

Advisory Board of the Utah Transit Authority

February 20, 2019



Call to Order and Opening Remarks



Pledge of Allegiance



Oath of Office



Safety First Minute



**Turn off you vehicle's cruise control
so YOU are in control of your vehicle.**



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed



**Approval of
January 16, 2019
Joint Board-Advisory Board
Meeting Minutes**



Recommended Action (by acclamation)

Motion to approve



Audit Committee Report



AR2019-02-01 Approving Station Area Plans

- a. Clearfield Station Area Plan Approval
- b. Salt Lake Central Station Area Plan
- c. Murray Central Station Area Plan
- d. Provo Central Station Area Plan





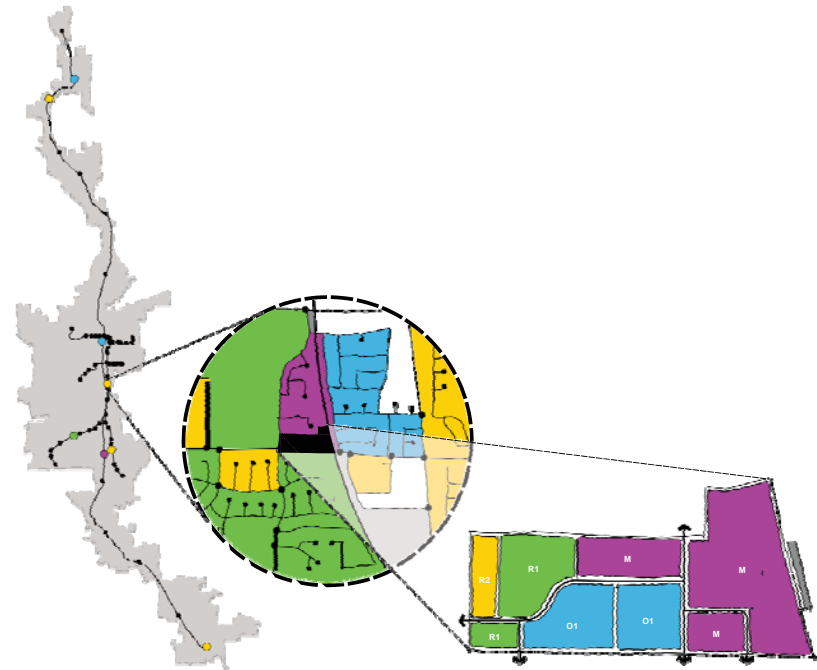
STATION AREA PLANS

FEB 20 2019

Station Area Planning

Station Area Plan

- Shared Regional-Local-UTA vision
- Gathers previous plans and studies existing conditions around the station
- Engages stakeholders and the public
- Identifies strategic recommendations that outline a course of action
- *Approved by Local Advisory Board & Board of Trustees*



Station Area Plans

February 2019

- Clearfield Station
- Salt Lake Central Station
- Murray Central Station
- Provo Central Station

March 2019

- Ogden Central Station
- Midvale TRAX Stations (7200 S & 7800 S)
- West Jordan City Center TRAX Station



CLEARFIELD CONNECTED

STATION AREA PLAN + DESIGN GUIDELINES

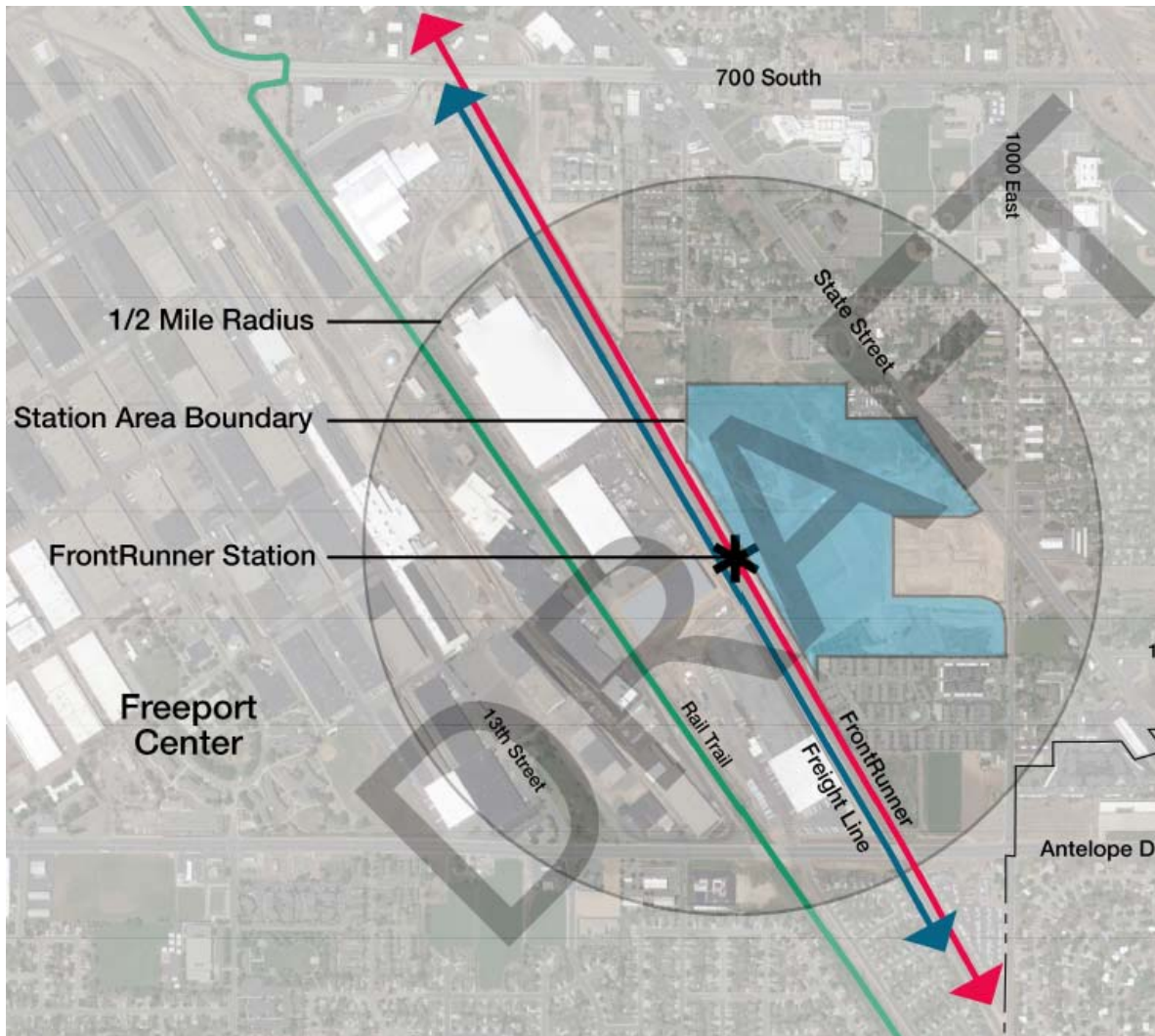


FEHR & PEERS



PUBLIC FINANCE, INC.

Study Area



- 55+ acres of UTA land - largest in system
- Transit Hub:
 - FrontRunner
 - Bus access
- Large-scale industrial uses to the west
- Nearby residential





- Mixed-use, walkable neighborhood
- Complete community with multiple transportation options
- Regional destination
- Opportunities for employment, living, shopping, and recreation
- Create a great *place*



The 8 Goals for this Project Are...



Outreach

- City-led effort to craft a balanced vision of all stakeholders
- Collaboration between:
 - Clearfield City staff
 - Utah Transit Authority
 - Elected community representatives (Mayor and City Council)
 - Planning Commission
 - Other stakeholders



Market Study

Most feasible development options:

Office:

- Opportunity Zone and CDA financing allows office uses in prime locations.

Retail:

- Limited retail viable near state street
- Retail in key locations possible if station becomes vibrant place

Residential:

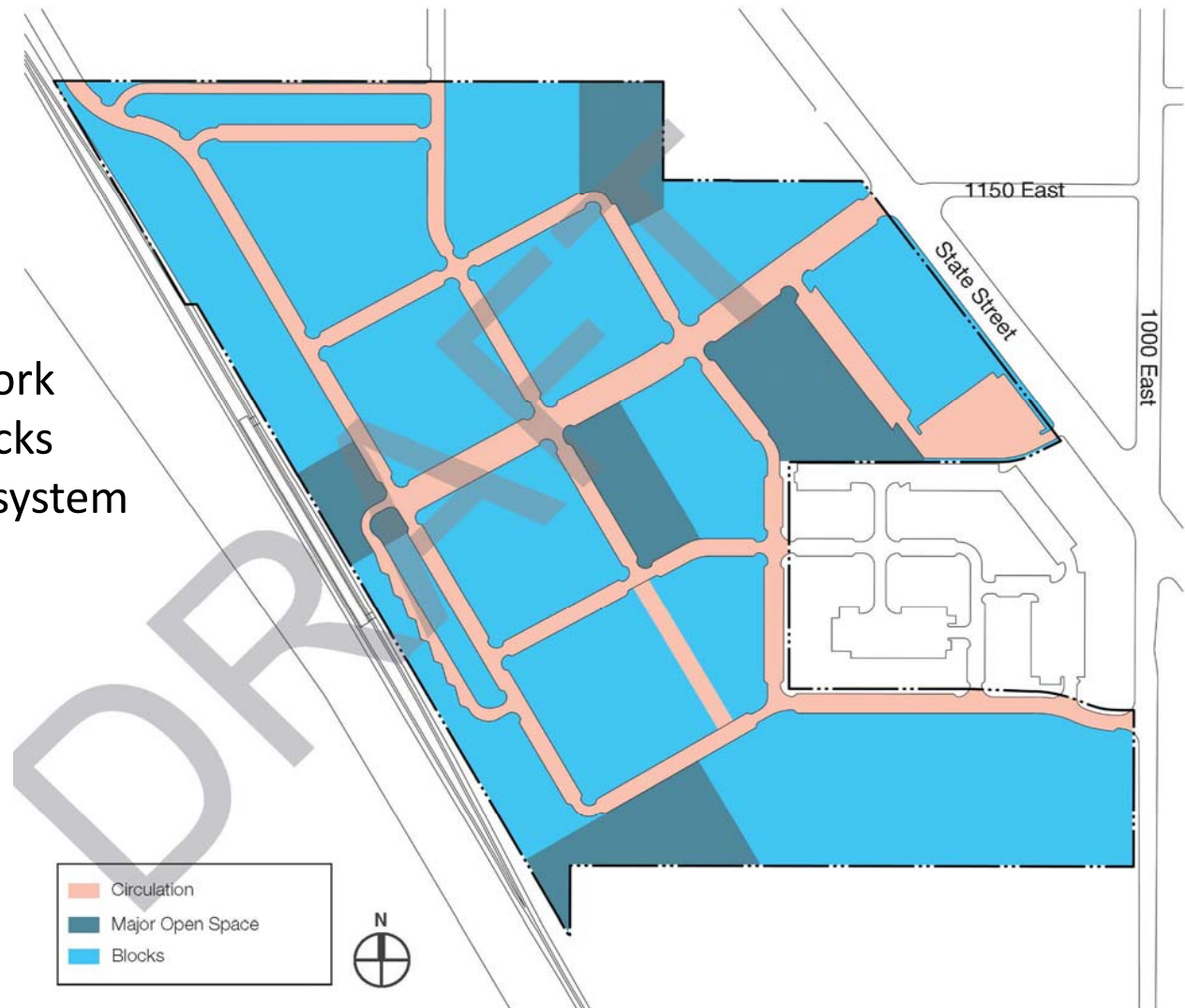
- Well-suited for medium to high-density apartments/townhomes due to proximity to transit and road connections



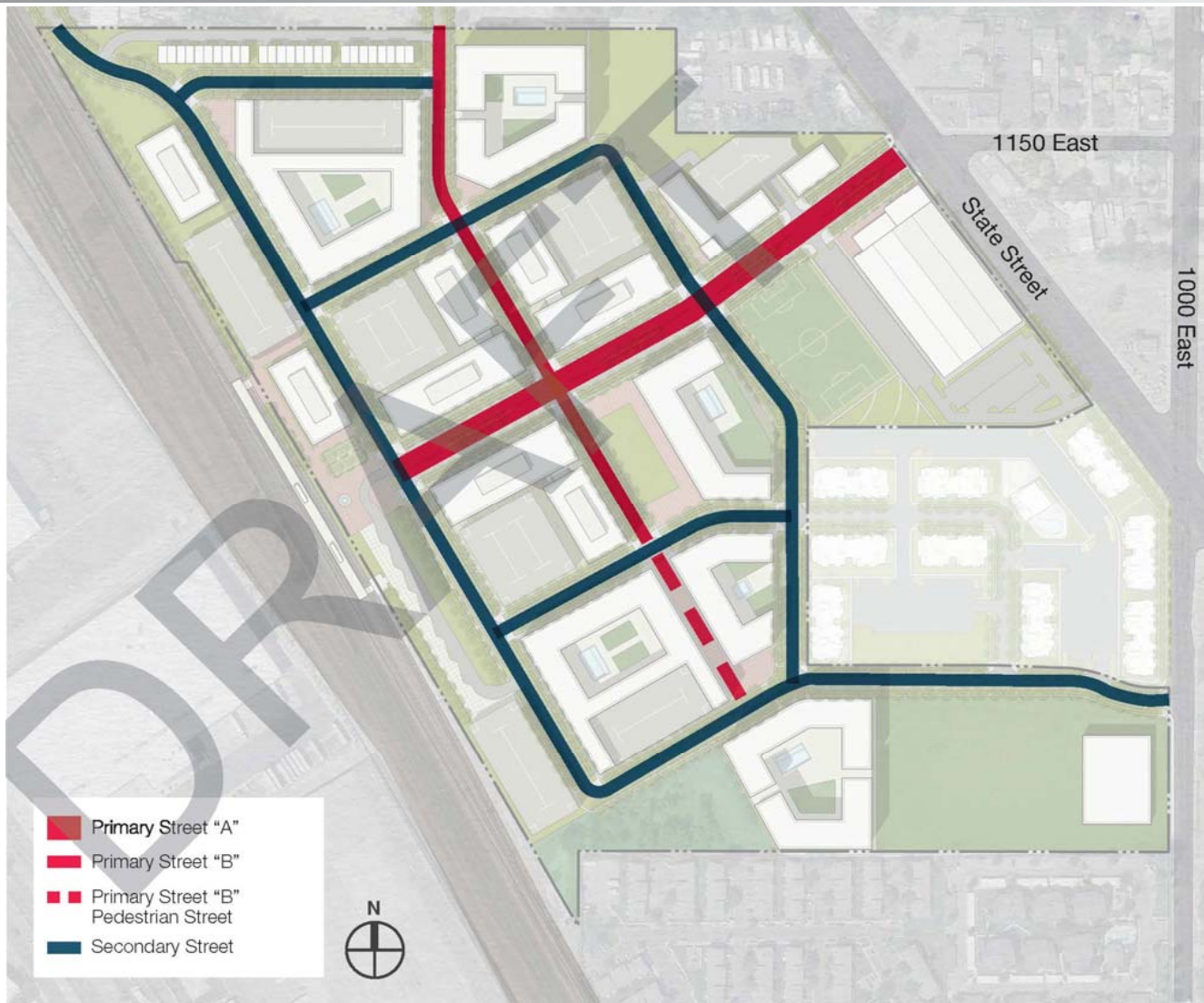
Framework and Concept Plan

Framework Plan:

- Connected street network
- Appropriately sized blocks
- Integrated open space system



Street Hierarchy



Land Use

- Mixed-use neighborhood
- Highest intensity near center
- Vertical & horizontal mixed-use



Districts



Neighborhood Core:

- heart of neighborhood
- most dense and active
- office/daytime use
- residential uses
- main open space



Recreation:

- major recreation amenities
- mixed-use retail



Residential:

- residential uses
- supporting open space



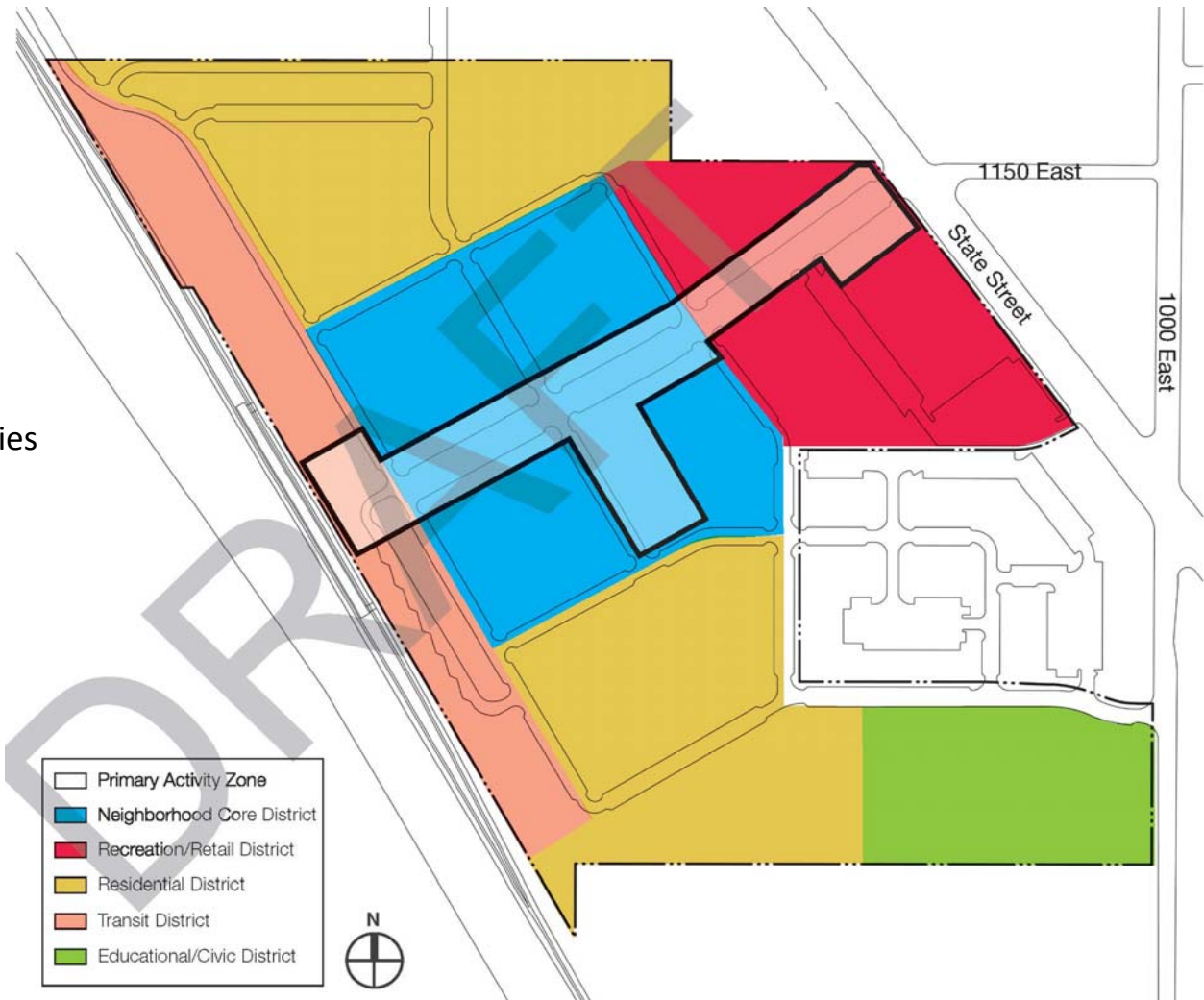
Transit:

- transit station
- transit parking & plaza



Education/Civic:

- education or civic use



Illustrative Plan



Concept Elements



Program Summary

- Residential: 1,500 units
- Office: 800,000 square feet
- Recreation: 70,000 sf
- Retail: 60,000 square feet
- School: 30,000 square feet
- Office/classroom: 5,500 sf



Strategic Recommendations

Policy Updates and Plan Amendments

- Ensure regulating documents consistent with Station Area Plan
- **Rezone site**
- Update city transportation policies to allow for design guidelines
- Develop brand for the site

Economic Development

- Consider formation of **Transportation Reinvestment Zone (TRZ)**
- Reevaluate fiscal impact of use types
- Solicit development partners and commercial tenants



Strategic Recommendations

Transportation

- Develop a refined site plan
- Request a Transportation Impact Study (TIS) for the final plan
- Complete an **operation analysis and circulation plan**
- Obtain variance to build **signal at the State Street access**
- Develop **parking strategy**

Physical Improvements

- Allocate tax increment to **provide park & ride structures**
- **Realign State Street intersection** to the location shown in the concept plan
- Construct **boulevard street to transit station**
- Connect Depot Street to the boulevard street
- **Extend trails and pedestrian connections** from surrounding areas



Board Action

Staff Recommendation:

- Approve the Clearfield Station Area Plan as presented
- Recommend adoption by Board of Trustees



Salt Lake Central



Study Area



Study Area

KEY
- - - RDA AND UTA SITES
- - - STUDY AREA BOUNDARY

- Transit Hub:
 - FrontRunner
 - TRAX
 - Local bus
 - AMTRAK
 - Greyhound
- SLC RDA and UTA investments may catalyze redevelopment
- Proximity to downtown SLC, The Gateway, Pioneer Park, and Vivint Arena
- 20+ acres UTA land
- 10 acres RDA



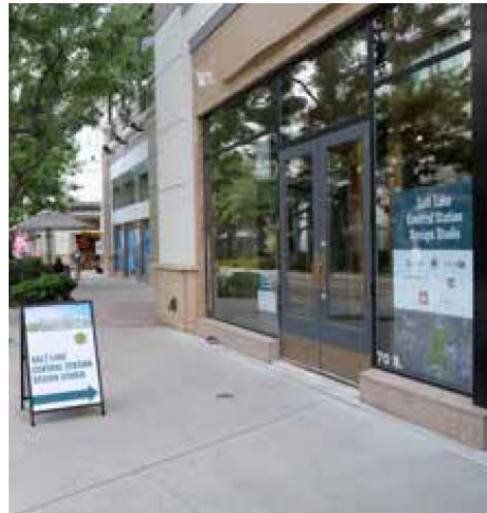
Public Outreach

Understanding – May 22-24 2018

- Steering Committee Meeting
- Stakeholder Meetings
- Planning Meetings
- City Council Workshop
- Presentation

Testing Ideas – July 30 – Aug 2 2018

- Process Update
- Stakeholder Meetings
- Public Workshop and Open House
- Final Presentation



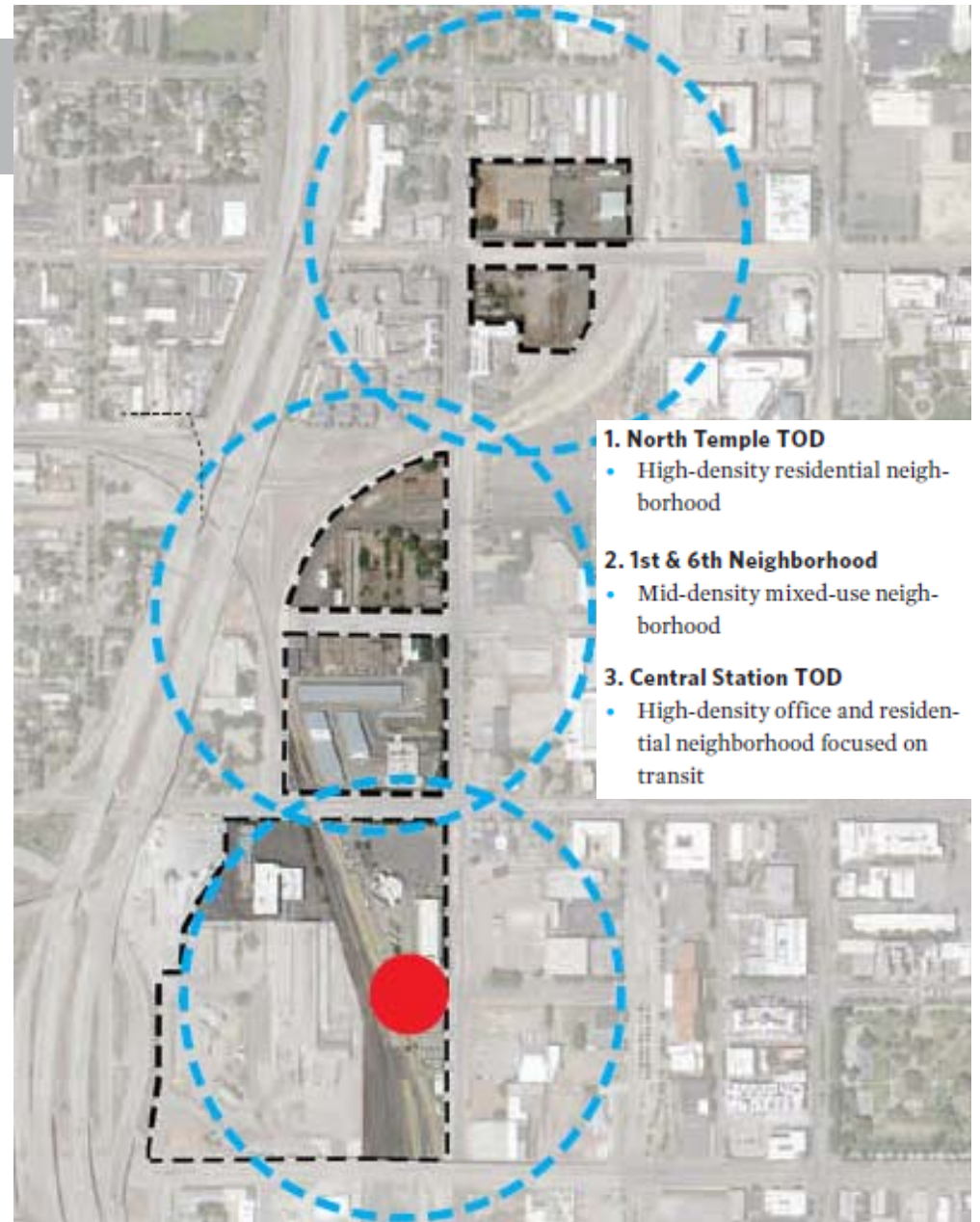
Vision

Transit Center Elements

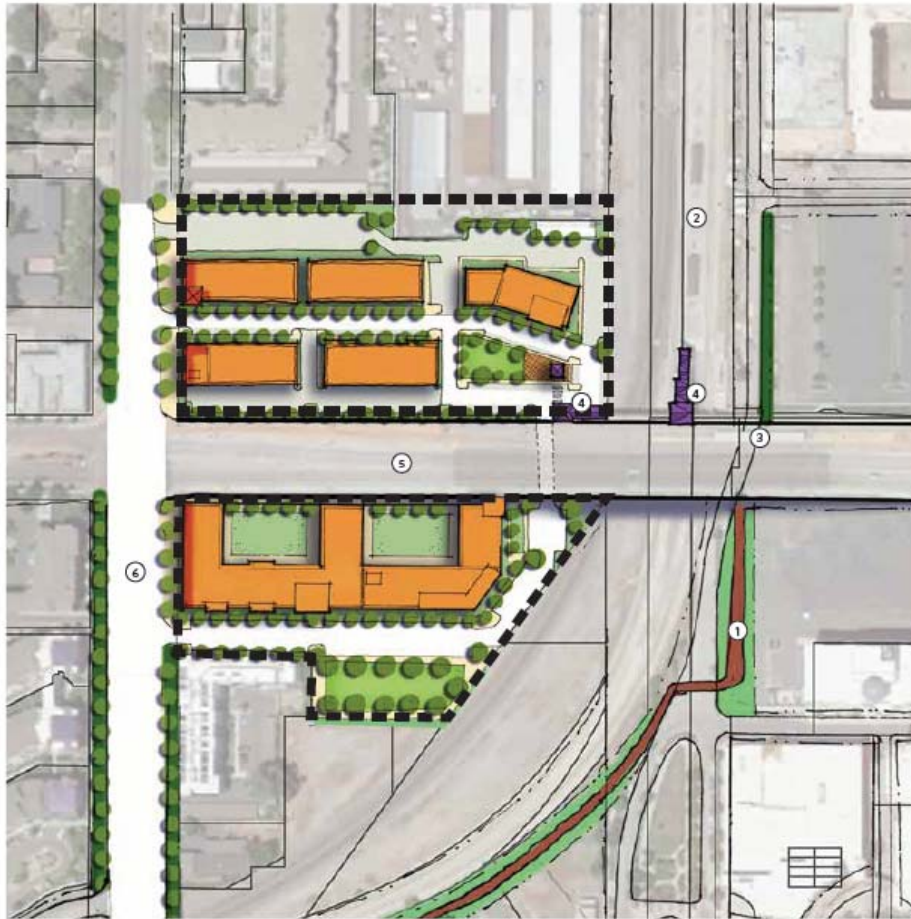
- Sense of arrival
- Comfort and experience
- Connectivity
- Vertically mixed and integrated uses

Design

- Creating density and a mix of uses around transit stops
- Bridging gap between downtown and western neighborhoods
- Planning mid-block connections, which reduces walking distance



North Temple Station



Proposed North Temple Station Area

USE	SIGNIFICANT LANDMARKS
 MULTI-FAMILY	① FOLSOM TRAIL
 COMMERCIAL	② NORTH TEMPLE STATION
 CIVIC	③ NORTH TEMPLE/GUADALUPE STATION
	④ STAIRCASE
	⑤ NORTH TEMPLE STREET
	⑥ 600 WEST

Description:

- 7 acres
- Bisected by the North Temple viaduct
- Frontrunner & TRAX Stations
- Ideal for multi-family
- Short-term development potential (0-3 yrs)

Program:

- Residential: 500 units
- Retail: 5,000 square feet

Obstacles:

- Utility locations
- Billboard



RDA and UTA Blocks



RDA and UTA Blocks



Proposed RDA and UTA Blocks

USE	SIGNIFICANT LANDMARKS	
MULTI-FAMILY	① FOLSOM TRAIL	⑥ SUN TRAPP TO REMAIN
COMMERCIAL	② 100 SOUTH	⑦ METROMUSIC HALL TO REMAIN
CIVIC AND/OR CULTURAL	③ 200 SOUTH	
OFFICE	④ 600 WEST	
ATTACHED SINGLE-FAMILY	⑤ POTENTIAL CIVIC AND/OR CULTURAL STRUCTURE	

Description:

- 16 acres
- bisected by 100 South
- envisioned as a mid-density, mixed-use neighborhood

Program:

- Residential: 500 Units
- Retail: 5,000 Square Feet
- Office: 35,000 Square Feet
- Cultural: 40,000 Square Feet
- UTA to move operations to Clean Fuels Center in 3 to 5 years, opening up parcels for development



Central Station Area



Central Station Area



Proposed Central Station Area

Description:

- 15 acres
- Transportation hub of Salt Lake City
- Transit neighborhood opportunity
- High-density office and residential surrounding the station

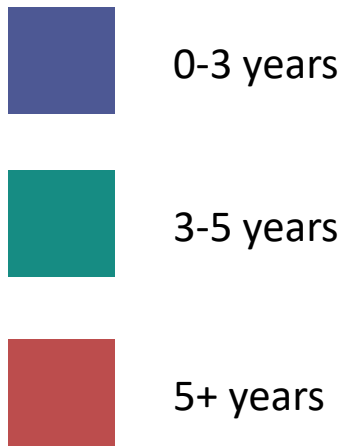
Program:

- 350+/- Multi-Family Units
- 5,000+/- Square Feet of Retail
- 200,000+/- Square Feet of Office
- 350+/- Parking Spaces for Park/Ride

USE	SIGNIFICANT LANDMARKS	
MULTI-FAMILY	① POTENTIAL LOCATION FOR OFFICE ABOVE/ADJACENT TO GARAGE	⑤ FUTURE STATION CENTER REDEVELOPMENT PLAN
CIVIC	② PROPOSED BICYCLE/PEDESTRIAN CONNECTION	⑥ 600 WEST
OFFICE	③ GREYHOUND BUS STATION	⑦ 200 SOUTH
PARKING GARAGE	④ AMTRAK SALT LAKE CENTRAL STATION	⑧ 300 SOUTH

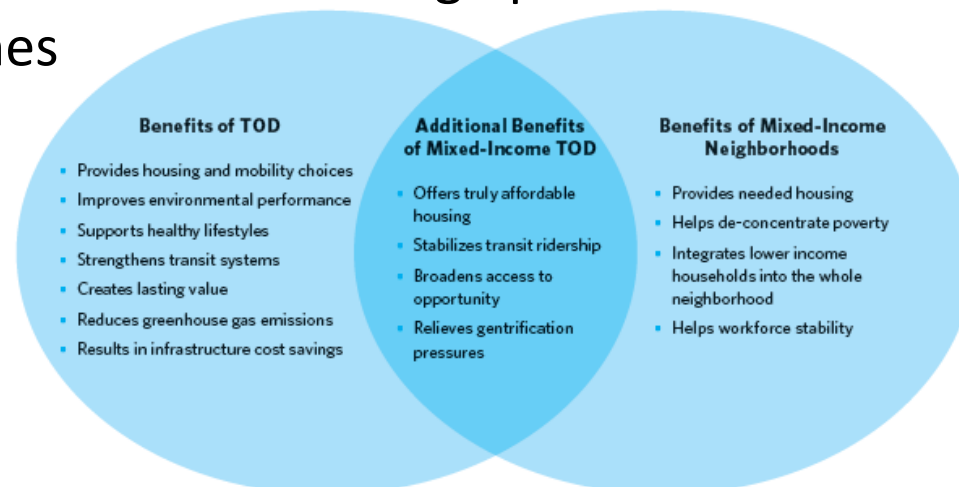


Sequencing



Recommendations

- Improve the station environment
- Support walkability and cycling infrastructure
- Address homelessness issues
- Support reduced parking ratios
- Build a true neighborhood center on RDA/UTA Blocks at 100 South and 600 West
- Leverage TOD to infuse housing options for a mix of incomes



Source: Center for Transit Oriented Development



Board Action

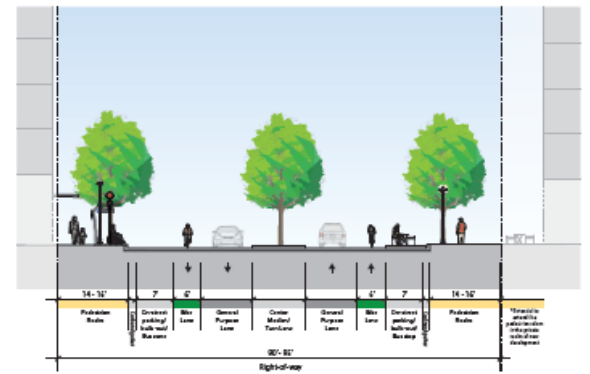
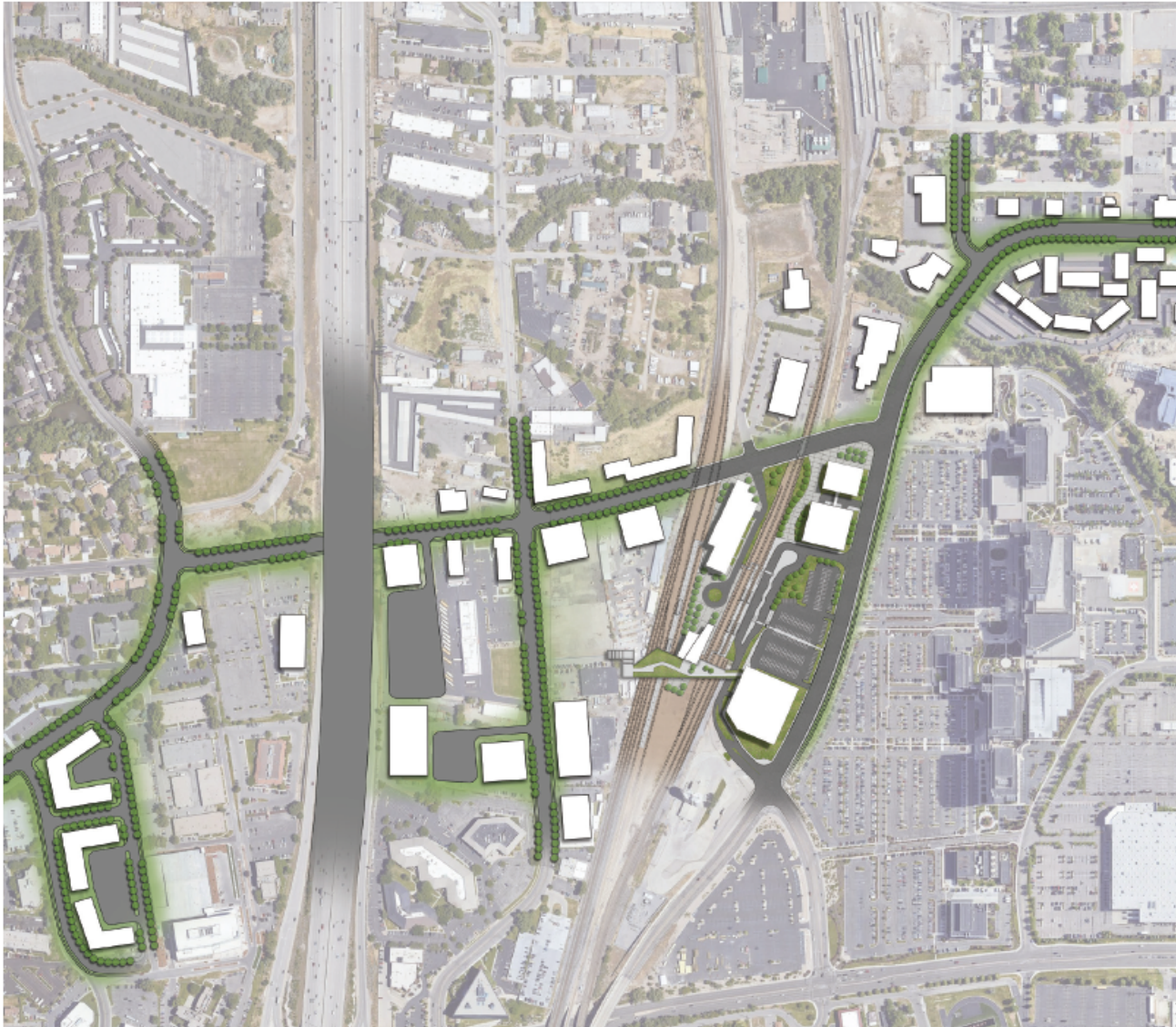
Staff Recommendation:

- Approve the Salt Lake Central Station Area Plan as presented
- Recommend adoption by Board of Trustees

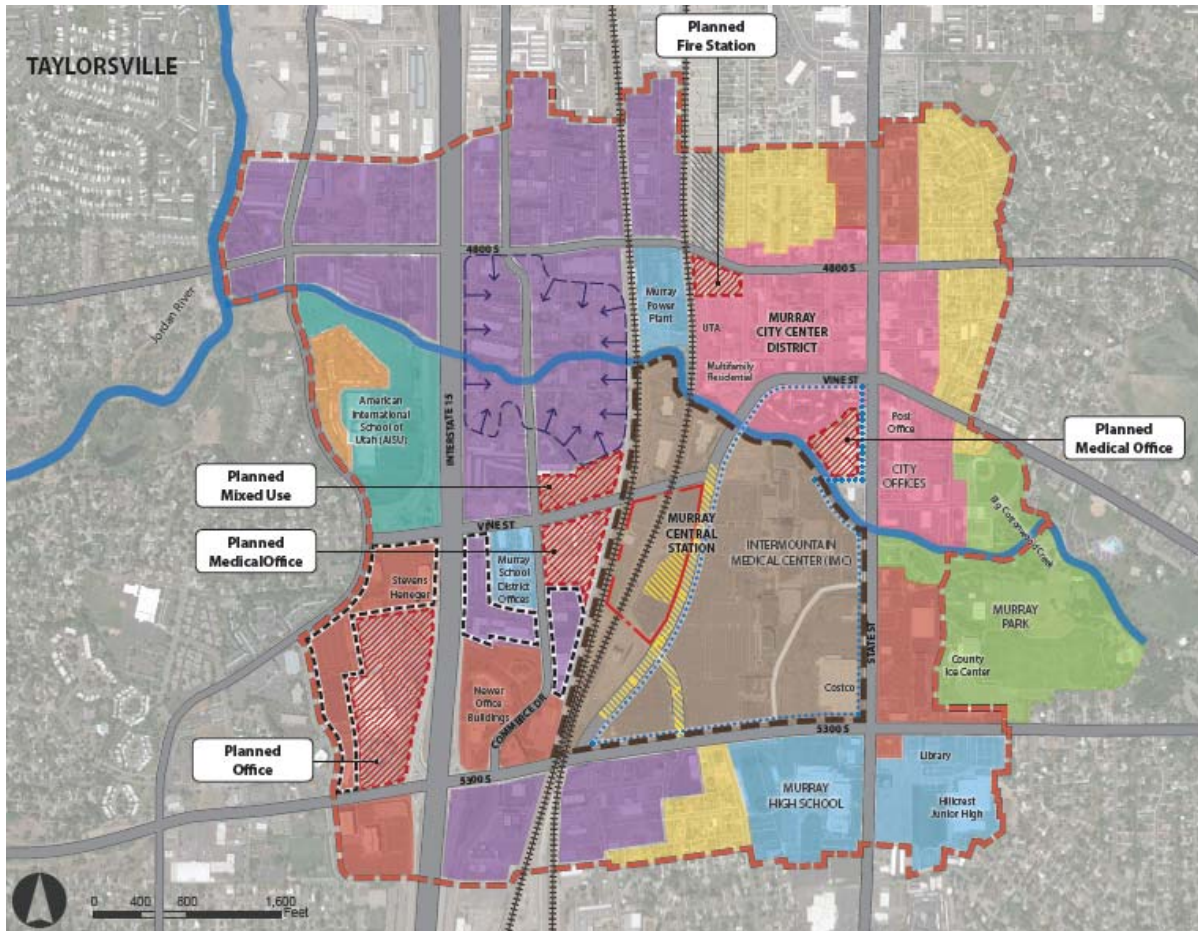




MURRAY CENTRAL STATION



Study Area



- Central valley location
- Transit Hub:
 - FrontRunner
 - TRAX
 - Bus hub
 - Future BRT
- Surrounding Uses:
 - Industrial
 - Hospital-related
 - Parking
- 6 acres of UTA property



Environmental Contamination

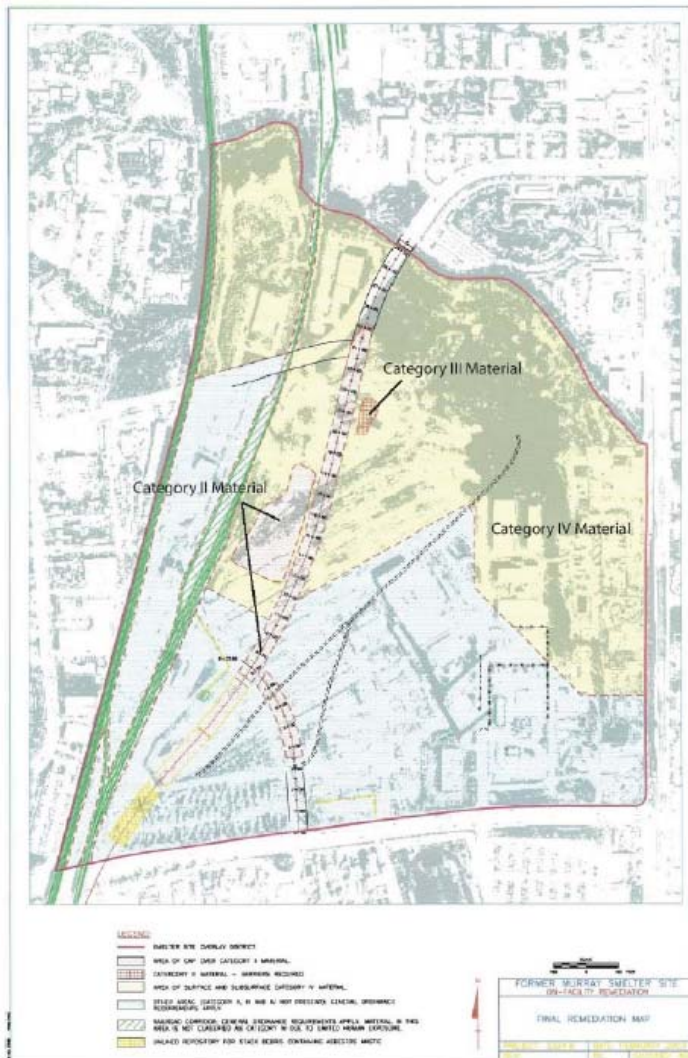
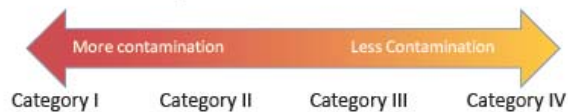


Figure 3 - SSOD Remediation Map

- Smelter Site Overlay District
 - Zoning prevents residential use within former smelter operations area
 - Requires maintenance of barriers, caps, and controls on subsurface material
 - Limits land use to commercial/industrial
- Most contaminated soil in southeast lot
- Murray City **does not** support residential or other uses that require additional assessments



Stakeholder Outreach

Technical Committee & Steering Committee

- City staff
- Local representatives
- Property owners
- UTA
- Other project stakeholders

Interviews

- Intermountain Medical Center
- Other key property owners
- UTA staff
- Local developers

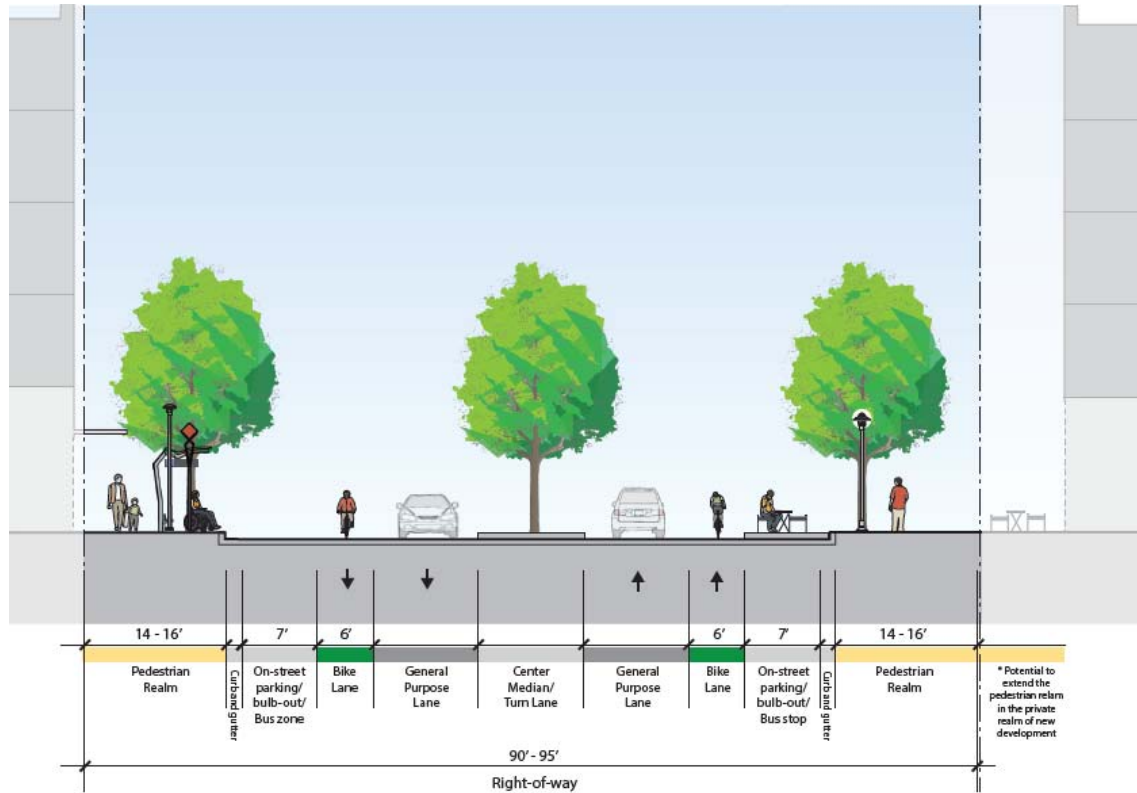


Vision

Vine Street Concept:

Turn Vine Street into pedestrian-oriented, walkable, and transit-supportive gateway to station

- Reimagine station as a civic centerpiece
- Streamline transportation function
- Create a connection to the station area and catalyze transit-oriented-development on surrounding properties



Illustrative Concept 1



STATION CONCEPT ONE - DETAIL

Major pedestrian bridge/plaza with station building | Formalize vehicle drop-off in station wedge | Link bus access to north | Infill station wedge with parking structure skinned on north and south



PRECEDENT IMAGES



Slide 49

DP(MREaT4 Which concept is being proposed for approval?

Drake, Paul (Sr Mgr- Real Estate and TOD), 2/8/2019

CENTRAL STATION MASTER PLAN

Station Concept One - Massing and Square Footage

MAJOR PEDESTRIAN BRIDGE/ PLAZA WITH STATION BUILDING | FORMALIZE VEHICLE DROP-OFF IN STATION WEDGE | LINK BUS ACCESS TO COTTONWOOD | INFILL STATION WEDGE WITH PARKING STRUCTURE SKINNED ON NORTH AND SOUTH

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

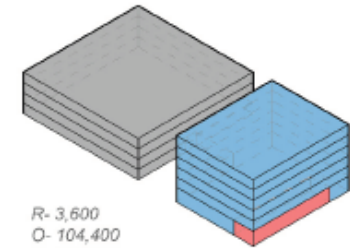
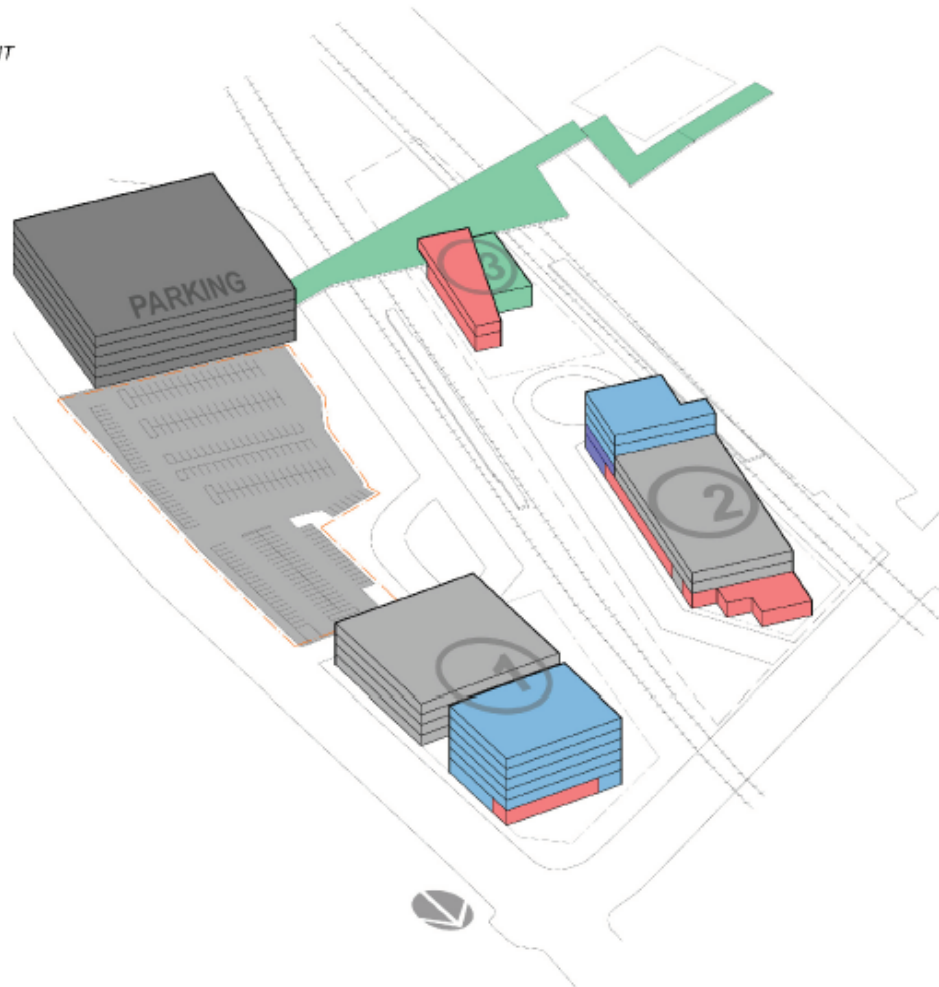
BUILDING ONE: 50,400
 BUILDING TWO: 42,300
 BUILDING THREE: 11,176
 PARKING: 57,600

TOTAL SQUARE FOOTAGE PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 32,475
 OFFICE: 131,000
 STATION: 4800
 POLICE: 14,400
 PARKING: 525,600

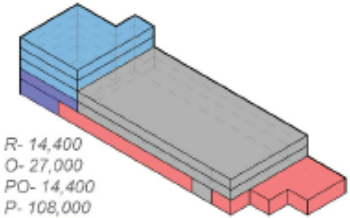
LEGEND

- RETAIL - COMMERCIAL (R)
- OFFICE (O)
- POLICE (PO)
- STATION (S)
- PARKING (P)
- REPLACEMENT PARKING
- ENVIRONMENTAL AREA



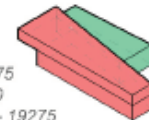
R- 3,600
 O- 104,400
 P- 129,600
 TOTAL- 237,600

1 BUILDING ONE



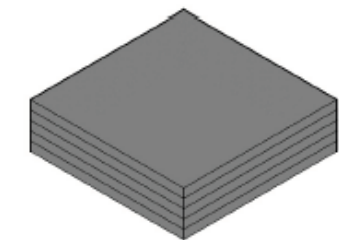
R- 14,400
 O- 27,000
 PO- 14,400
 P- 108,000
 TOTAL- 163,800

2 BUILDING TWO



R-14,475
 S- 4800
 TOTAL- 19275

3 BUILDING THREE



TOTAL- 288,000
PARKING

VALUES IN SQFT



Slide 50

DP(MREaT7 Is this necessary?

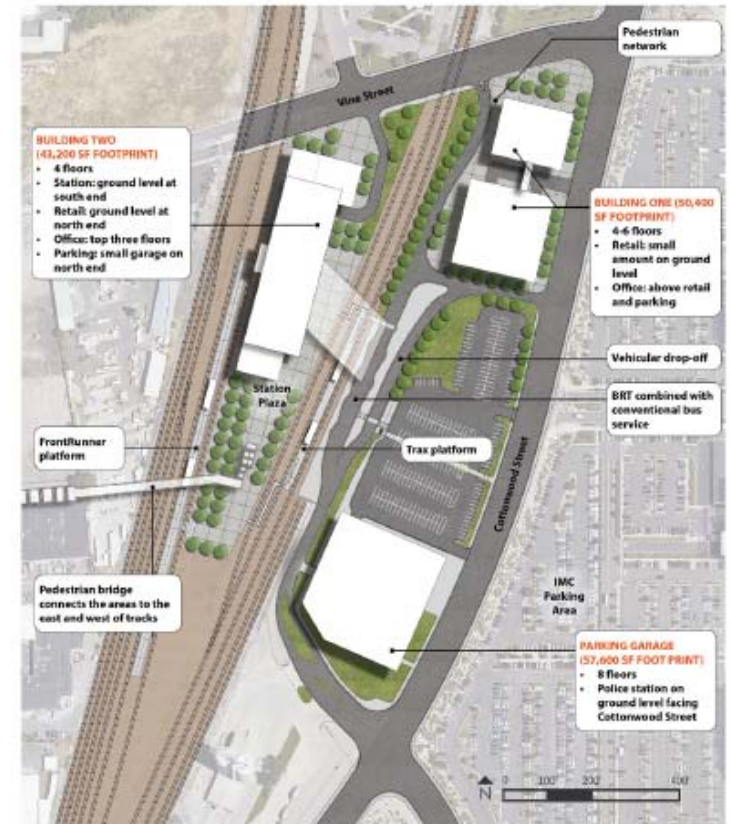
Drake, Paul (Sr Mgr- Real Estate and TOD), 2/11/2019

Illustrative Concept 2



STATION CONCEPT TWO - DETAIL

Bus loop in station wedge | Vehicle drop-off/parking structure on east |
New buildings oriented to Vine



PRECEDENT IMAGES



Slide 51

DP(MREaT6 What are the main differences between the 2 concepts?

Drake, Paul (Sr Mgr- Real Estate and TOD), 2/8/2019

CENTRAL STATION MASTER PLAN

Station Concept Two - Massing and Square Footage

BUS AND VEHICLE CIRCULATION ON EAST, IN SEPARATE DRIVES | STATION ORIENTATED TO VINE WITH NEW BUILDING AND PLAZA | CANOPY SYSTEM OVER TRACKS/LANES UNIFYING STATION | PARKING STRUCTURE TO THE SOUTHEAST.

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

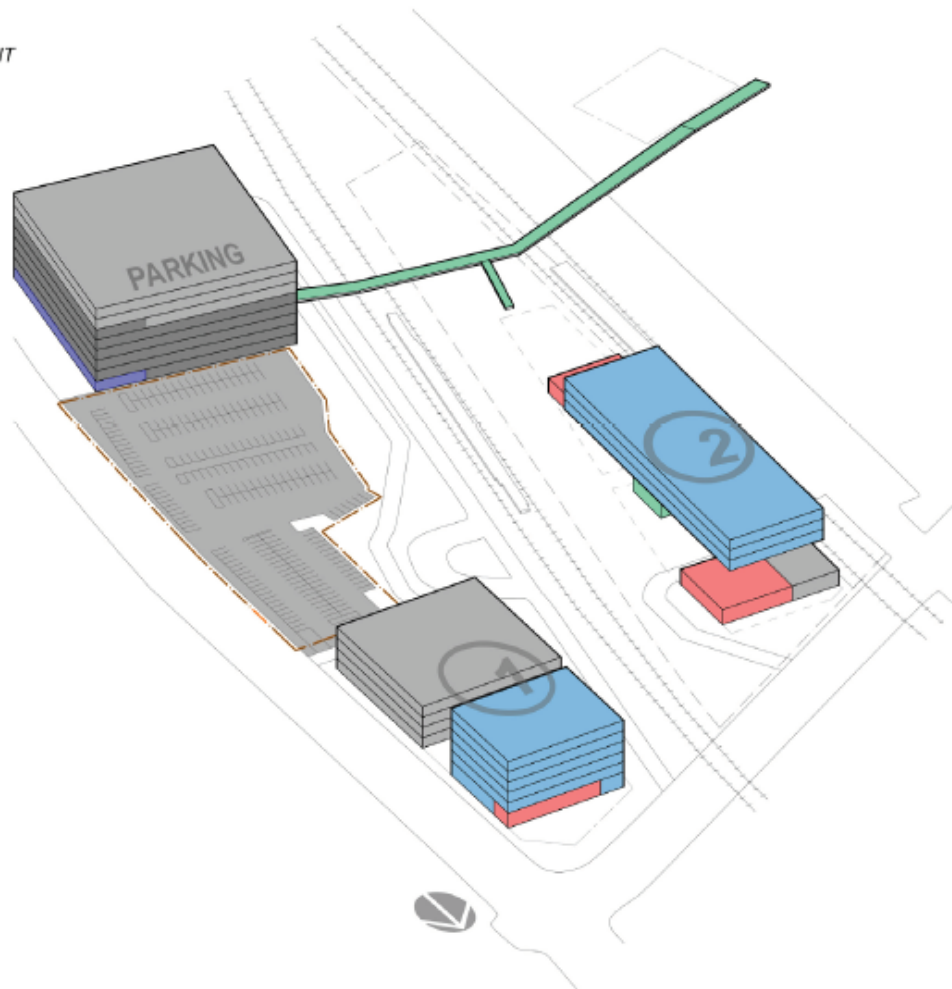
BUILDING ONE: 50,400
 BUILDING TWO: 45,000
 PARKING: 57,600

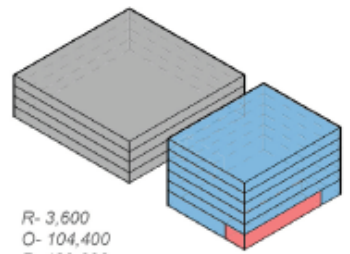
TOTAL SQUARE FOOTAGE PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 27,900
 OFFICE: 234,000
 STATION: 7,200
 POLICE: 14,400
 PARKING: 589,500

LEGEND

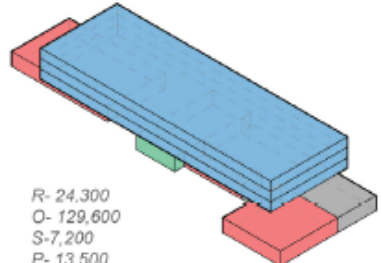
- RETAIL - COMMERCIAL (R)
- OFFICE (O)
- POLICE (PO)
- STATION (S)
- PARKING (P)
- REPLACEMENT PARKING
- ENVIRONMENTAL AREA





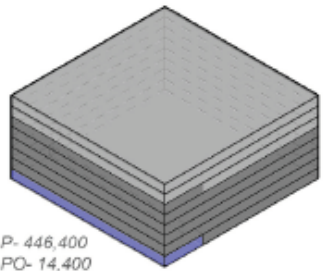
R- 3,600
 O- 104,400
 P- 129,600
TOTAL- 237,600

1 BUILDING ONE



R- 24,300
 O- 129,600
 S- 7,200
 P- 13,500
TOTAL- 174,600

2 BUILDING TWO



P- 446,400
 PO- 14,400
TOTAL- 172,800

PARKING

VALUES IN SQFT



Slide 52

DP(MREaT8 Is this necessary?

Drake, Paul (Sr Mgr- Real Estate and TOD), 2/11/2019



Recommendations

Station buildings and site design to:

- Create a sense of destination
- Reflect station's role as a hub
- Connect transit lines and enhance functionality
- Create pedestrian-friendly experience
- Adhere to guidelines for:
 - Parking
 - Streetscapes
 - Building orientation



Board Action

Staff Recommendation:

- Approve the Murray Central Station Area Plan as presented
- Recommend adoption by Board of Trustees



Provo Central



Study Area

- Transitional mix of:
 - industrial
 - mixed-use
 - parking
 - commercial
- Transit Hub:
 - commuter rail
 - BRT
 - bus hub
- Close to downtown and Towne Center Mall
- 12 acres of UTA property



Stakeholder Outreach August 15th 2017

- Neighborhood Chairs
- Municipal Planning
- Elected officials
- Other landowners and stakeholders



Vision

Long-term vision:

Transit-oriented neighborhood

- Blend of residential types
- Office uses adjacent to the station
- Modest retail such as small eateries or support services

Short Term:

- Residential uses
- Station-area office





Illustrative Concept Plan



STATION AREA COMPONENT: **RANGE OF RESIDENTIAL**

- provide transitions between different residential densities
- offer affordable home ownership options



STATION AREA COMPONENT: **OFFICE & LIVE/WORK**

Incorporate office and live/work developments to provide employment options



STATION AREA COMPONENT: **RETAIL/RESTAURANT ROW**

Retail shops and enhanced plaza provide a gateway into the station area and take on “village-like” attribute.

The plaza may facilitate community events such as the food truck roundup.



STATION AREA COMPONENT: **MIXED OFFICE/RETAIL**

Office is the highest and best use in key locations in the station area.

Anchor to small scale retail services and additional office to the south and east along University Avenue.

Initiatives & Strategies

1



Link the station area and surrounding neighborhoods to create a distinct and diverse transit-oriented district

2



Facilitate the creation of an urban office & employment center geared toward multi-modal transportation

3



Transform the urban fabric to support social and cultural interactions

4



Establish a consistent network of physical and visual connections



Board Action

Staff Recommendation:

- Approve the Provo Central Station Area Plan as presented
- Recommend adoption by Board of Trustees



Recommended Action (by acclamation)

Motion to approve AR2019-02-01:
Approving Station Area Plans



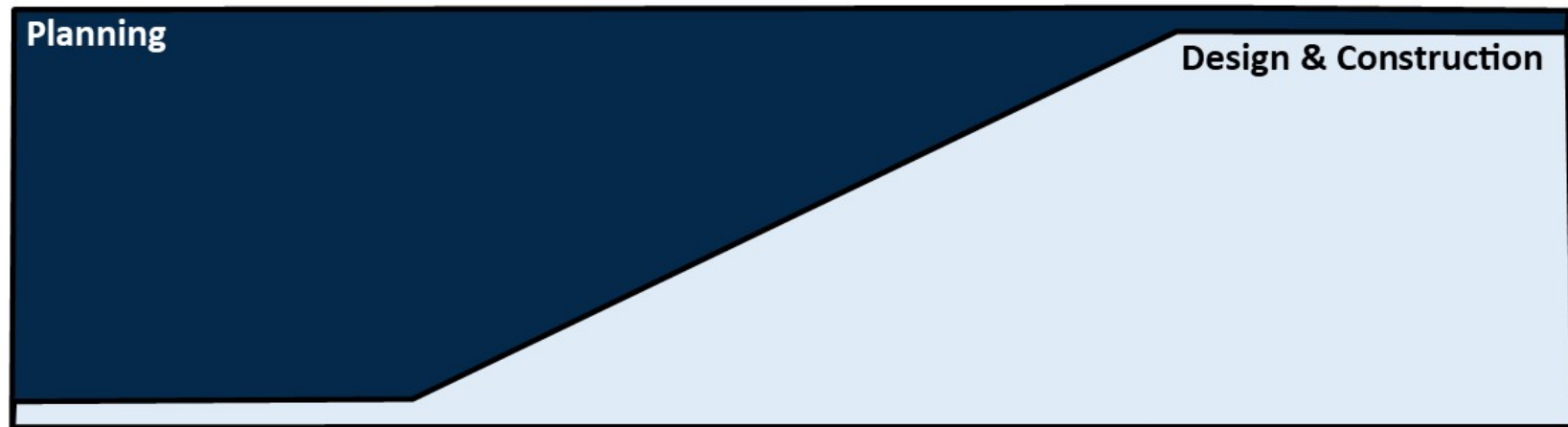
Discussion Items



Introduction to Service Planning and Capital Projects



Introduction to Service Planning and Capital Projects



Service Planning Implementation Policy



UTA Planning Process

and

Service Planning Toolbox

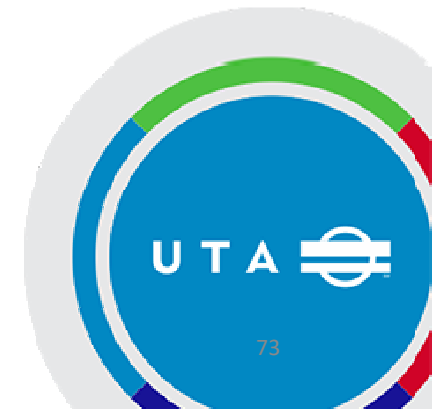
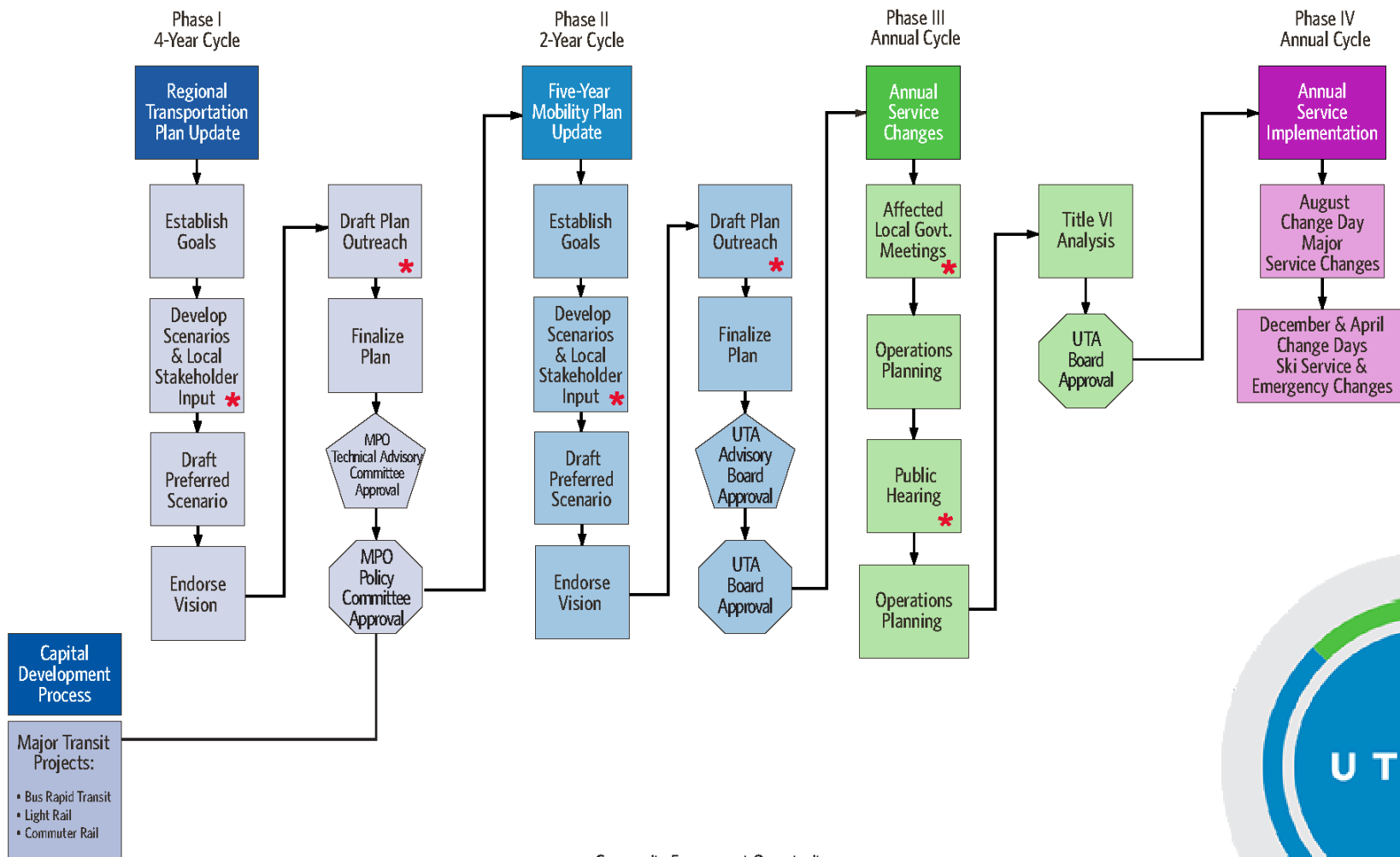


UTA Service Planning Policy

UTA Service Planning and Implementation Process

Strategic Planning Service Planning Operations Planning Implementation

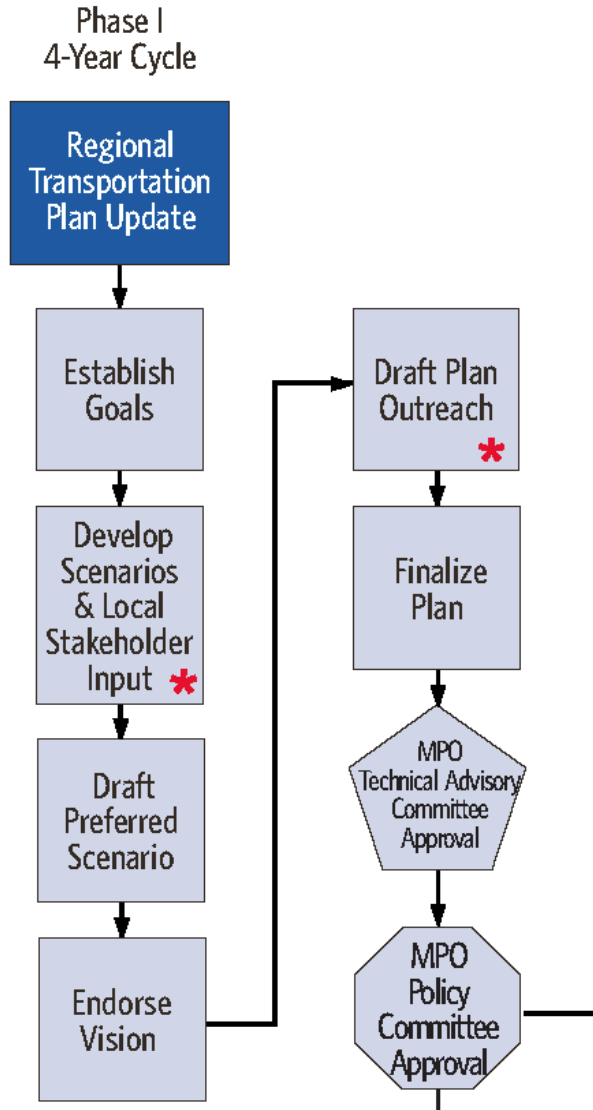
UTAH TRANSIT AUTHORITY



Phase 1 – Regional Transportation Plan

Strategic Planning

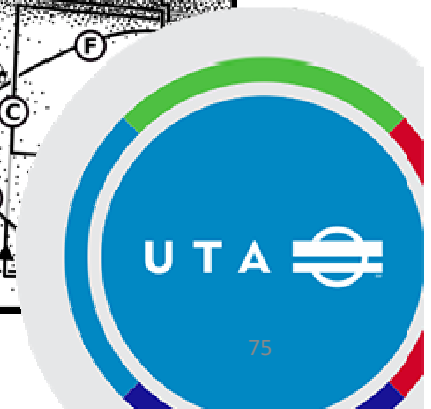
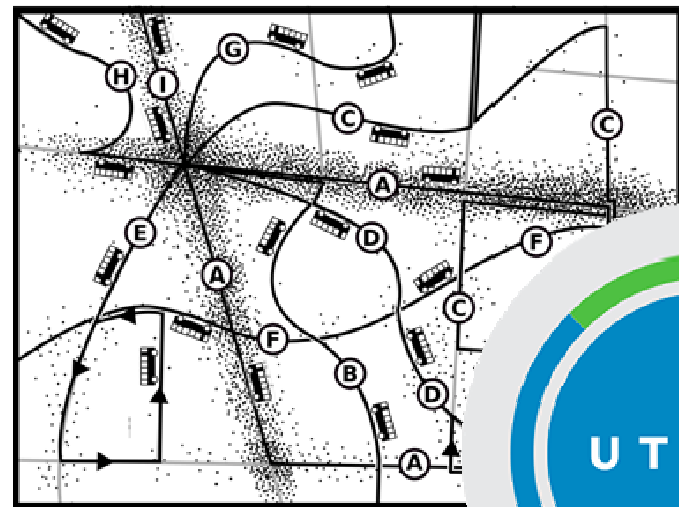
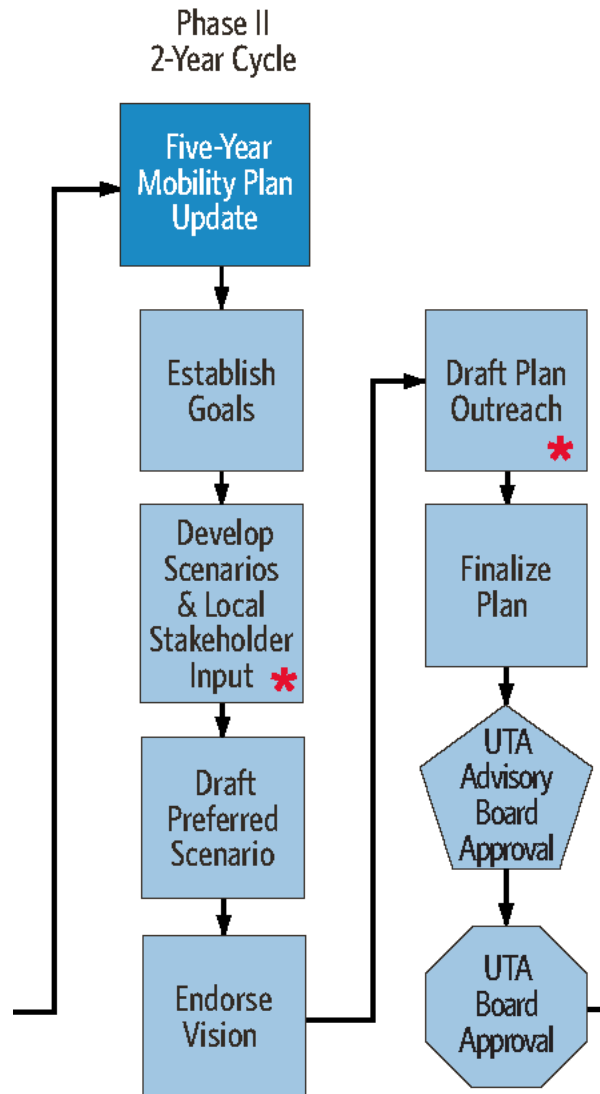
UTAH TRANSIT AUTHORITY



Phase 2 – Five-Year Mobility Plan

Service Planning

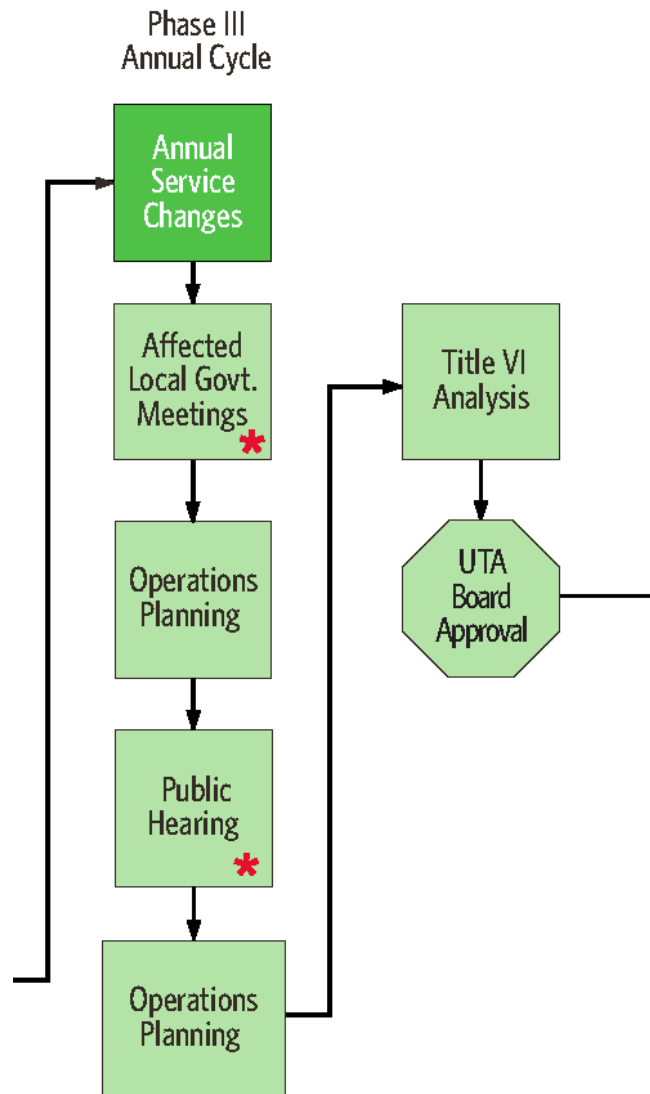
UTAH TRANSIT AUTHORITY



Phase 3 – Annual Service Change Process

Operations Planning

UTAH TRANSIT AUTHORITY

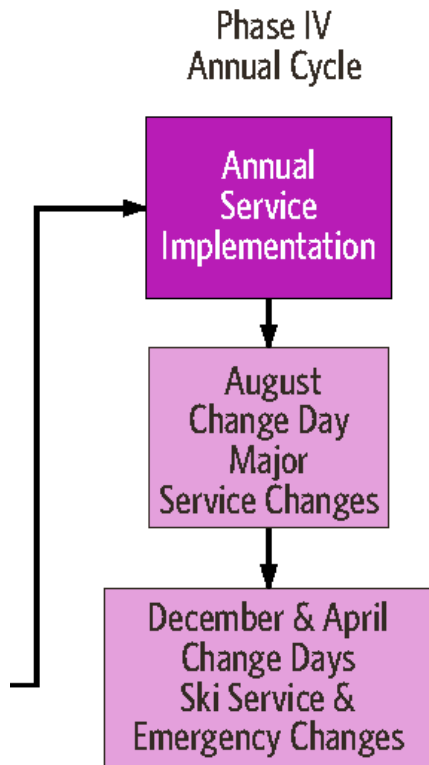


UTA

Phase 4 – Service Implementation

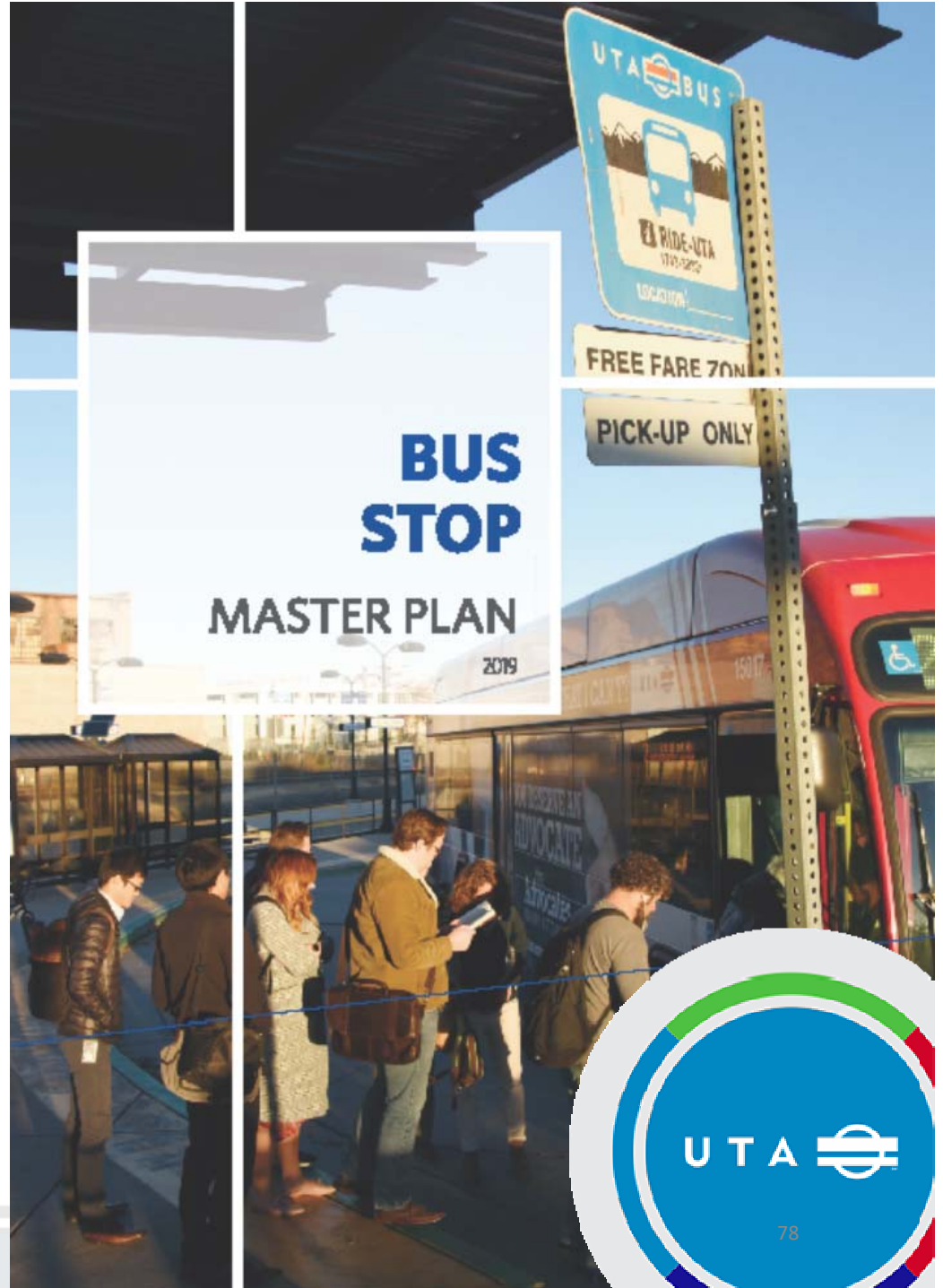
Implementation

UTAH TRANSIT AUTHORITY



Service Planning Toolbox

1. Service Planning Policy
2. Service Planning Overview
3. Service Design Guidelines
4. Five-Year Mobility Plan
5. Bus Stop Master Plan
6. Comprehensive System Analysis



Capital Project Implementation Policy

UTAH TRANSIT AUTHORITY



Capital Development Project Implementation Process

UTA Advisory Board

February 20, 2019



Capital Development Project

- Includes all new or extended rail or BRT projects
- Includes construction new or replacement transit facilities
- Doesn't include Transit-oriented development or state of good repair projects

Advisory Board approves and recommends final adoption of all capital development projects, including funding

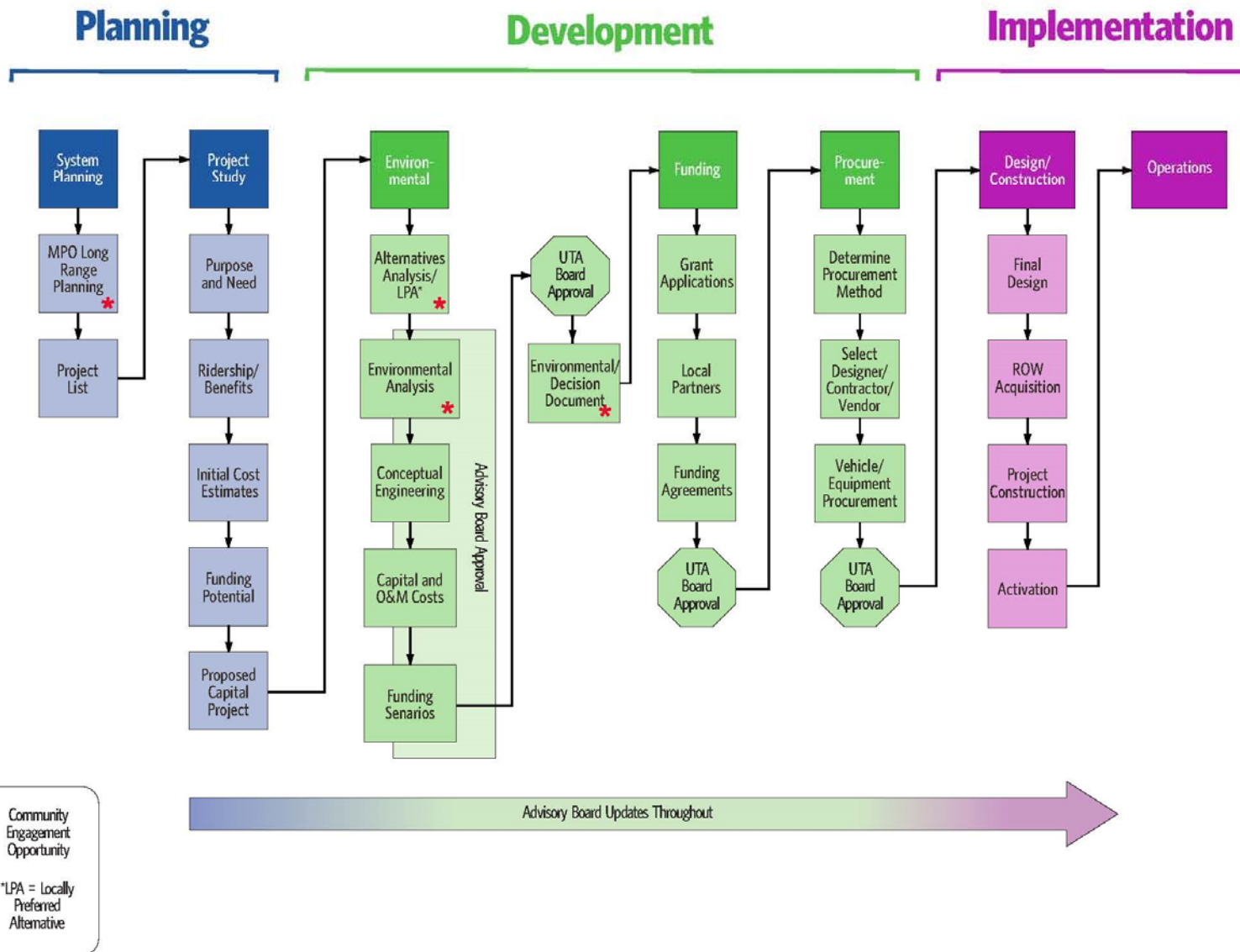


Advisory Board Involvement

- Approval Decision Point
 - Need enough information to make an informed decision
 - Decision desired prior to extensive investment
 - Draft Policy proposes approval timeline
- Advisory Board Ongoing Consultation
 - Project updates provided throughout process
 - Input on Annual budget and 5-year Capital Plan



UTA Capital Development Project Implementation Process



Revised 2-6-19

Ogden BRT Update

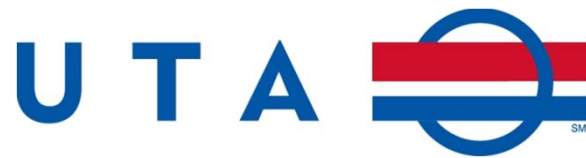




Ogden/Weber State University BRT

Project Update – Feb 2019

Project Partners



Project Purpose



- Develop a transportation solution that connects the Ogden FrontRunner Station with downtown, WSU and McKay-Dee
- Offer transportation choices for students, commuters and those who want improved service
- Improve and revitalize corridors
- Generate new economic development opportunities
- Improve air quality and congestion



Project Development



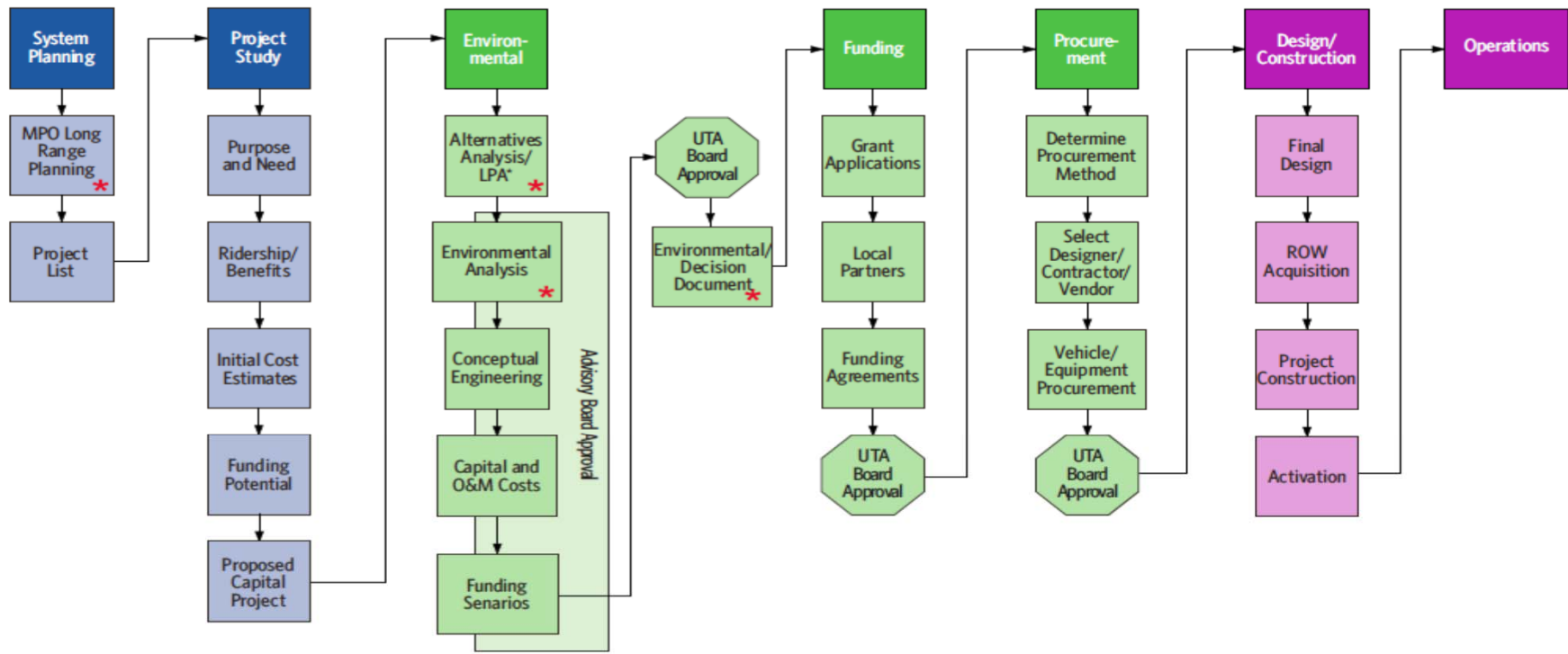
Current Status of the Ogden/WSU BRT

UTA Capital Development Project Implementation Process

Planning

Development

Implementation



* Community Engagement Opportunity

Advisory Board Updates Throughout

Ogden/WSU BRT Project Summary



Ridership: 3,100 opening day + 3,000 new riders from existing Weber State shuttle

Capital Cost: \$79M

Annual Operation and Maintenance: \$1.7M total, \$700K added operations and maintenance over replaced bus route

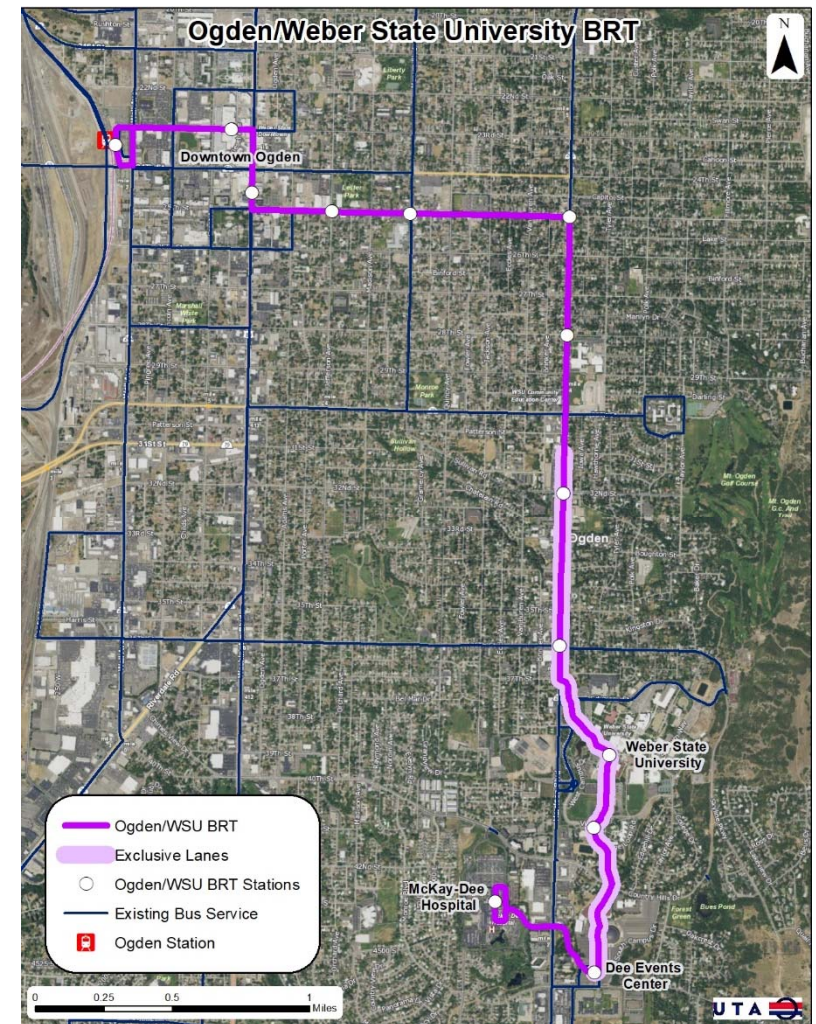
Land Use: 25th Street is transit supportive with multiple land uses

Economic Development Potential: \$550 M

Project Funding/Federal Programs:

Assuming 65% local match

Up to \$25M in local funding is required \$23M has been committed



Current Efforts



- **The Ogden/WSU BRT Environmental Assessment was recently completed**
 - A public open house was held on January 9, 2019
 - 37 comments were received on the document
 - The final step is to receive a Finding of No Significant Impact (FONSI) from the Federal Transit Administration



- **A request for proposals was issued last month to obtain a final design contractor**
 - UTA expects to have a consultant onboard by April
- **UTA submitted the project for Small Starts Capital Investment Grant last year**
 - The Federal Transit Administration is currently reviewing the application

Project Budget



Ogden BRT Funding Plan	
Total Project Cost	\$ 79,000,000
Federal small starts request	\$ 49,750,000
Locally Programmed Funding	\$ 23,250,000
CMAQ/STP funding	\$ 6,000,000
Locally Programmed Funding	
Ogden (Design)	\$ 100,000
UDOT (Design)	\$ 50,000
WSU Land Donation	\$ 3,600,000
UTA (Design)	\$ 1,000,000
Weber County	\$ 1,250,000
Weber County	\$ 1,250,000
UTA	\$ 7,000,000
Weber County Corridor Preservation	\$ 5,000,000
Weber County Roadway funding	\$ 1,000,000
Ogden City	\$ 3,000,000

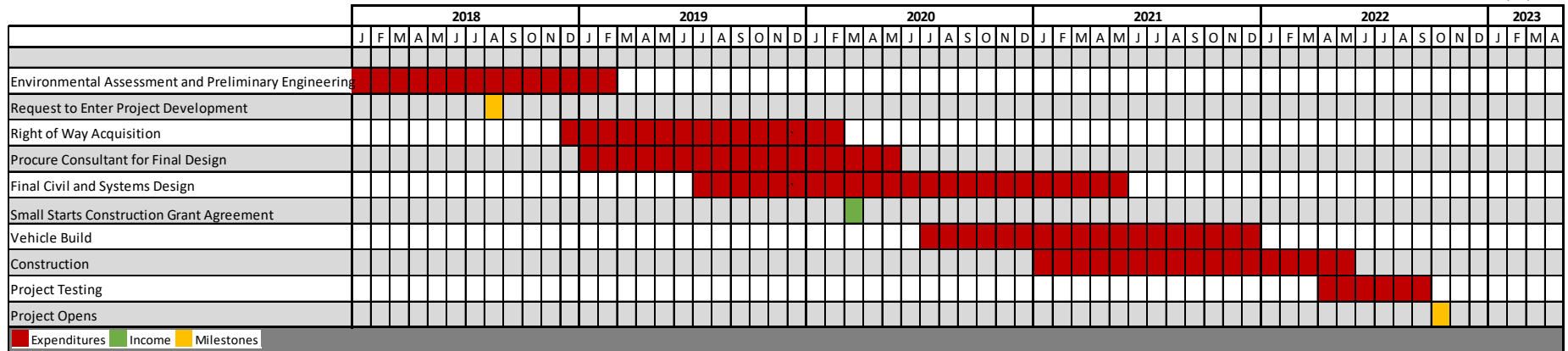
The project partners are seeking a Small Start Construction Grant

Project Schedule



Ogden - Weber State University BRT Draft Schedule

Date: 8/22/2018



Other Business

Next Meeting: Wednesday, March 20, 2019



Adjourn

