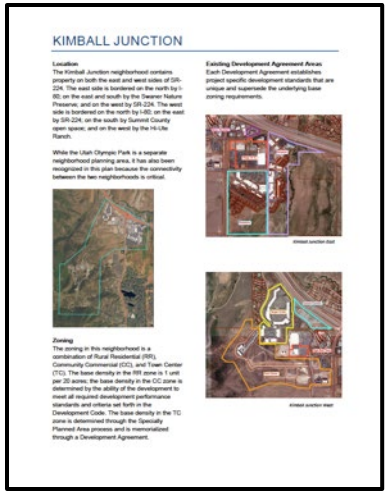
GOAL:
Promote a variety of transportation alternatives that provide convenient, reliable, and efficient services that meet the travel requirements of users

Snyderville Basin General Plan

objectives

- ✓ use comprehensive multimodal transportation planning to guide decision making
- ✓ incorporate these principles into transportation planning efforts in all development in the Basin
  - multimodal streets
  - exhaust alternatives before expanding roadway capacity
  - access and level of service
  - traffic control and management
- ✓ development will be designed to provide multimodal connectivity between adjacent subdivisions, commercial areas, or other developments

responding to
2019 Kimball Junction Neighborhood Plan



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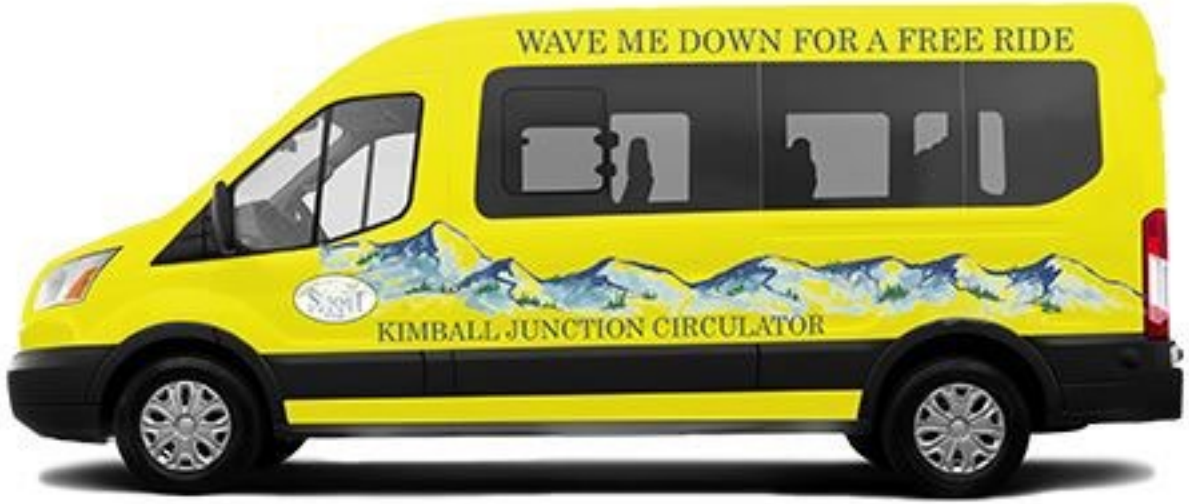
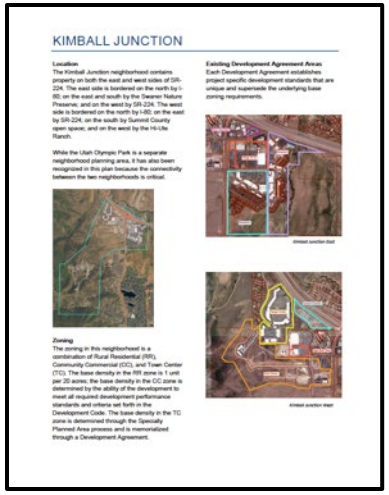


Kimball Junction Neighborhood Plan

"mobility and access opportunities"



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- ✓ improve flow of regional through traffic
- ✓ strengthen the neighborhood's mix of uses
- ✓ reestablish traditional neighborhood building – street patterns
- ✓ centralize parking
- ✓ improve overall neighborhood connectivity and walkability
- ✓ enhance and expand community and civic spaces

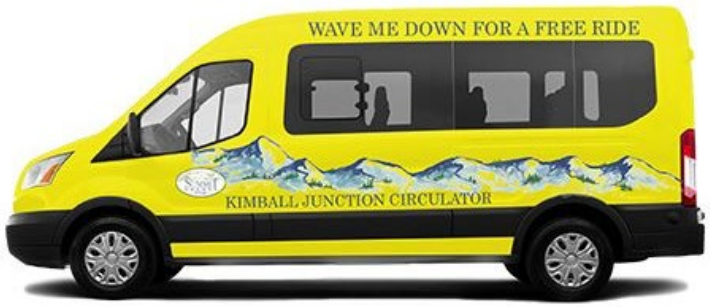
Kimball Junction Neighborhood Plan
“design principles”

- ✓ create a mixed use neighborhood
- ✓ create a people oriented built environment
- ✓ achieve a seamlessly connected neighborhood
- ✓ create a walkable neighborhood
- ✓ develop centralized parking facilities
- ✓ provide a variety of housing choices
- ✓ make visual quality a top priority
- ✓ create a sustainable community
- ✓ design for change
- ✓ neighborhood engagement

mobility outcomes

Summit County Council – 11/16/20

1. conformance with local plans
2. **transit-ready development pattern**
3. sustainability metrics
4. traffic study
5. other mobility topics
6. partnership opportunities



plan transit & development together

using

“transit-oriented development” principles

“transit-ready development”

transit-ready development

high capacity transit mode continuum

express bus service

BRT - bus rapid transit

streetcar & light rail transit

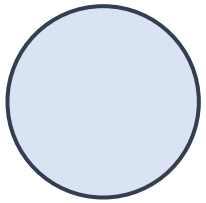
metro rail transit

commuter rail service

transit-ready development

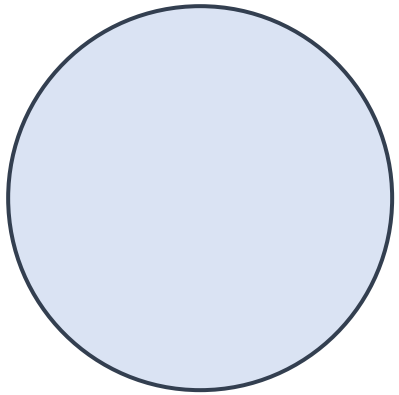
development occurs at and around stations

transit-oriented zone



quarter-mile radius

transit-influence zone



half-mile radius

(BRT-specific list)

transit-ready development

transit station

- ✓ hub - multimodal network
- ✓ safe walk access
- ✓ universal accessibility
- ✓ safe bicycle access, incl. trails
- ✓ plazas, squares, parks
- ✓ wayfinding
- ✓ amenities
  - shade, weather
  - seating
  - coffee, pushcarts

neighborhood

- ✓ compact & contiguous
- ✓ horizontal land use mix
- ✓ low to mid-rise density
- ✓ A+ walk environment
- ✓ narrow streets
- ✓ nearby residential buildings
- ✓ no big surface parking lots
- ✓ buildings address streets
- ✓ plazas, squares, parks

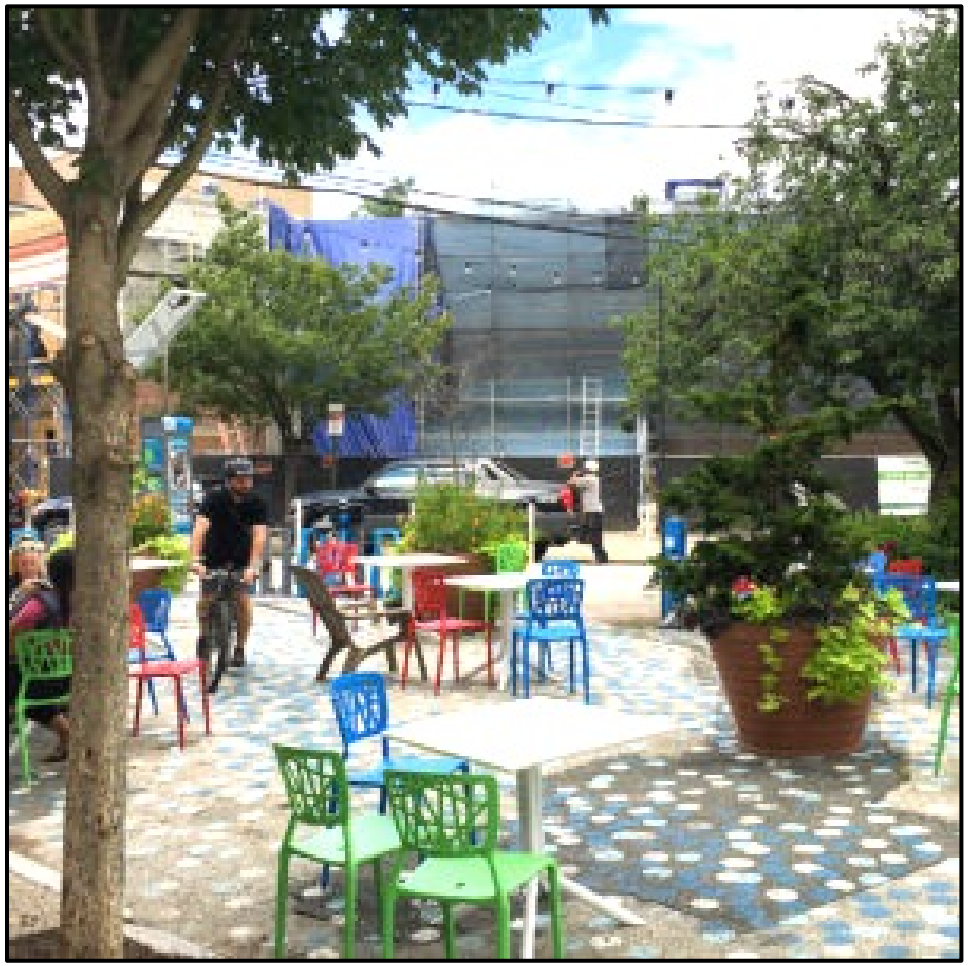
transportation

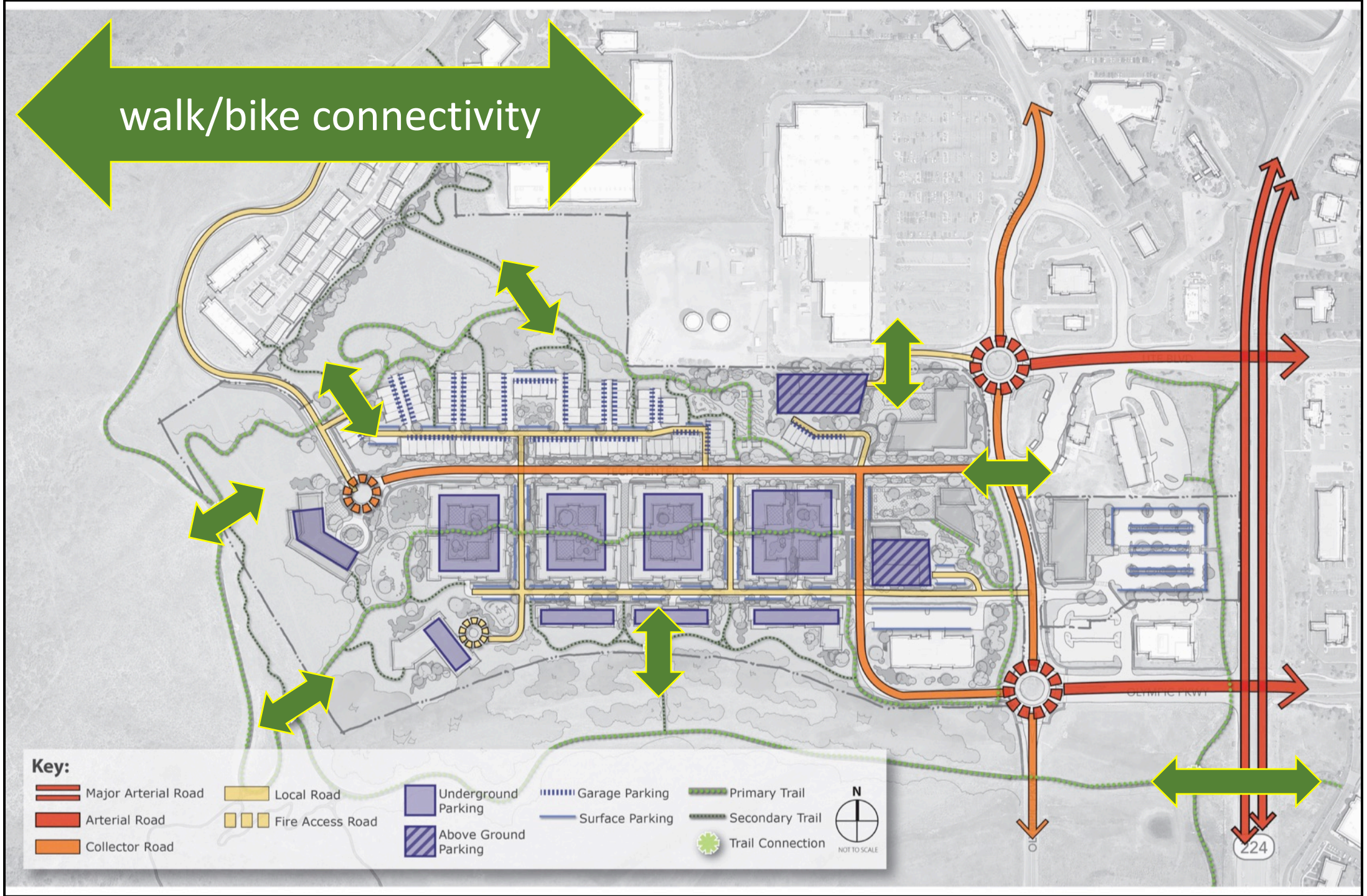
- ✓ fixed route, scheduled bus
- ✓ other transit (e.g., gondola)
- ✓ safe walk network
- ✓ safe bicycle network, incl. trails
- ✓ regional highway access
- ✓ convenience parking
- ✓ park ‘n ride parking
- ✓ curb space management
- ✓ safe flow patterns

✓ create a people-oriented built environment

✓ achieve a seamlessly connected neighborhood

✓ create a walkable neighborhood




walk/bike connectivity
Key:
Major Arterial Road
Arterial Road
Collector Road
Local Road
Fire Access Road
Underground Parking
Above Ground Parking
Garage Parking
Surface Parking
Primary Trail
Secondary Trail
Trail Connection
N
NOT TO SCALE
224

mobility outcomes

Summit County Council – 11/16/20

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2. transit-ready development pattern
3. **sustainability metrics**
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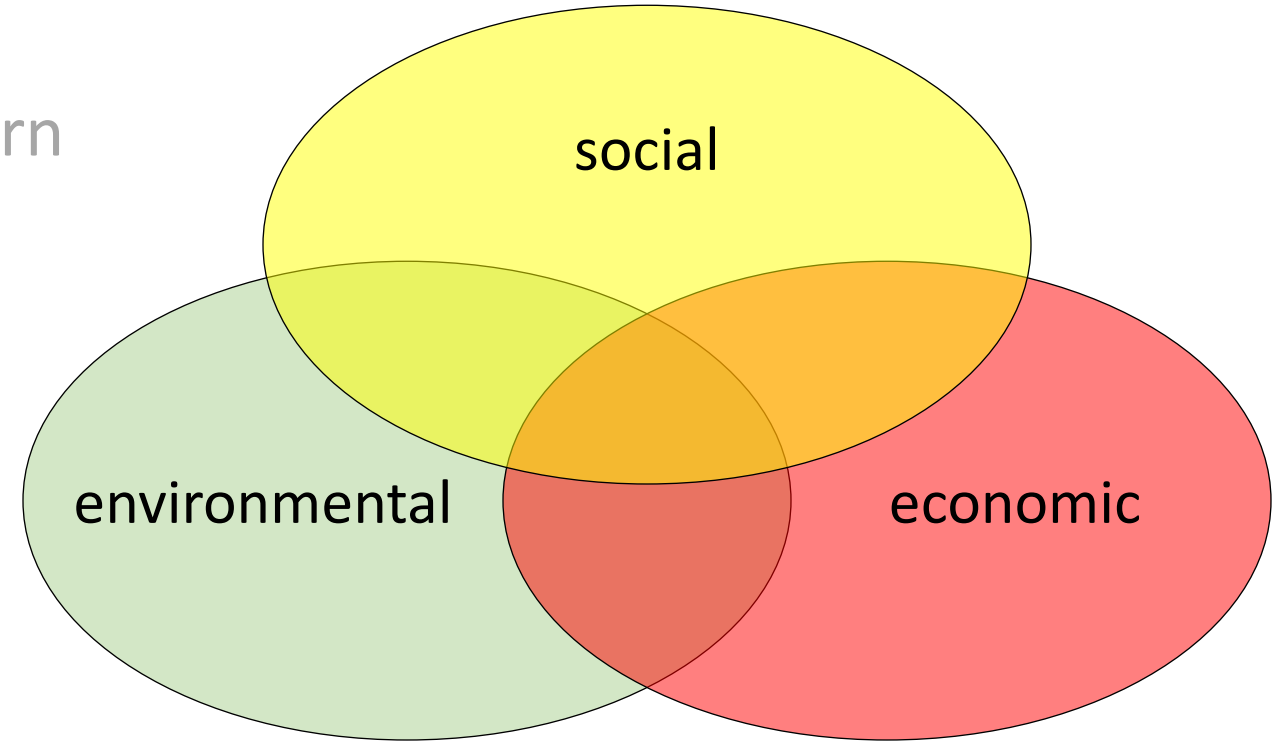


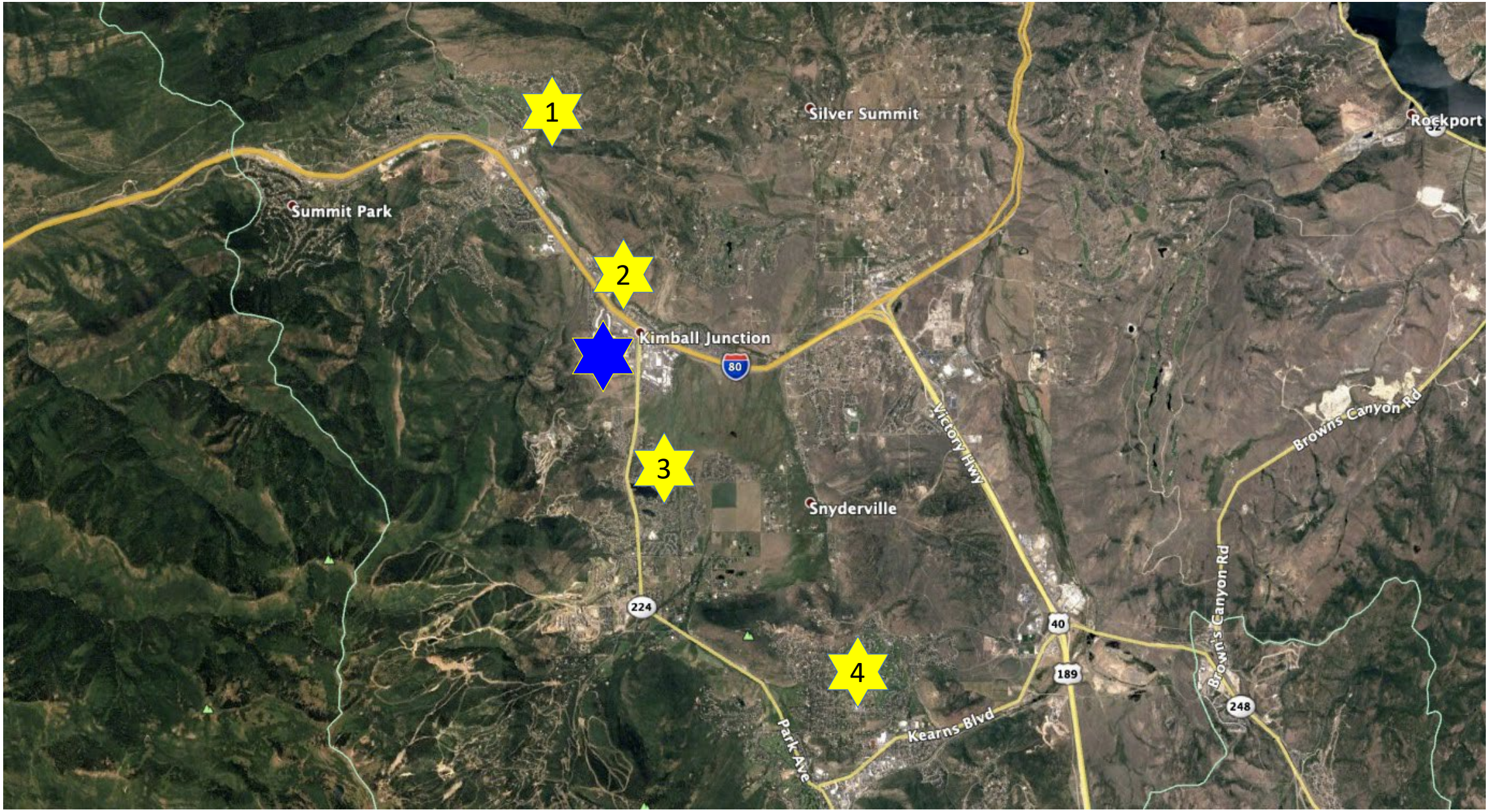
sustainability metrics - inputs

neighborhood design and form factors

- street network connectivity
- compactness
- land use mix
- transit service levels
- walk distance to transit
- safe, low speed streets
- pedestrian environment
- distance to transit

sustainability metrics - outcomes

- ✓ WalkScore
- ✓ H + T Index
- ✓ annual vehicle miles of travel per household
- ✓ GHG emissions from motor vehicles


1
2
3
4
Silver Summit
Rockport
Summit Park
Kimball Junction
80
Victory Hwy
Browns Canyon Rd
Snyderville
224
40
189
248
Park Ave
Kearns Blvd

WalkScore

active living + public health

Walk Score®	Description
90–100	**Walker's Paradise** Daily errands do not require a car.
70–89	**Very Walkable** Most errands can be accomplished on foot.
50–69	**Somewhat Walkable** Some errands can be accomplished on foot.
25–49	**Car-Dependent** Most errands require a car.
0–24	**Car-Dependent** Almost all errands require a car.

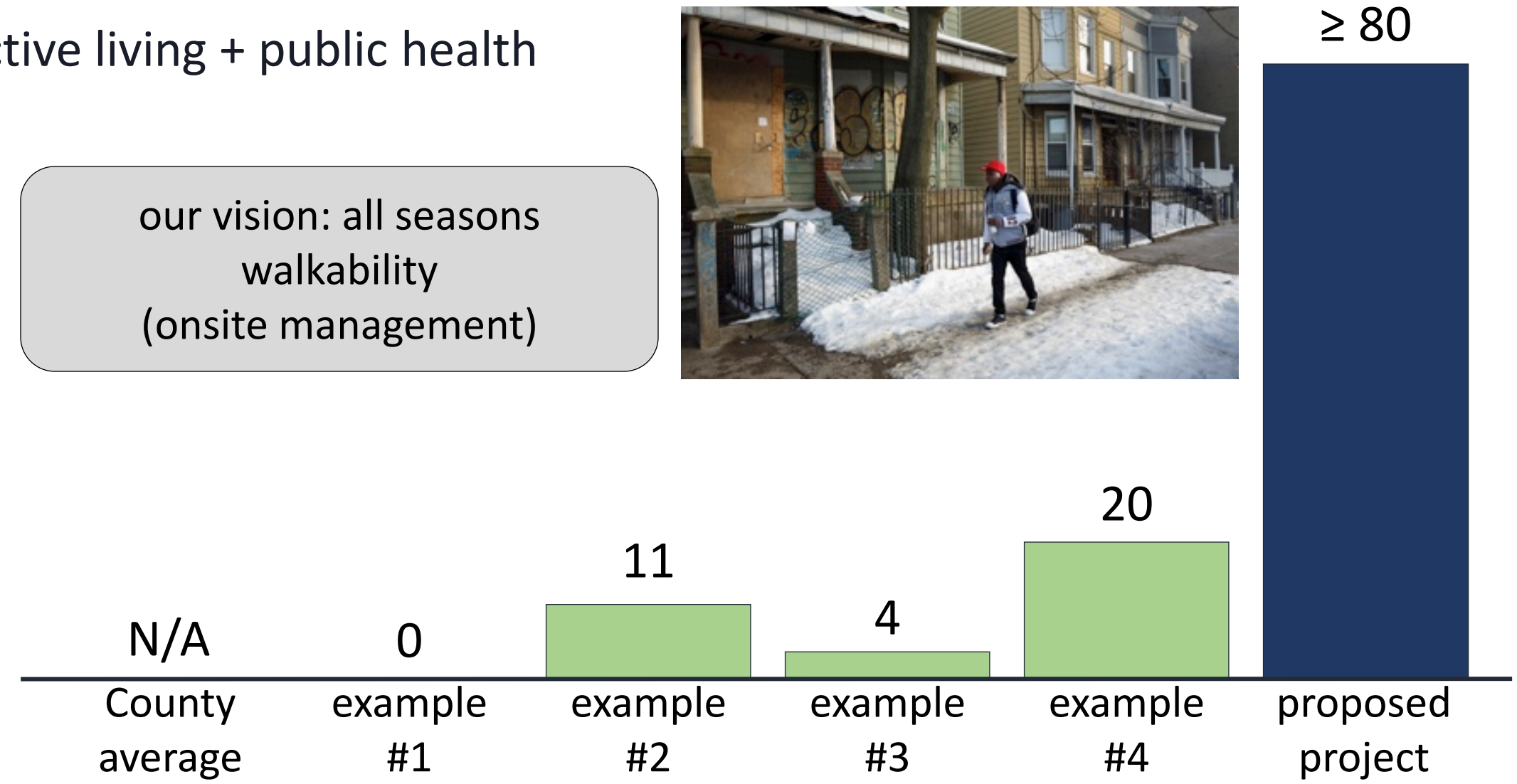
70

source: https://www.walkscore.com/methodology.shtml

WalkScore

active living + public health

our vision: all seasons walkability (onsite management)

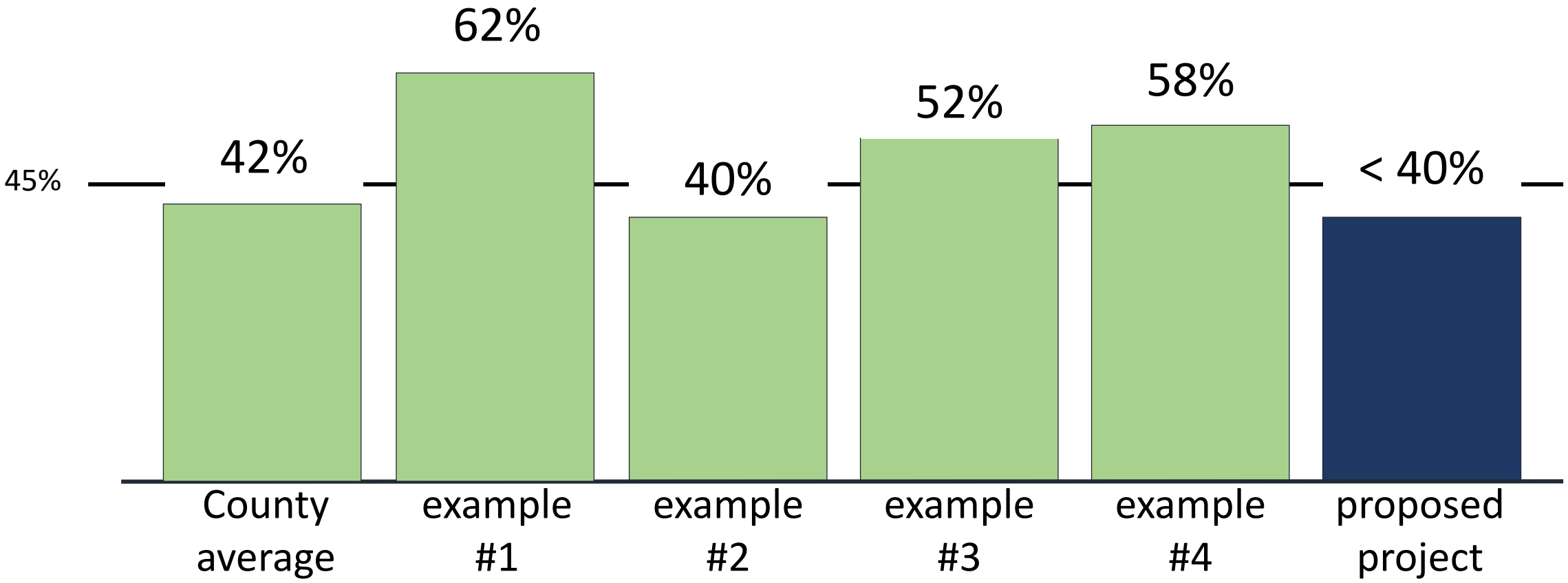


source: https://www.walkscore.com/methodology.shtml

H + T Index

household affordability

cost of
housing + transportation
as a % of household income
(affordable ≤ 45%)

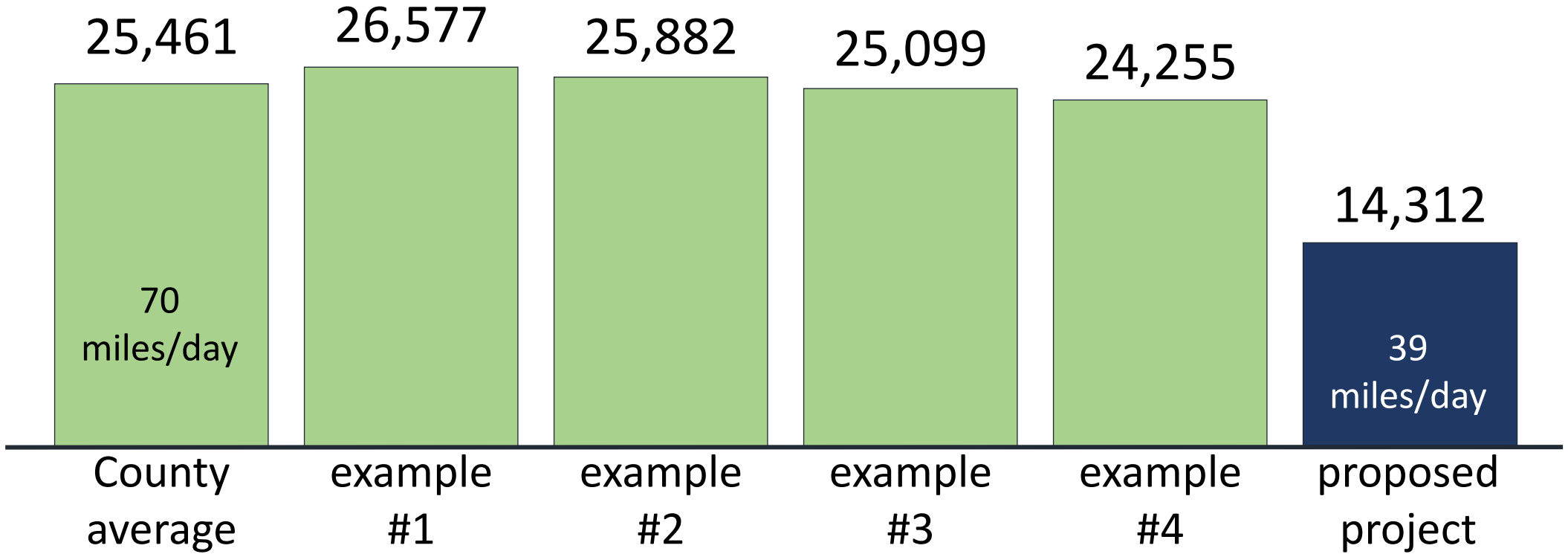


https://htaindex.cnt.org

annual vehicle miles of travel per household

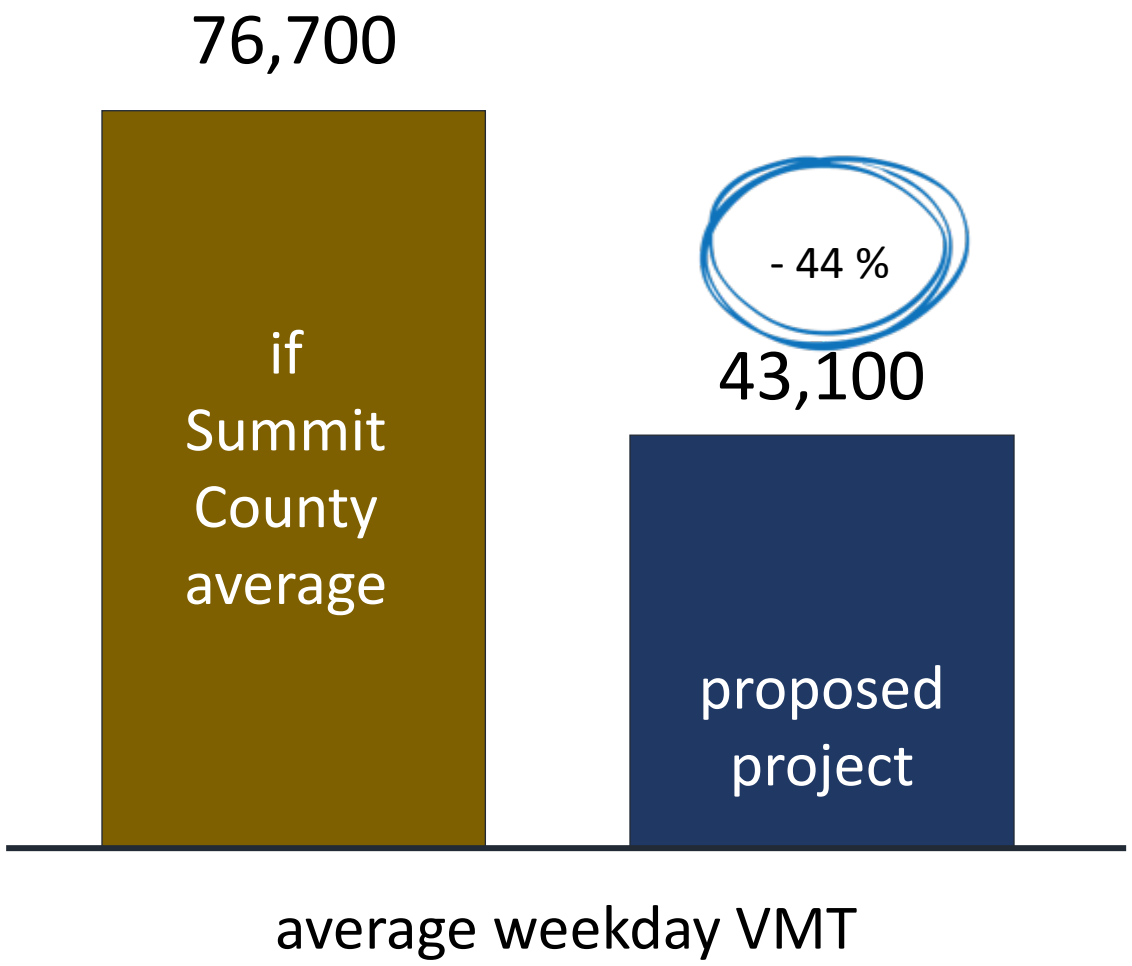
driving driving driving

less driving
&
shorter trips



daily residential vehicle miles of travel on area roadways

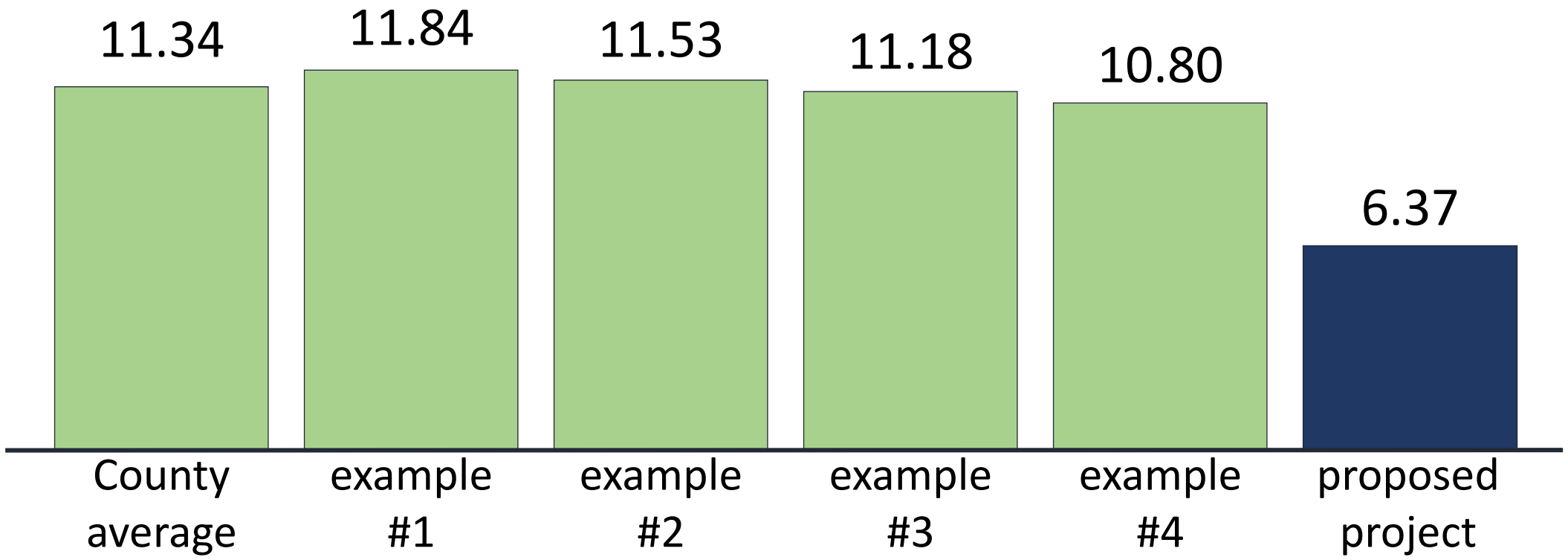
1,100 homes:



annual household GHG emissions

from driving (tons/household)

transportation = 30% of GHG emissions in Utah



data source: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100U8YT.pdf
https://www3.epa.gov/carbon-footprint-calculator/

mobility outcomes

Summit County Council – 11/16/20

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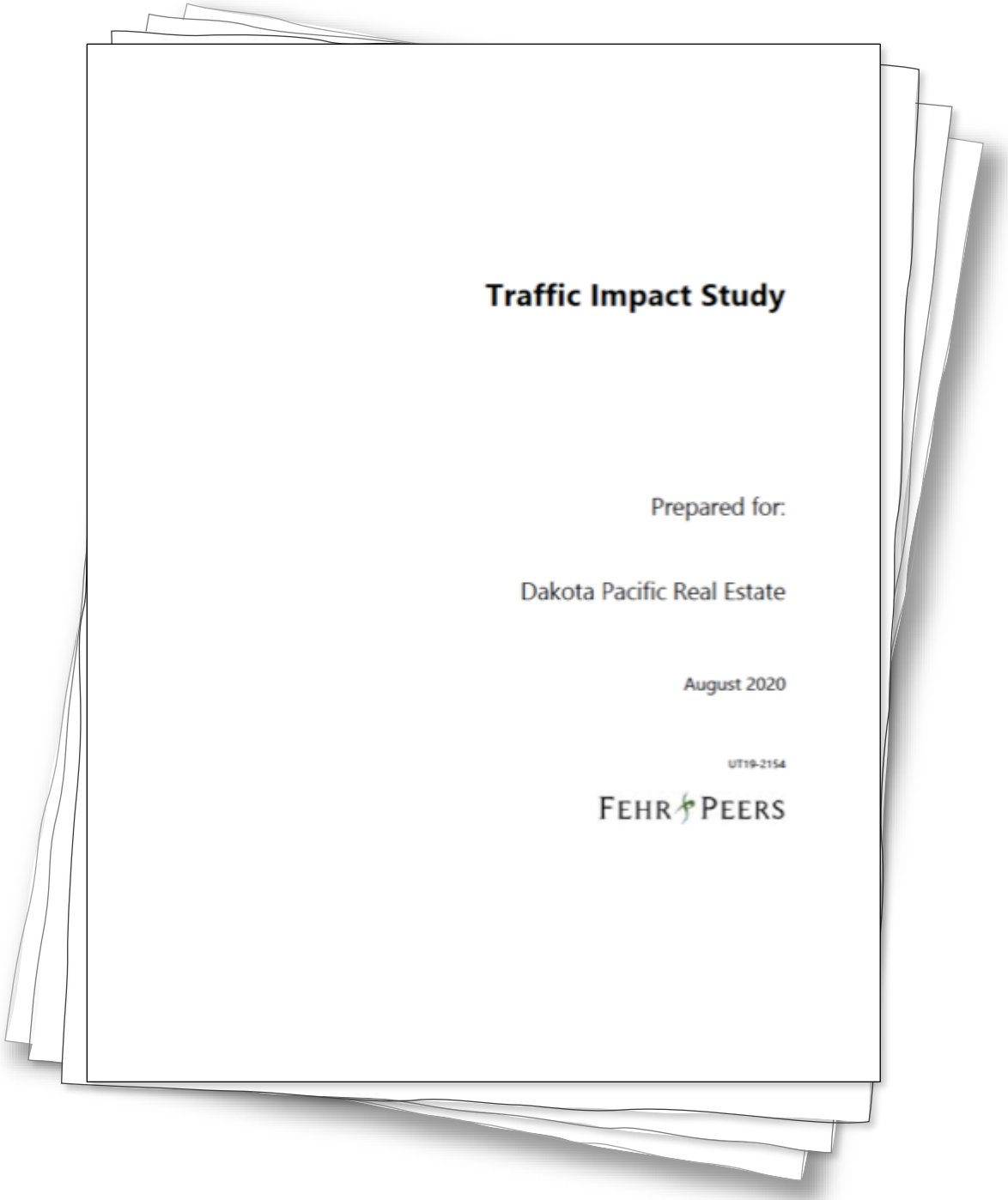
2. transit-ready development pattern
3. less driving, lower household costs
4. sustainability metrics
5. **traffic study**
6. partnership opportunities



Traffic Impact Study

Prepared for:

Dakota Pacific Real Estate

August 2020

UT19-2154

FEHR PEERS

traffic study | methodology: vehicle trip generation

land use data

(square footage, units)

sensitivity high

x

vehicle trip rates

(from ITE manual)

sensitivity high

-

internal capture, mode share

(research-based)

sensitivity low

=

forecast of new vehicle trips

(peak hours, daily)

traffic study | methodology: intersection analysis

background traffic

(from traffic counts April-May, 2019)

sensitivity
high

+

forecast growth in background traffic

(trends)

sensitivity
high

+

vehicle trips from new development

(from trip generation analysis)

sensitivity
high

➡

assign vehicle trips to network

(origin/destination modeling)

traffic study | input assumptions

2019 traffic counts – seasonally adjusted

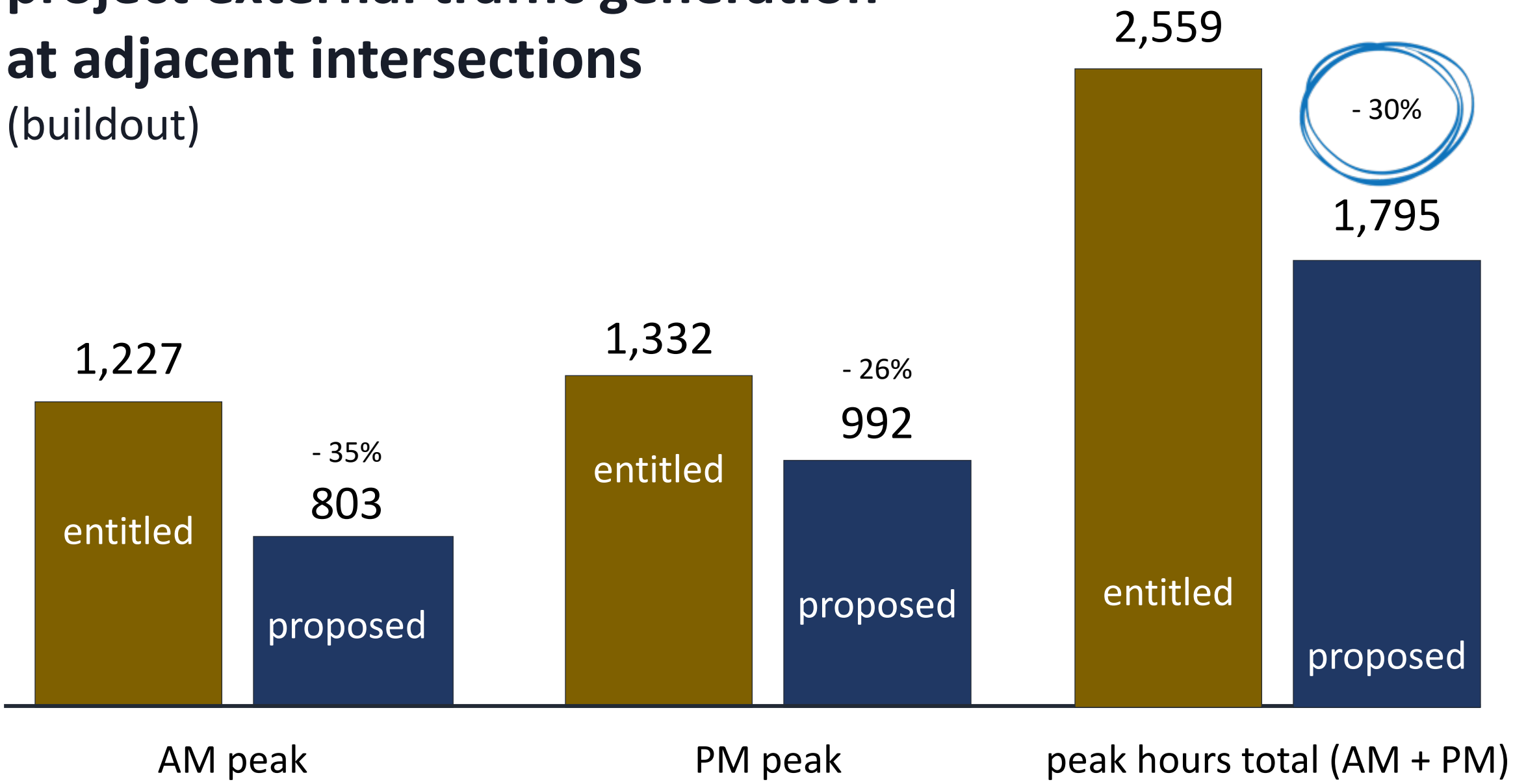
mode share = same as Tech Center traffic study

no changes to street network or highways

no gondola, no other transit changes

project external traffic generation at adjacent intersections

(buildout)



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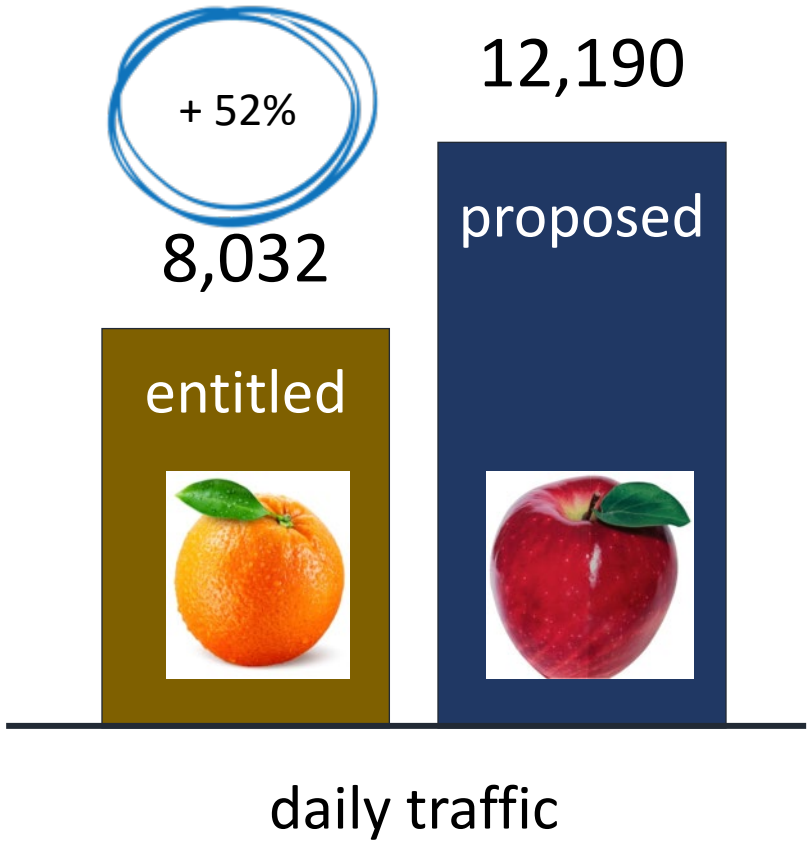
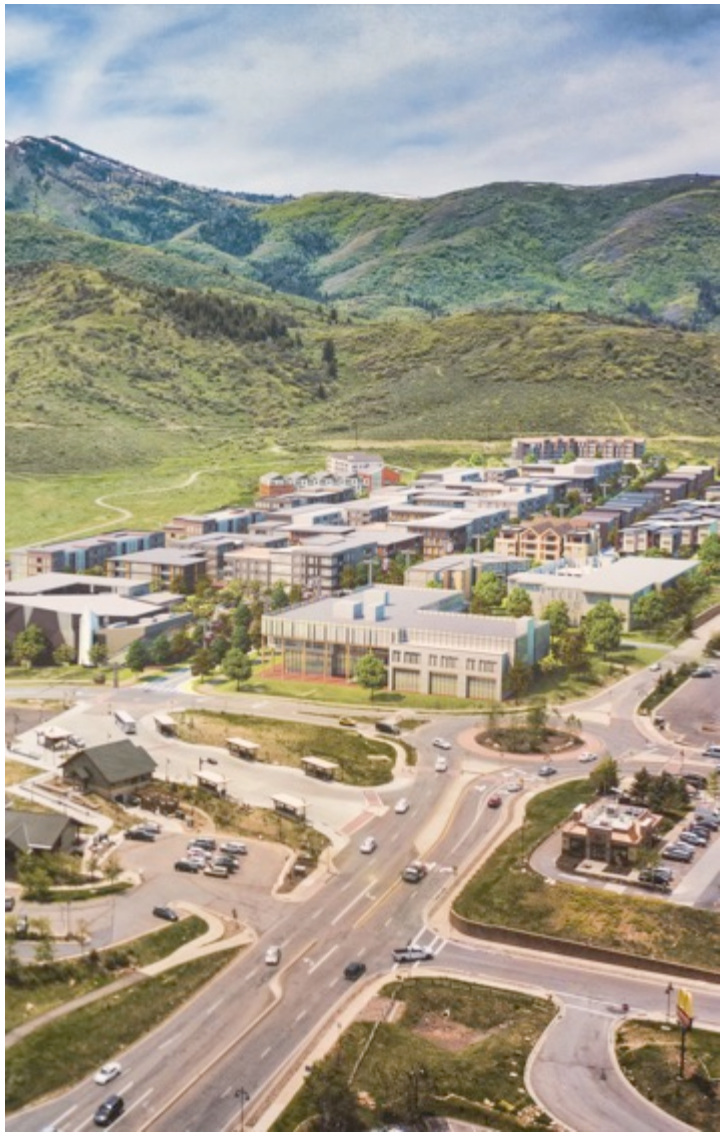
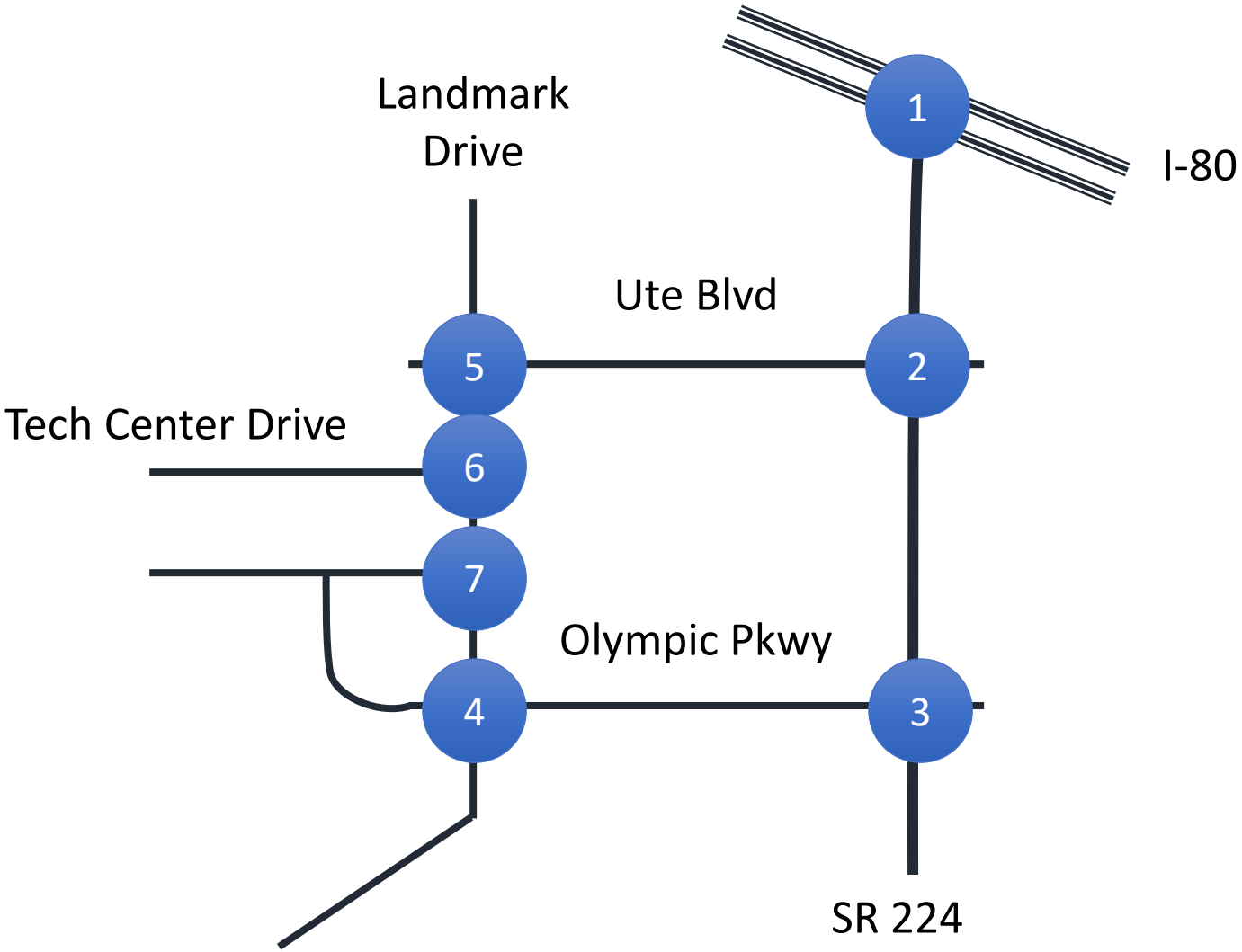


(note change in scale from previous slide)

intersection analysis | level of service





existing peak hour conditions | intersection level of service *

		AM	PM
interchange	1. SR 224 / I-80 ramps	D	C
signal	2. SR 224 / Ute Blvd	B	E
signal	3. SR 224 / Olympic Pkwy	A	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	B
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	B	C

* based on 2019 traffic counts

2028 peak hour conditions | without project

		AM	PM
interchange	1. SR 224 / I-80 ramps	E	C
signal	2. SR 224 / Ute Blvd	B	F
signal	3. SR 224 / Olympic Pkwy	C	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	C
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	B	C

2028 peak hour conditions | with project

		AM	PM
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signal	2. SR 224 / Ute Blvd	B	F
signal	3. SR 224 / Olympic Pkwy	C	C
roundabout	4. Landmark Drive / Olympic Pkwy	B	C
roundabout	5. Landmark Drive / Ute Blvd	B	C
stop sign	6. Landmark Drive / Tech Center Dr	C	D
stop sign	7. Landmark Drive / unnamed	B	B

existing peak hour conditions | intersection level of service *

		AM	PM
stop sign	Kilby Rd/Powderwood Rd.	B	C

* based on 2019 traffic counts

2028 peak hour conditions | with project

		AM	PM
stop sign	Kilby Rd/Powderwood Rd.	C	C

recommended mitigation measures

- ✓ restripe Ute Blvd/SR 224 intersection
- ✓ prohibit left turns from Tech Center Drive to Landmark Road
- ✓ restripe Tech Center Drive to Landmark Road intersection

(with mitigation all intersections meet LOS criteria in 2028 with project)

“apples to apples comparison”

traffic growth since 2007

+ 15%

Tech Center

2007 background traffic + new trips from project → intersection LOS concerns

DPRE proposal

2019 background traffic + new trips from project → intersection LOS concerns

traffic growth since 2007

+ 15%

Tech Center

2019 background traffic + new trips from project → intersection LOS concerns

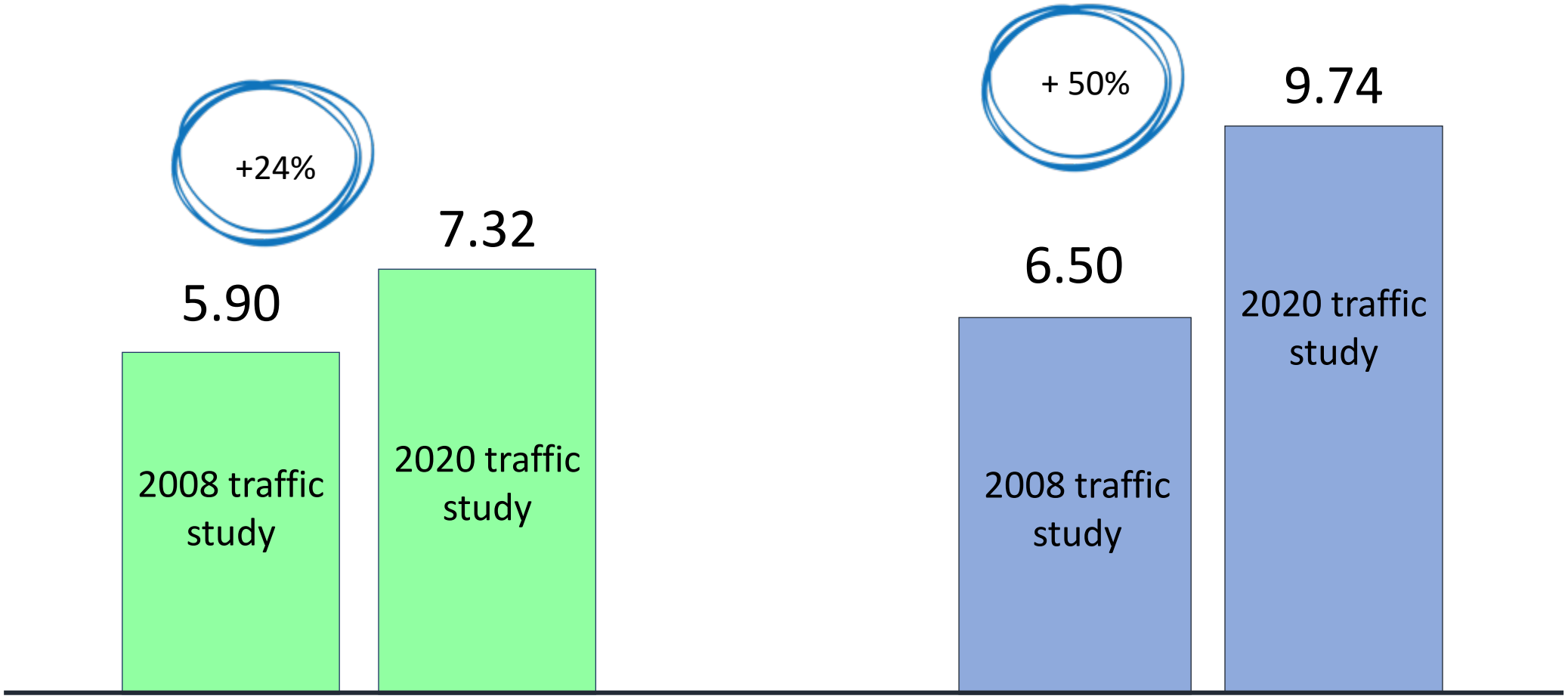
DPRE proposal

2019 background traffic + new trips from project → intersection LOS concerns

changes in trip generation rates

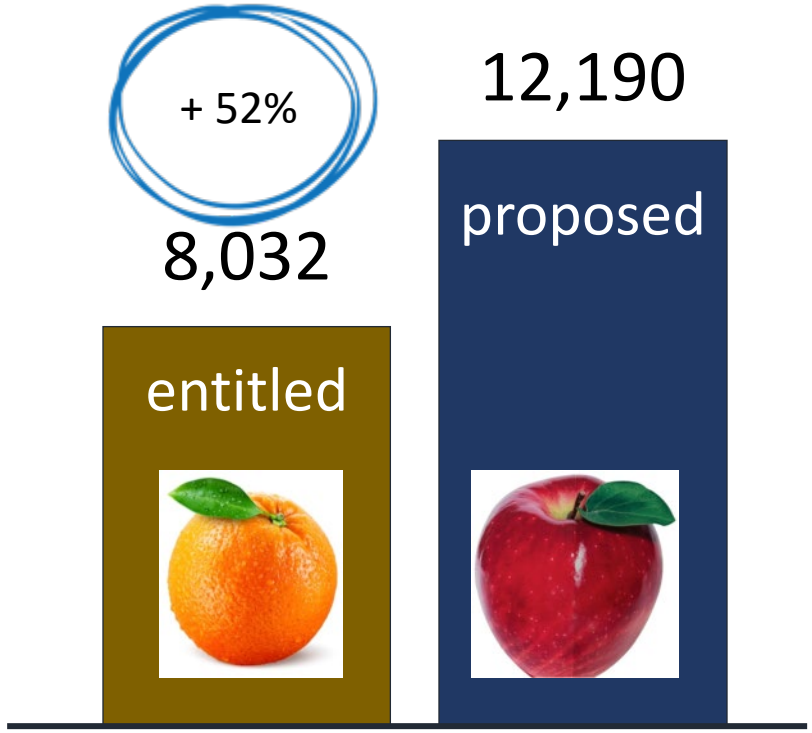
(2008 - 2020)

2008 traffic study: 7th edition ITE Manual
2020 traffic study: 10th edition ITE Manual

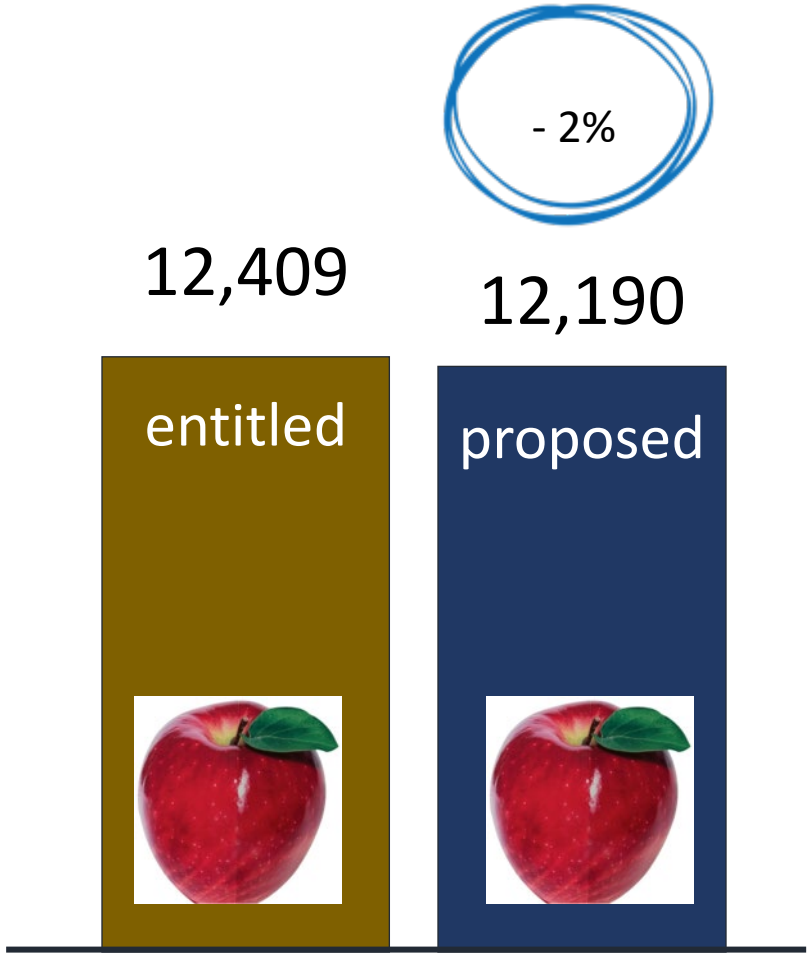


project external traffic generation at adjacent intersections

(buildout)



daily traffic – rates as used



daily traffic – current rates

traffic study | additional topics for Q & A

- hourly traffic – ‘apples to apples’
- intersection of SR 224/Ute Boulevard delay
- seasonal traffic variation – worst month
- transit mode share – ‘apples to apples’
- effect of more retail on trip generation

mobility outcomes

Summit County Council – 11/16/20

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5. **other mobility needs**
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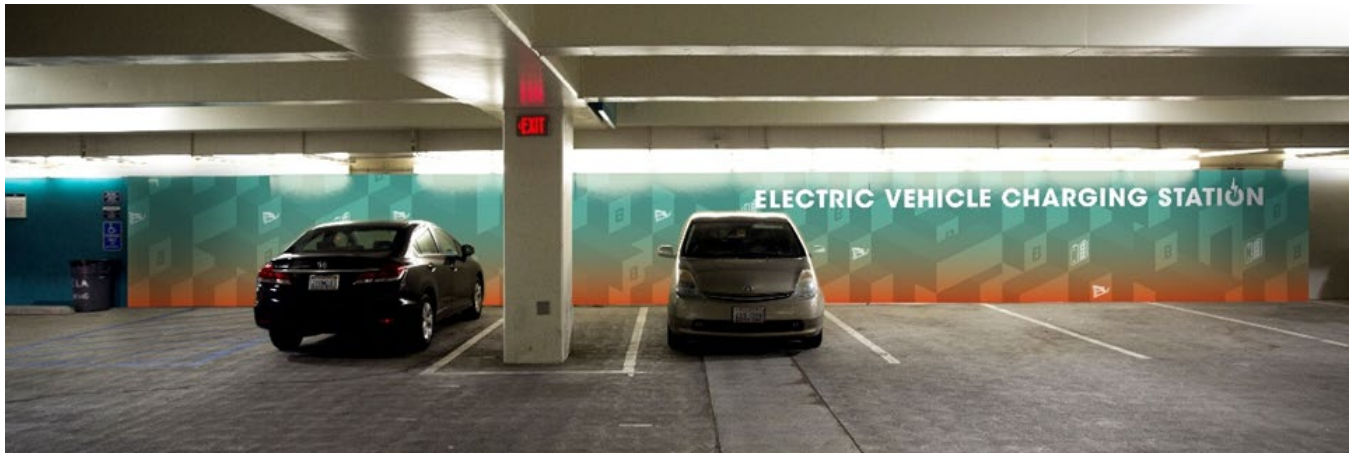
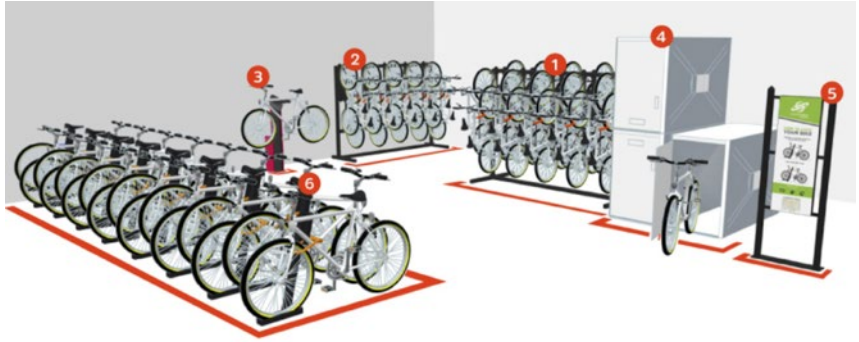
other mobility needs | future conversations as needed

- winter maintenance/snow removal
- parking demand/supply analysis
- ADA/universal accessibility
- bicycle/low speed modes facilities design

residential parking analysis | multimodal, sustainable



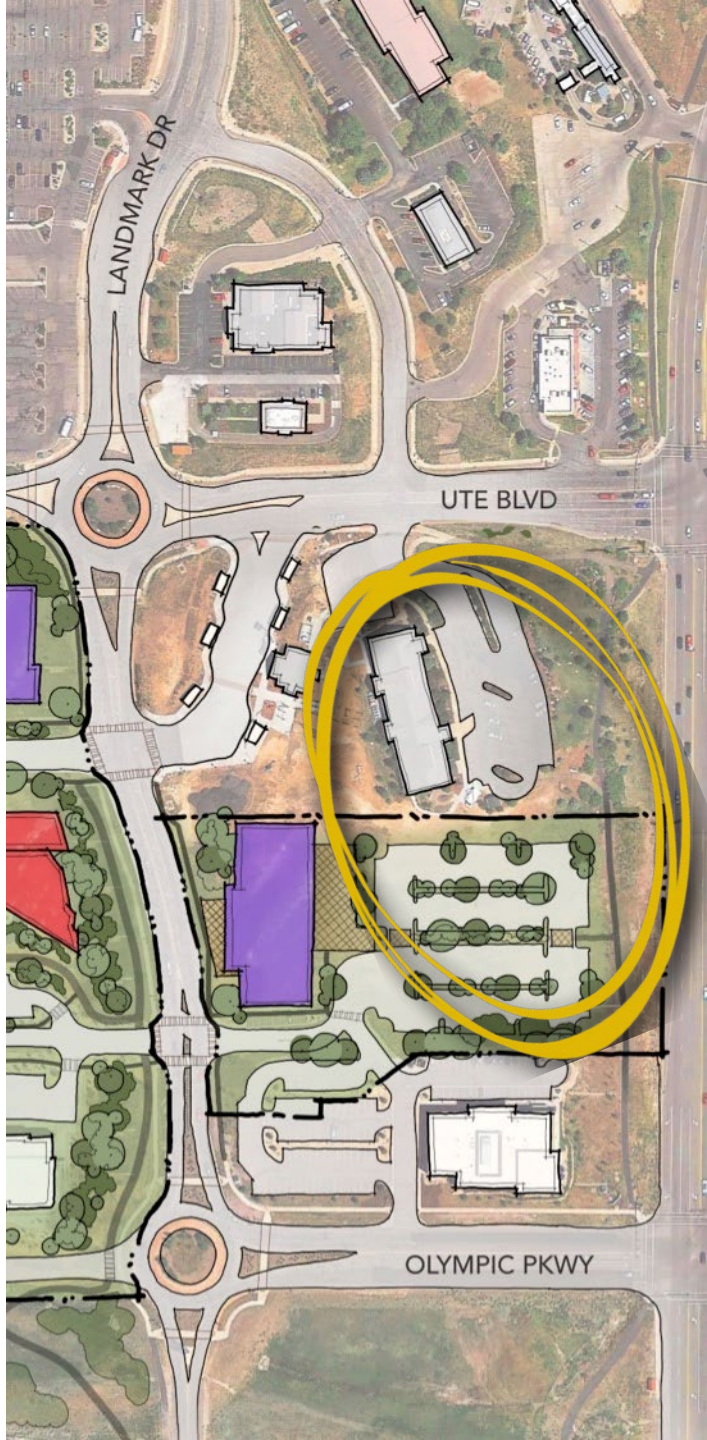


mobility outcomes

Summit County Council – 11/16/20

1. conformance with local plans
2. transit-ready development pattern
3. sustainability metrics
4. traffic study
5. other mobility topics
6. **partnership opportunities**

Future Partnership Opportunities



long term transit vision

today's
transit system

tomorrow's
transit system

2030
transit system

long term transit vision

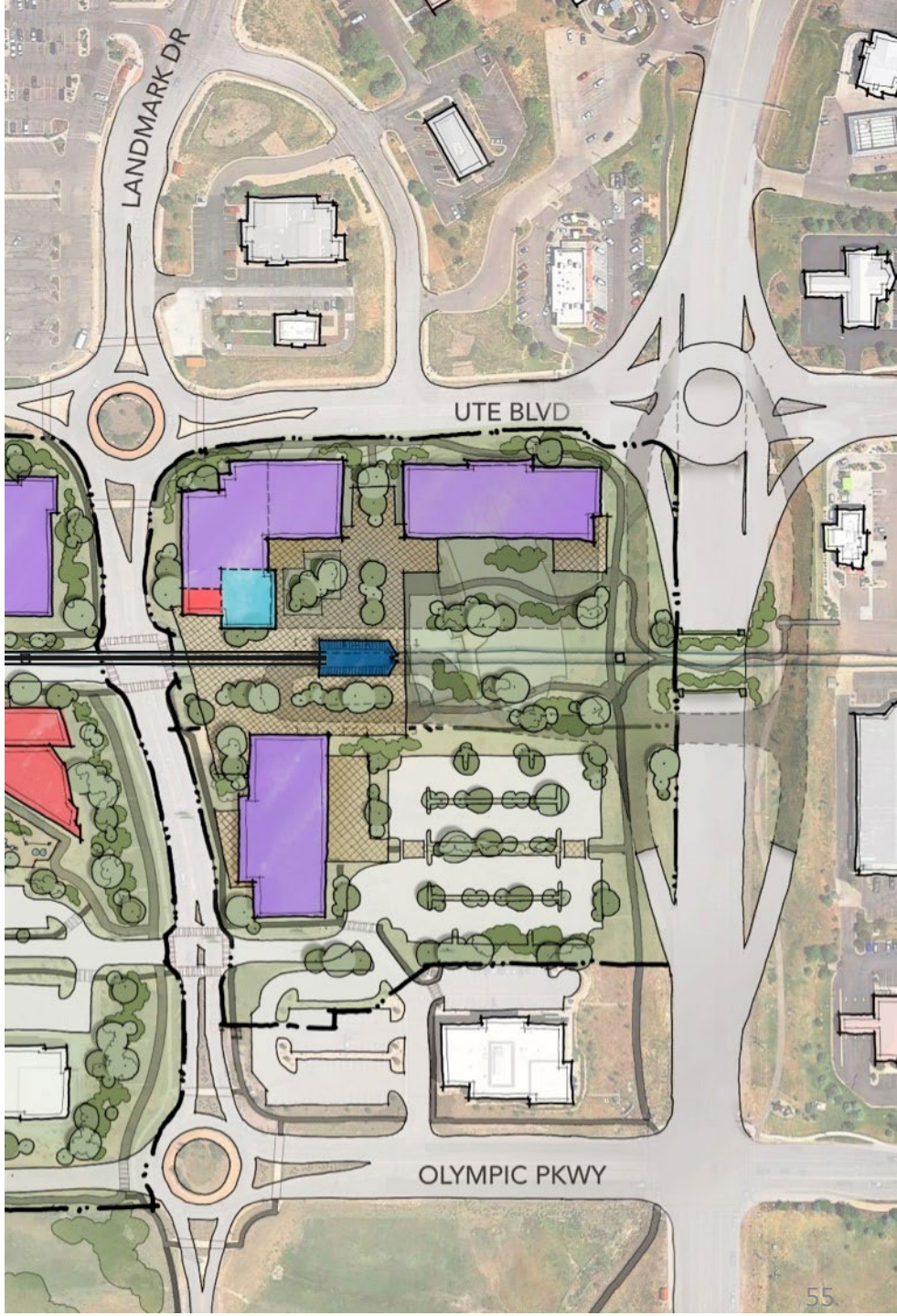
transit-ready development

regional intermodal hub

intermodal center |

long-range transit vision

downtown Boise



Kimball Junction Area Plan |

Utah DOT

KIMBALL JUNCTION

AREA PLAN

State Route 224

STUDY INFORMATION
NOVEMBER 2020

The study team is currently working on evaluating multiple solutions based on the Level 1 screening criteria. The team plans to review this analysis and present the solutions proposed for further study to the public in the coming months.

POTENTAL SOLUTIONS UNDER STUDY

A wide range of short- and long-term solutions are being evaluated at a broad level against select measures that reflect the project goals and problems and opportunities. Over 30 solutions have been developed. Some of the solutions being considered include:

- New interchange configurations
- I-80 EB off ramp HOV/transit lane
- A new interchange at Ecker Hill Park and Ride with a Kimball Junction bypass road for general purpose and/or HOV/transit to offer a "back door" to the transit center
- Trenching or tunneling S.R. 224 and I-80 in the interchange area
- Adding a pedestrian tunnel at Ute Blvd
- Dual left turns at Ute Blvd and Olympic Parkway

LEVEL 1 SCREENING

The initial tier of Level 1 screening determines if the solutions have any of the following fatal flaws:

- Does the alternative cause irreconcilable environmental impacts?
- Does the alternative cause irreconcilable community impacts?
- Is the alternative impractical and infeasible?

The second tier of Level 1 screening includes addressing the problems and opportunities by asking the following questions:

- Does the alternative improve interchange area capacity and vehicle mobility to/from I-80 and to/from S.R. 224 through the Kimball Junction area?
- Does the alternative maintain or improve multimodal travel options, health, and safety for pedestrians, cyclists, and transit users in the area?
- Does the alternative support operation and reliability of the Valley to Mountain (S.R. 224) Locally Preferred Alternative (LPA) both-side running Bus Rapid Transit (BRT)?

Potential solutions with a fatal flaw will be dismissed from further study.

LEVEL 2 SCREENING

Solutions moving forward from Level 1 screening will require additional and more-detailed analysis including but not limited to traffic analysis and the ability for the option to incorporate the desired transit and active transportation movements within the area. The analysis will serve to determine how well the solutions perform and to identify the potential impacts for the identified solutions.

The study team will use both qualitative and quantitative measures that align with the area goals that were developed based on coordination with the study partners and input from the public.

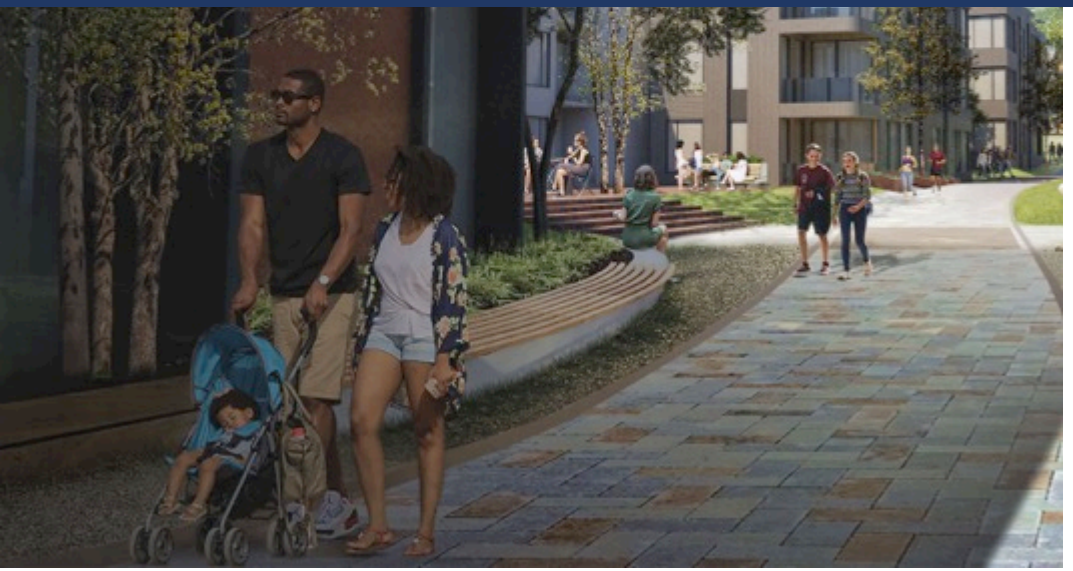
Solutions that are advanced passed the Level 2 screening and will require further environmental clearance in future study phases.

SCHEDULE

MAR 2020	MAY 2020	JUL 2020	SEP 2020	NOV 2020	DEC 2020	JAN 2020
Create guiding themes and goals/ community input	Develop evaluation criteria	Determine potential multimodal solutions	Level 1 screening	Level 2 screening/ advance best solutions/ community input	Prioritize remaining solutions/ develop projects	Community input on prioritized projects/ Implementation plan

SR 224 / Ute Blvd | concept

Wrap Up:
The Right Project at the Right Time



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OUR DAILY BREAD
BAKERY
ALWAYS FRESH
EAT WELL · PRAY OFTEN · LOVE ALWAY

thank you