IBI Group is a multi-disciplinary consulting organization offering services in four areas of practice.

Urban Land
Facilities
Transportation
Systems
Integrated Community Planning

Integrated Community Planning (ICP) Integrates transportation and land use planning, as well as other elements – including market demands, environmental constraints/opportunities, community input, and technical efficiencies – into a seamless planning process.
Representative TOD Experience

- Bow Valley, Calgary AB* – LRT
- Hiawatha/Lake Street, Minneapolis MN* – LRT
- Northstar Corridor, St. Cloud/Minneapolis MN – Commuter Rail
- Coquitlam Station Area Planning, Coquitlam BC – LRT
- Orange County Transit Authority TOD – Orange County CA – LRT
- Rutland TOD, Kelowna BC – BRT

*In Joint Venture with Calthorpe Associates
Site Location

LEGEND

- City desire to revitalize district
- Main rail lines still in use
- Rail consolidation
- Preservable buildings:
  - Rio Grande
  - Union Pacific Terminal
  - Central Warehouse
  - Many buildings of interest
- New development
  - Gateway Mall
  - Affordable Housing (Bridges)
  - Intermodal Hub
Intermodal Hub
A Mini Grand Central Station

1. Commuter Rail
2. UTA Buses
3. 9,000 SF Service Island
4. 350 Stall Future Parking Structure
5. 200 South
6. Future Mix-Use Development
7. 600 West
8. 21,000 SF Terminal Building
9. Greyhound Bus
10. Pick-Up/Drop-Off
11. 90,000 SF Future Mix-Use Development
12. TRAX Station

Winner of the 2005 Utah Chapter ASLA Award of Merit
View From South East
View From North
TOD Study Area

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Salt Lake City Intermodal HUB & TOD

Site Context
City Block Comparison

Salt Lake City Street Blocks are Uncharacteristically Large

Salt Lake City

Portland

Savannah

Los Angeles

San Francisco

New York

Boston

Vancouver

Disadvantages
- 10 acre blocks make fine grain development difficult
- Large blocks and R.O.W. not very pedestrian friendly

Advantages
- 660’ blocks easily accommodate LRT stations & long trains
- 132’ R.O.W. reduces need for land acquisition
- Wide R.O.W. introduces possibility of developing “Great Streets”
Design Analysis: City Blocks

- Offset Cut
- Curvilinear Cut
- Half Cut
- Quarter Cut
- Nine Square Cut
- Diagonal Cut
Salt Lake City Intermodal HUB & TOD

Design Analysis: City Streets 1

Maximize Both Sidewalks

Multi-Way Boulevard

Rail-Volution 2005
Design Analysis: City Streets 2

Festival Street

Street Infill Development

Salt Lake City Intermodal HUB & TOD

Rail-Volution 2005
Design Development: City Blocks

EXISTING

OPTION A

OPTION B

OPTION C

OTHER
Detailed Plan: Site NW
Detailed Plan: Site SE
Salt Lake City Intermodal HUB & TOD

Work in Progress

Commuter Rail
Changes to Landscape, Curbs, etc.
Building Changes
Gateway Mall Expansion

Rail-Volution 2005
Thank You!