

# **UTA Local Advisory Council TOD Work Session**

March 24, 2021



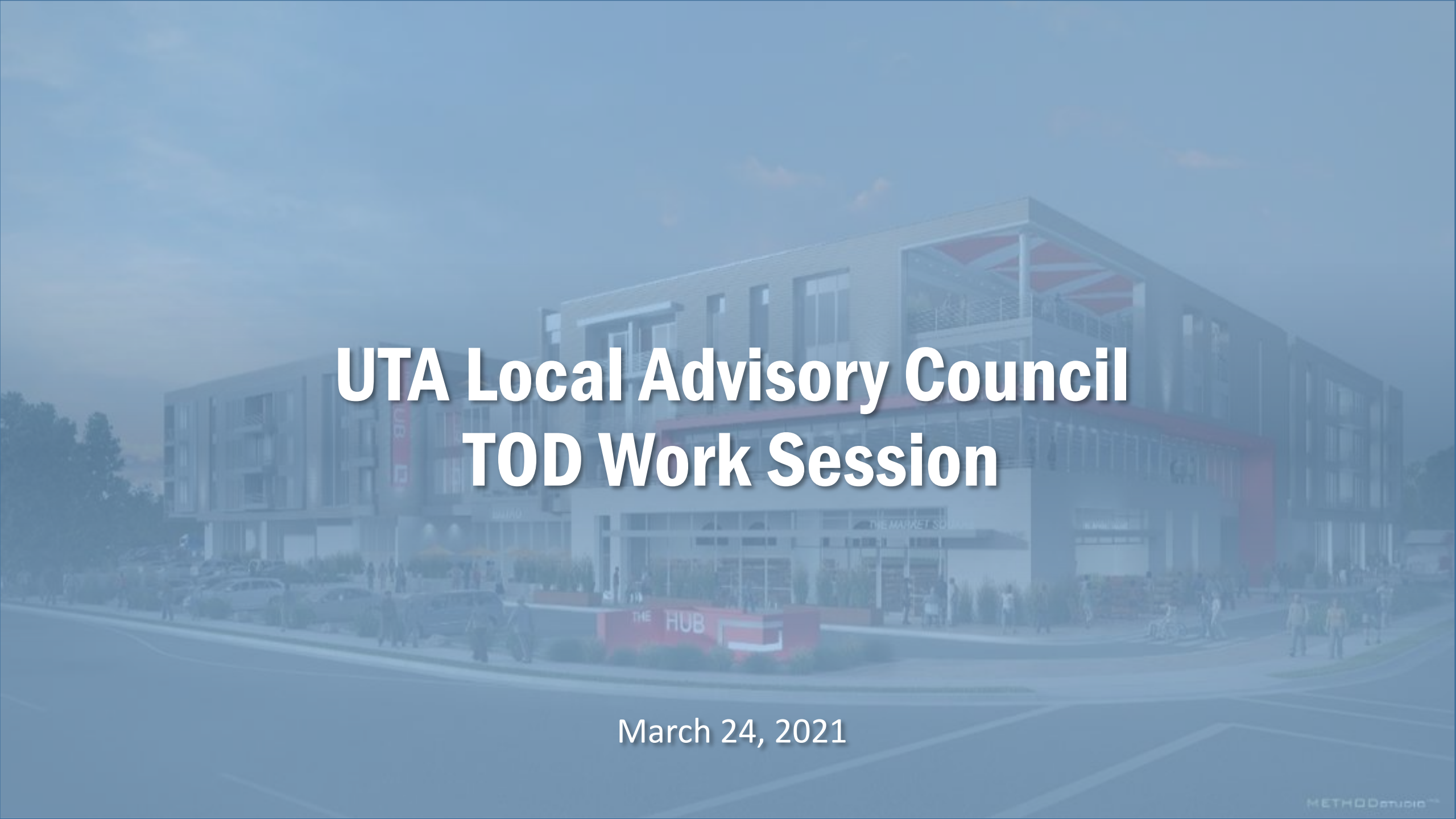
# Call to Order and Opening Remarks

Electronic Meetings Determination Statement



# Safety First Minute





# **UTA Local Advisory Council TOD Work Session**

March 24, 2021



# Overview/Agenda

## Part I – TOD Overview

- UTA Vision
- TOD Benefits
- General Methods
- Framework & Processes

## Part II – Clearfield Precedent

- Station Area Plan
- RFP Response
- Master Development Plan

## Part III – Deep Dive

- System Analysis Tool
- Station Area Planning

## Part IV – Program Pipeline

- TOD Metrics
- Implementation Projects
- Planning Projects



A blue-tinted photograph of a city street scene. In the foreground, there are purple and pink flowers. The street has tram tracks and a tram is visible in the middle ground. Buildings line both sides of the street, including one with a 'macy's' sign and another with a 'us bank' sign. A sign on the right side of the street reads 'MAY USE FULL LANE'.

**Encourage and facilitate growth  
near and centered around a variety  
of transportation options,  
including and especially, public  
transit.**

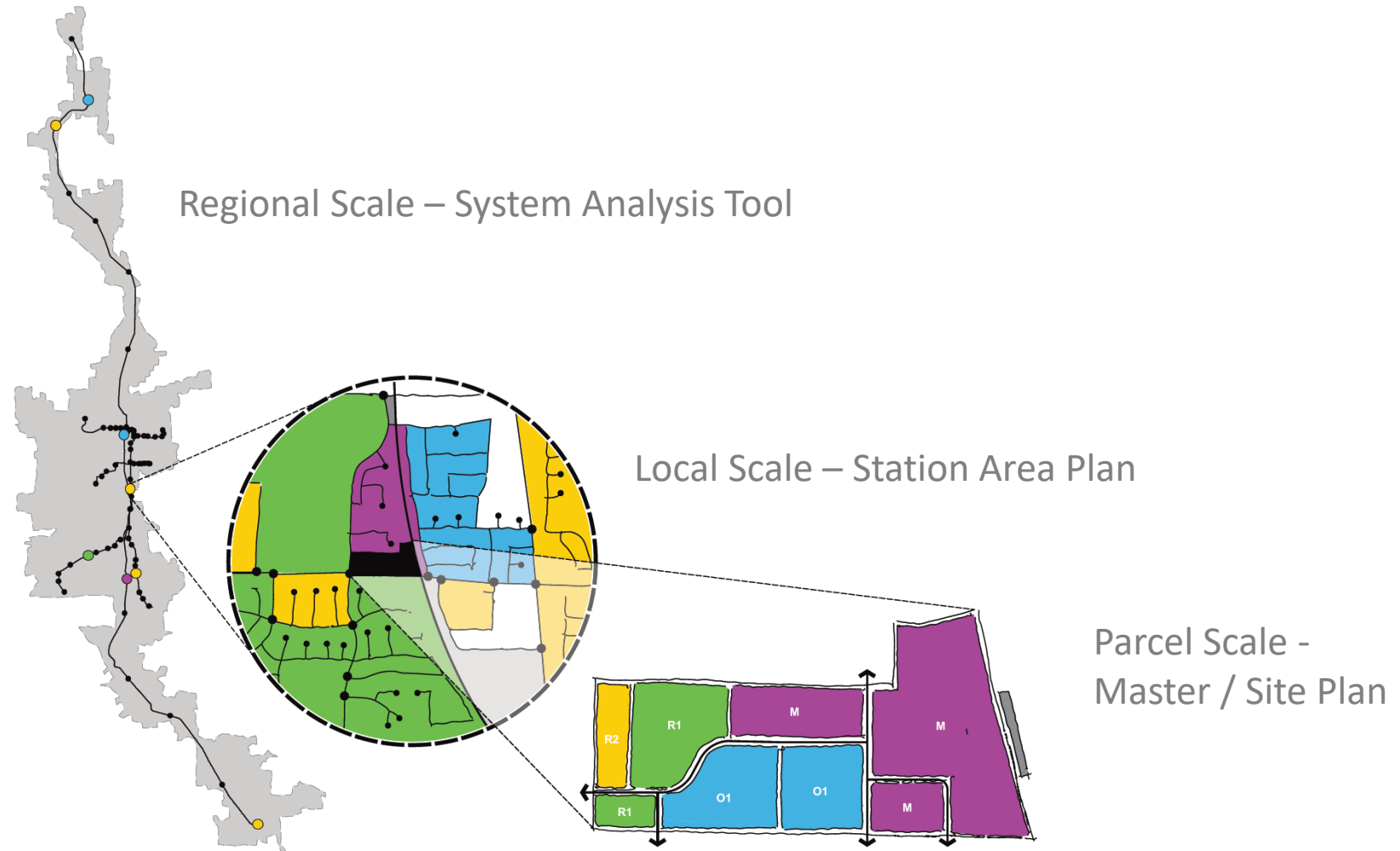


# TOD Benefits

- Optimize transit investment
- Support local economic development
- Increase access to opportunity
- Reduce traffic congestion
- Improve public health

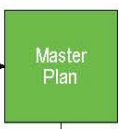
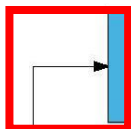


# General Method

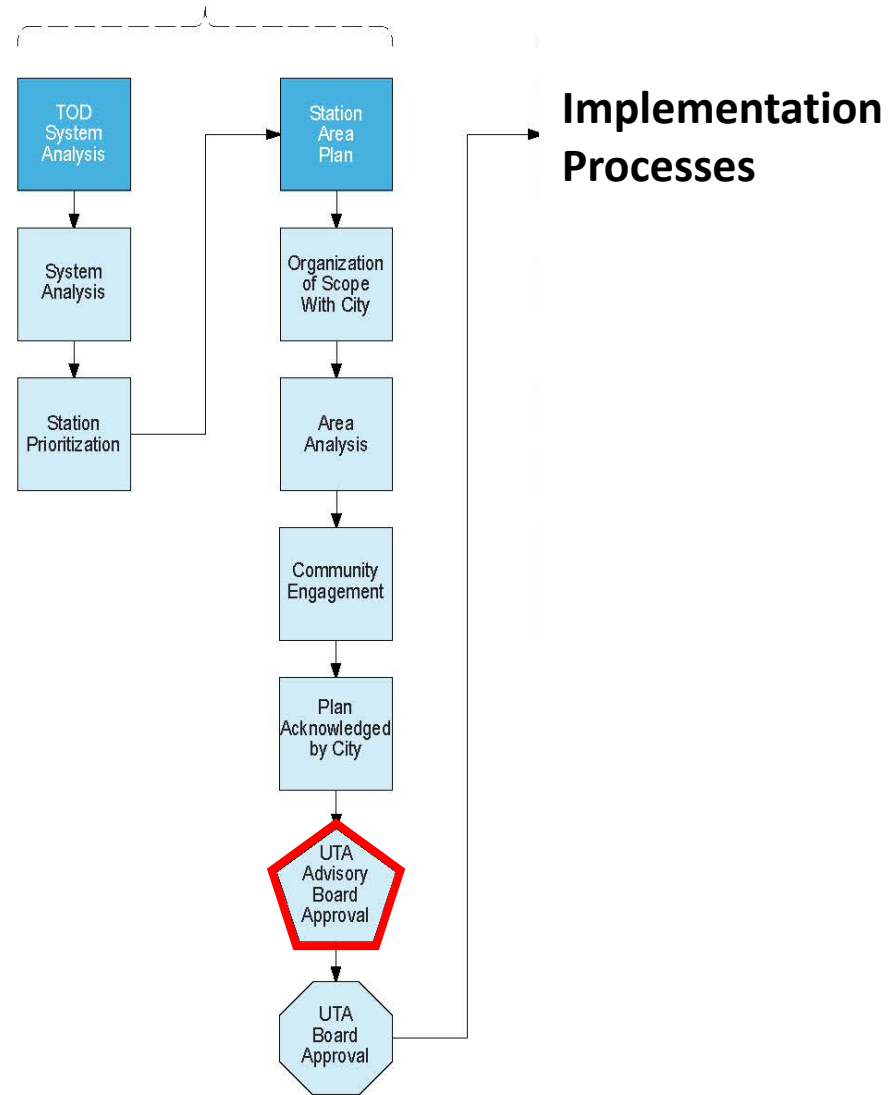


# Framework





# Planning



# Clearfield Station

From Planning to Implementation





# Clearfield Station – Station Area Plan



# Clearfield Station – Response to RFP





# Clearfield Station – Master Development Plan



# Deep Dive



# System Analysis Tool





An aerial sketch of a transit-oriented development area. The sketch shows a mix of urban buildings, including a large modern structure with a red roof and a 'U' logo, and older brick buildings. A curved road or transit line runs through the lower left, with a bus stop and a tram. Pedestrian paths, trees, and small figures of people are scattered throughout the scene, suggesting a vibrant, walkable community. The entire image has a blue tint.

**Assess the readiness of a  
station area for transit-  
oriented development, based  
on a manifold of key factors.**

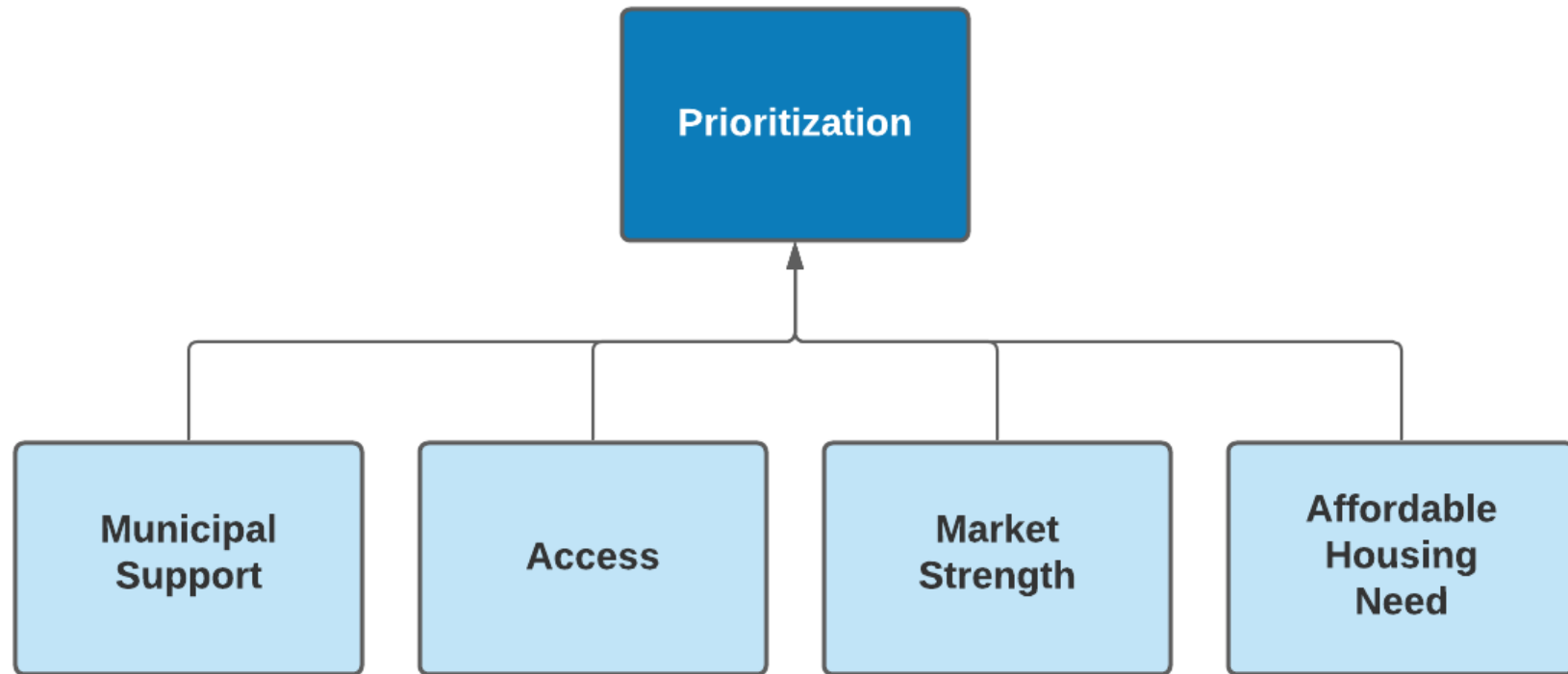
# Partnerships

- Utah Transit Authority
- Utah Department of Transportation
- Wasatch Front Regional Council
- Mountainland Association of Governments
- University of Utah
- EcoNorthwest

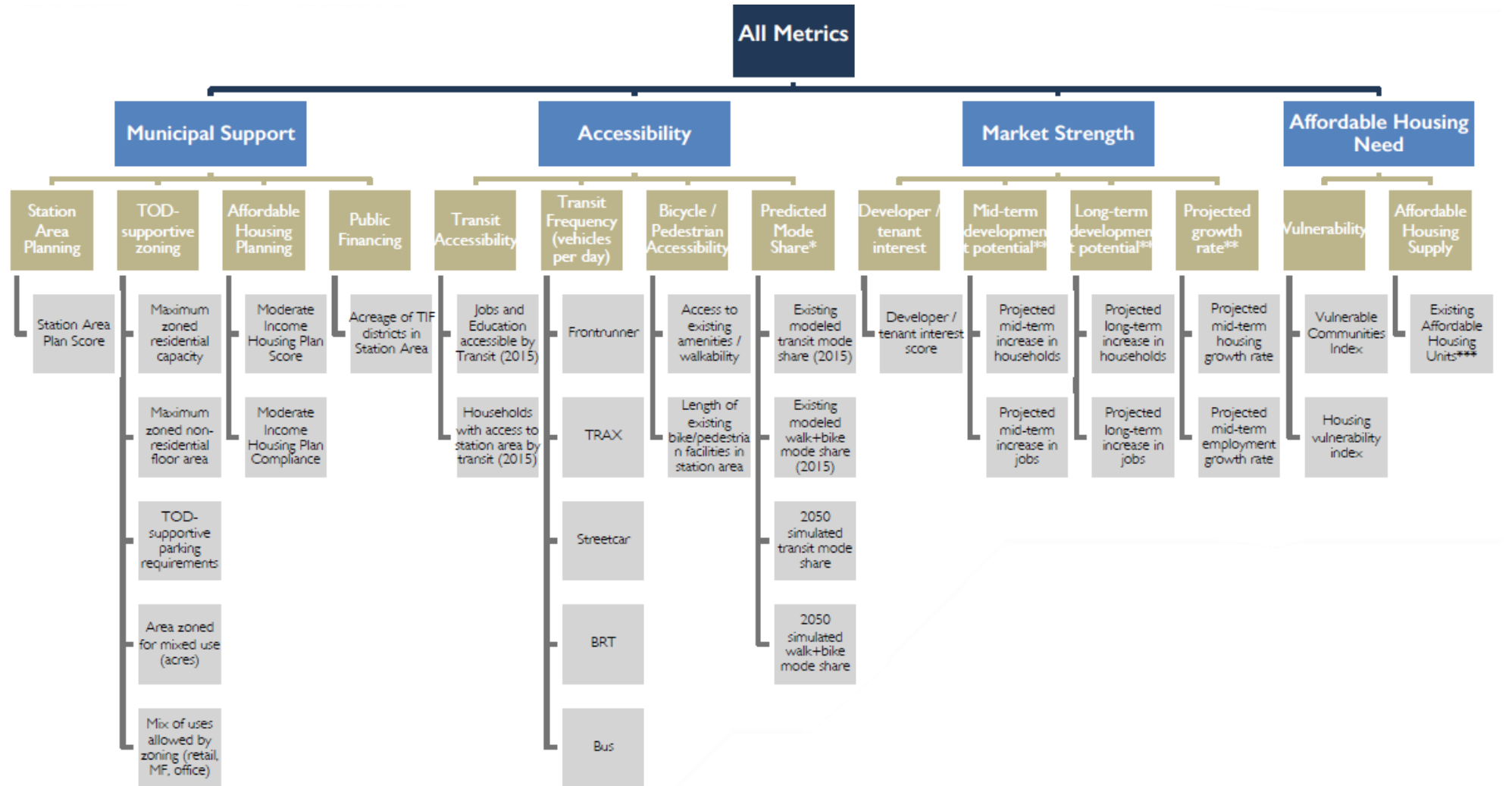




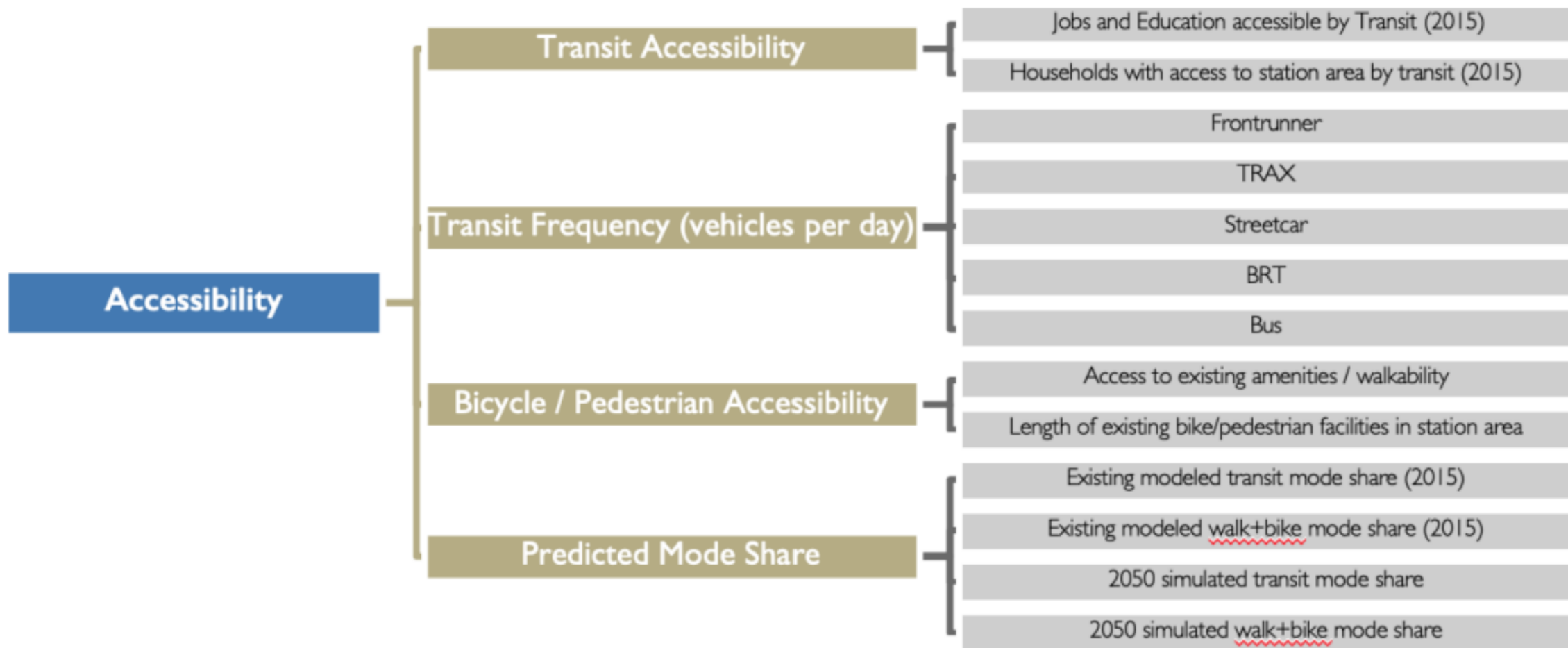
# Overview















# Three Lenses

## ■ Overall

- Identifies station areas with a strong market, strong municipal support for TOD, and high accessibility where market-rate TOD is likely to be successful.

## ■ Growth Opportunity

- Identifies station areas where substantial growth is expected and the market is strong, and where development of TOD is needed to catalyze additional transit supportive development.

## ■ Affordable Housing Need & Suitability

- Identifies station areas that are most appropriate for affordable housing as part of a TOD, where there is both a need for affordable housing and high access to opportunity (e.g. jobs and schools). This lens is intended to supplement the other two.

Overall Site Ranking

Ranking	Station	Score	Station Area Plan	Affordable Housing Rank	Affordable Housing Score	UTA Land
1	Salt Lake Central/N Temple Station	59.8	Y	3	58.3	20.7 ac
2	Ogden Central	49.9	Y	1	61.9	12.4 ac
3	Clearfield Station	40.8	Y	5	48.0	55.5 ac
4	American Fork Station	40.6	Y*	14	39.7	2.2 ac
5	Orem Central Station	39.6	Y*	11	42.5	3.1 ac
6	Roy Station	39.5	Y*	10	44.7	15.0 ac
7	Murray Central Station	38.8	Y	2	58.8	6.0 ac
8	West Jordan City Center Station	38.7	Y	7	46.1	5.5 ac
9	Farmington Station	37.9	Y*	15	39.1	4.5 ac
10	Midvale Fort Union Station	35.5	Y	4	49.0	2.8 ac

Growth Opportunity Ranking

Ranking	Station	Score	Station Area Plan	Affordable Housing Rank	Affordable Housing Score	UTA Land
1	West Jordan City Center	43.1	Y	7	46.1	5.5 ac
2	American Fork Station	40.7	Y*	14	39.7	2.2 ac
3	Clearfield Station	39.4	Y	5	48.0	55.5 ac
4	Roy Station	35.8	Y*	10	44.7	15.0 ac
5	Historic Sandy Station	25.2	N	16	38.5	3.4 ac
6	Draper Town Center Station	24.6	N	17	37.5	5.9 ac
7	5651 W Old Bingham Hwy (West Jordan)	23.5	N	18	36.6	14.9 ac
8	Kimballs Lane Station (Draper)	22.4	N	19	35.2	2.9 ac
9	Lehi Station	21.9	N	13	41.7	6.7 ac
10	Fashion Place West	21.2	N	8	45.4	2.2 ac



Affordable Housing Ranknig

Ranking	Station	Affordable Housing Score
1	Ogden Central	61.9
2	Murray Central	58.8
3	Salt Lake Central/ N Temple Station	58.0
4	Midvale Fort Union	49.0
5	Clearfield Station	48.0
6	1300 S Ballpark Station	46.9
7	West Jordan City Center Station	46.1
8	Fashion Place West	45.4
9	Midvale Center Station	45.2
10	Roy Station	44.7

# TOD Web Tool

The map below shows scores for each station area. You can select a line to see only stations on that line and then select a station to see that station's results. You can select one of the three score types from the drop down:

- **Overall TOD:** identifies station areas with a strong market, strong municipal support for TOD, and high accessibility where market-rate TOD is likely to be successful.
- **Growth Opportunity:** identifies station areas where substantial growth is expected and the market is strong, and where development of TOD is needed to catalyze additional transit supportive development.
- **Affordable Housing:** identifies station areas that are most appropriate for affordable housing as part of a TOD, where there is both a need for affordable housing and high access to opportunity (e.g. jobs and schools). This lens is intended to supplement the other two.

Hover over a station area on the map to see that station's total score and the component scores for each of the four themes that feed into the overall score (municipal support, accessibility, market strength, and affordable housing need).

Once you have selected the station you are interested in, use

the tabs on the top to compare scoring to other stations and the maximum possible score ("Compare Scoring" tab) and to see where local policies can improve the scoring ("Improve Scoring" tab).

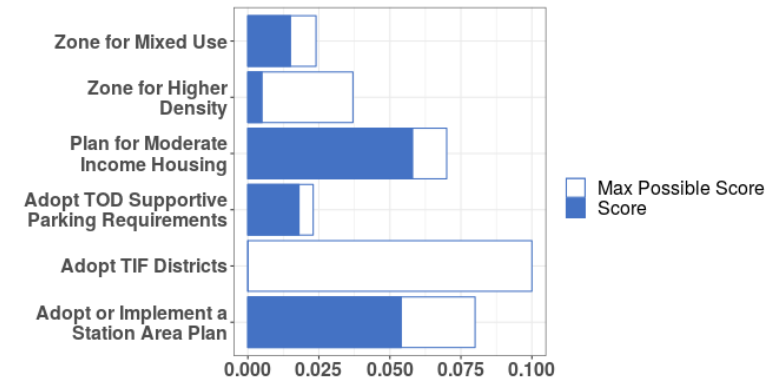
Line  
All

Station  
Midvale Center

Score Type  
Overall TOD

Station Map Compare Scoring Improve Scoring

## Elements of Municipal Support: Overall TOD Score for Midvale Center Station



<https://www.rideuta.com/Doing-Business/Transit-Oriented-Development/TOD-Web-Tool>

# Station Area Planning



An aerial photograph of a modern urban development. In the foreground, there are several multi-story buildings with a mix of blue and brown facades. A transit station is visible on the right side, with a train on the tracks. The background shows a city skyline with mountains in the distance. The text is overlaid on the image in a large, white, sans-serif font.

**Envisioning a future scenario for  
areas near a transit station, that  
may be used to encourage,  
incentivize, and regulate growth  
patterns**

## State Definition

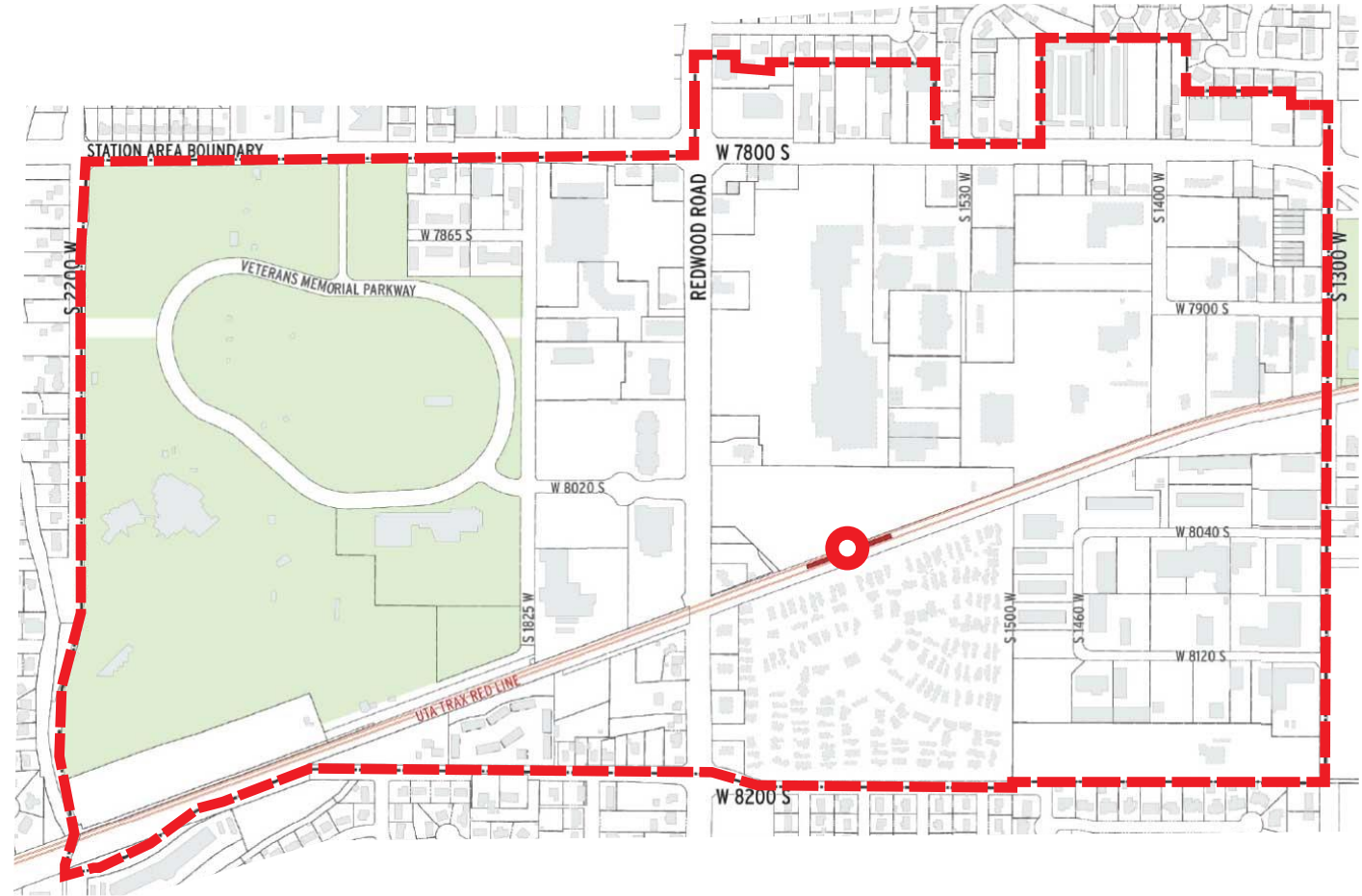
A plan adopted by the relevant municipality or county that establishes and preserves a vision for areas within one-half mile of a station.

S.B. 150



# The ½ Mile Area

- Accessible to all modes of transportation (pedestrian, bike, micromobility, etc)
- 15 min walk/bike shed
- Defined by natural and artificial barriers



# Funding Sources

- TLC (Transportation Land Use Connection)
- Federal Grants
- Local Match
- Internal Funding
- Miscellaneous Sources



Federal Transit  
Administration



WASATCH FRONT REGIONAL COUNCIL

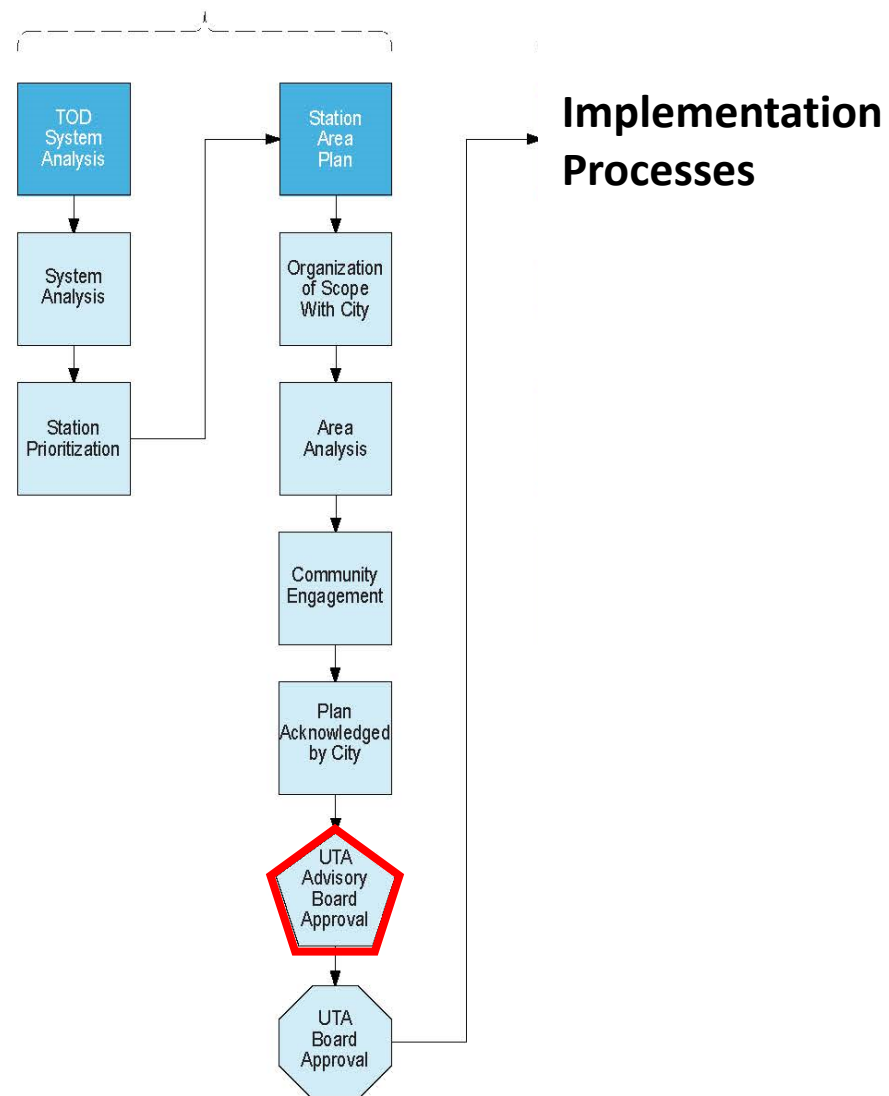


**MAG**

Expert Resources. Enriching Lives.



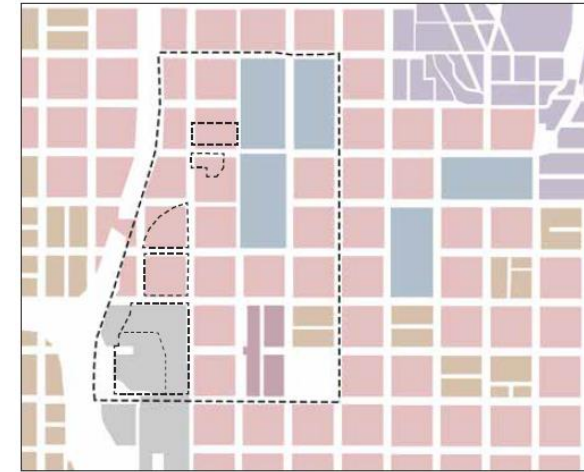
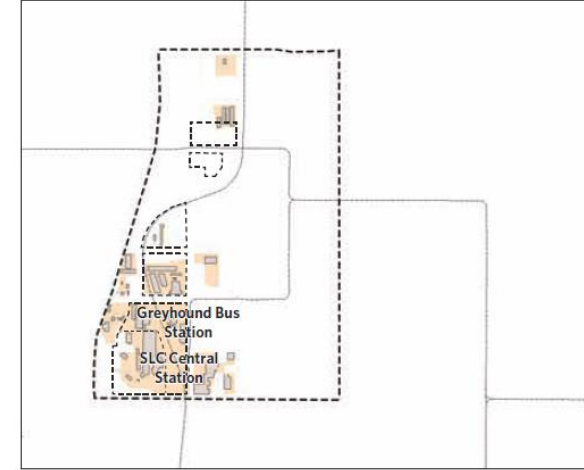
# Planning





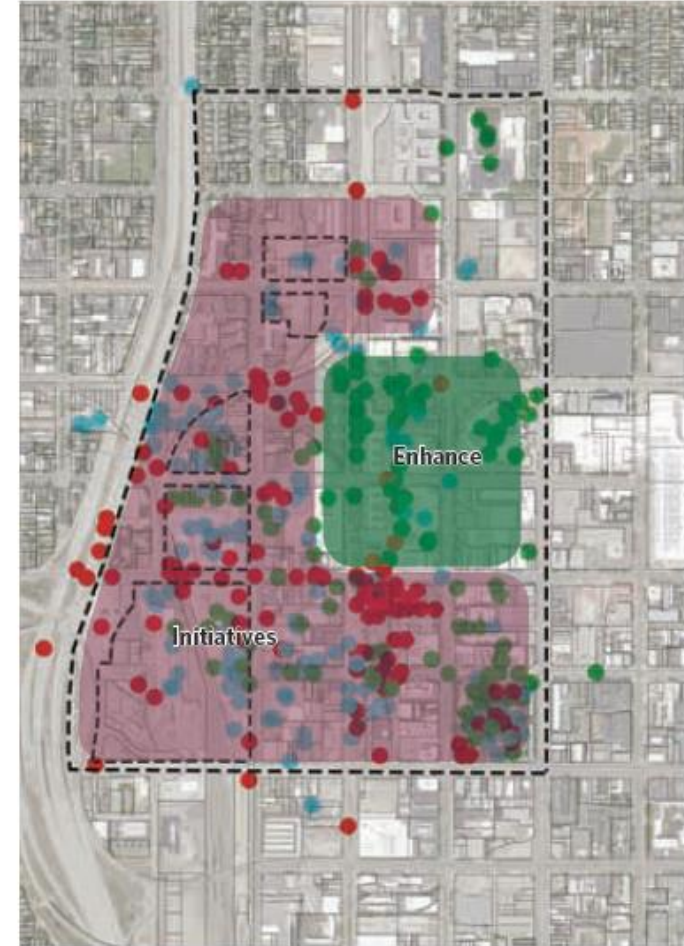
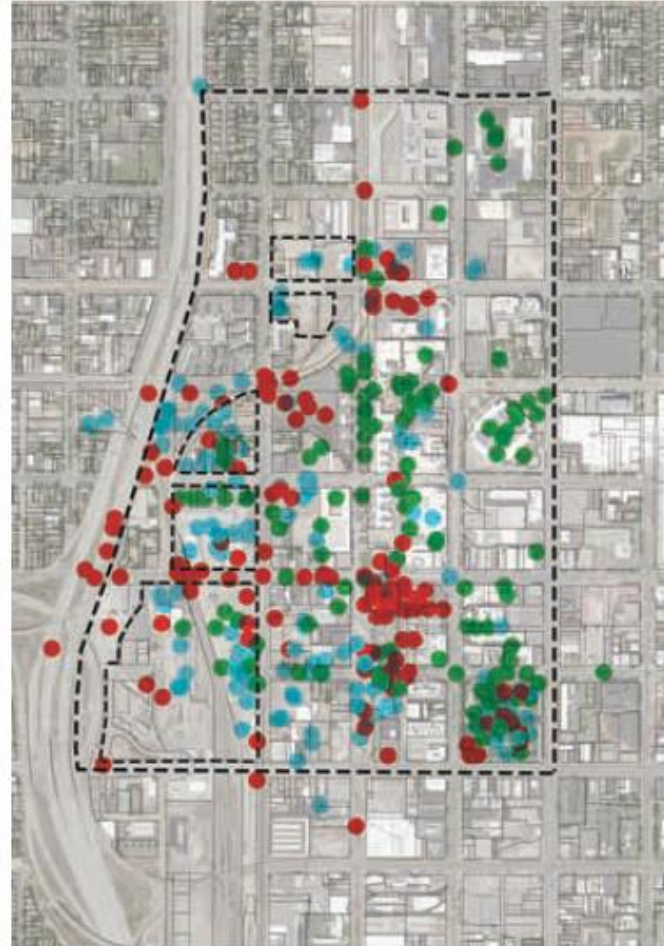
## Existing Conditions Analysis

- Built Environment
- Socioeconomics
- Station Access
- Real Estate Market
- Affordable Housing



# Community Engagement

- Opportunities for public and private stakeholders to provide feedback
- Design charrettes, workshops, open houses, surveys, etc





# Shared Vision

- Land uses (residential, office, retail, open space, etc)
- Infrastructural Improvements (Street connections, trails, parking, etc)



# Implementation Plan

- Prioritized schedule of tasks necessary for the vision
- Prior to, or during development
- Associated with responsible parties

PRIMARY STUDY AREAS	North Temple Station Area	Residential Development on UTA-owned parcels	UTA	0-3 Years	Private Developer TBD
		New Streets for access through development sites	UTA	0-3 Years	City
		Retail tenant recruitment for 5,000 SF of mixed-use	UTA	0-3 Years	Private Developer TBD
		Vertical circulation connecting development to N. Temple and station	UTA	0-3 Years	Utah DOT/City
	RDA and UTA Blocks (1st & 6th Neighborhood)	Move operations to Clean Fuels Center	UTA	3-5 Years	-
		New street network south of 100 S	City	3-5 Years	UTA
		New neighborhood park south of 100 S	UTA	3-5 Years	Private Developer TBD
		Residential and Office development south of 100 S	UTA	3-5 Years	Private Developer TBD
		Rebuilding of 100 S and new street network north of 100 S	City	5+ Years	UTA
		Residential and Mixed-Use development north of 100 S	RDA	5+ Years	Private Developer TBD
	Central Station Area	Rider comfort improvement at the station (lighting, benches, signage, shade)	UTA	0-3 years	-
		Residential/Mixed-Use development at the corner of 6th West and 200 S	UTA	3-5 years	Private Developer TBD
		Build vertical office development over the current multi-modal transit center, relocate UTA offices	UTA	5+ Years	Private Developer TBD
		Build pedestrian bridge over rail	UTA	3-5 years	City

# Implementation

Projects that have broken ground,  
and are in some stage of  
Implementation



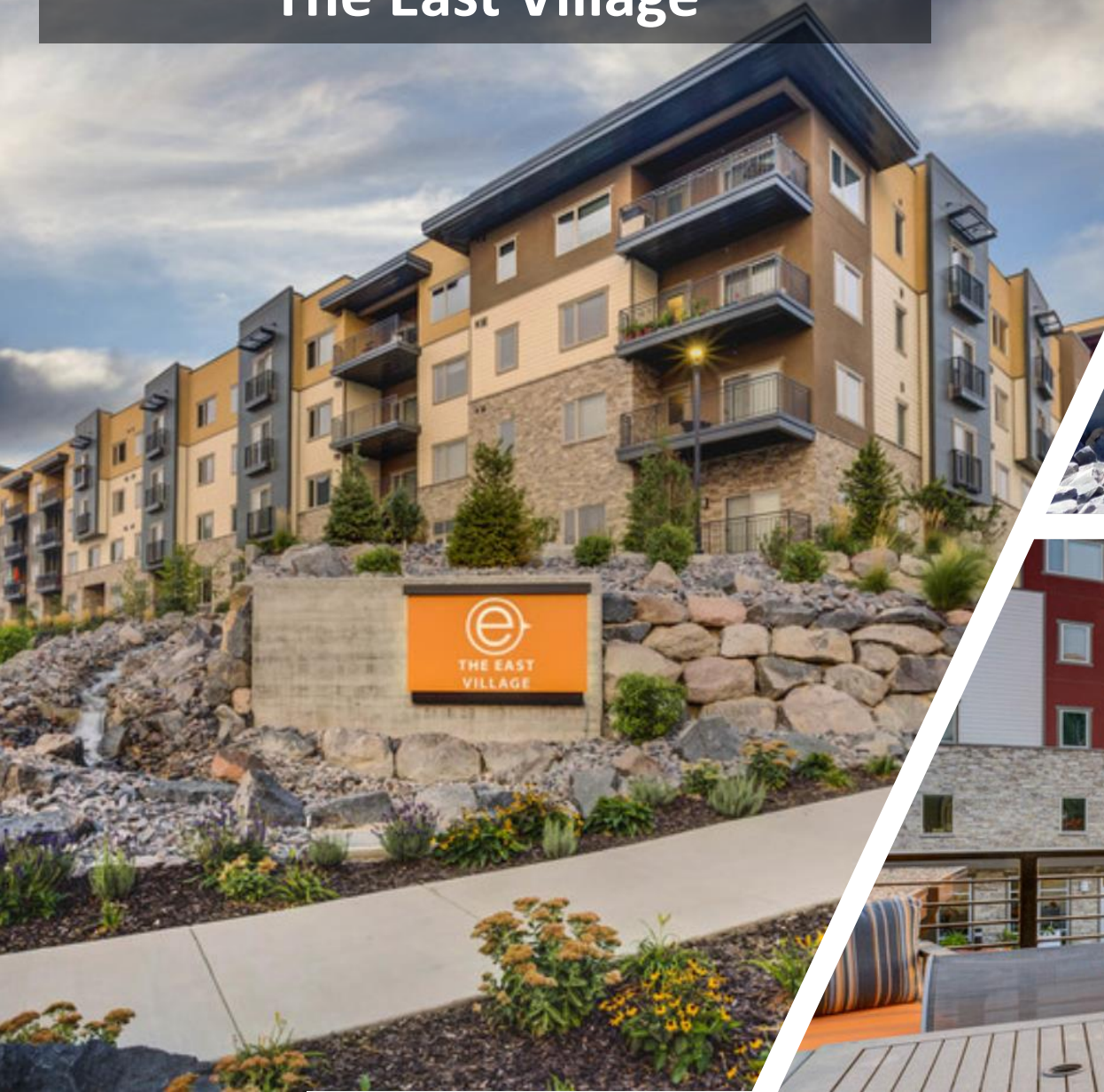
# TOD Metrics

- 10 phases complete
- 2 phases under construction
- Residential: 1,280 units  
(10% affordable)
- Commercial: 600,000 square feet
- Hotel: 192 rooms
- \$400+ million in private investment
- \$25 million in revenue to UTA





# Sandy Civic Center Station TOD “The East Village”





# Jordan Valley Station TOD "Novi Apartments"





# South Jordan Station TOD "SoJo"







**3900 South Meadowbrook Station TOD**  
**“The Hub of Opportunity”**



# Jordan Valley Station TOD "Upper West I"





# Sandy Civic Center Station TOD "East Village 3"





# Pipeline

Projects that have been planned,  
and are being prepared for  
implementation

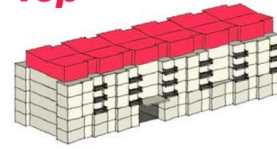




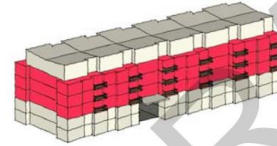
# CLEARFIELD STATION AREA PLAN



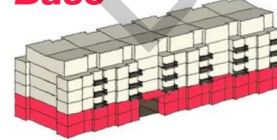
**Top**



**Middle**



**Base**





# SALT LAKE CENTRAL STATION AREA PLAN



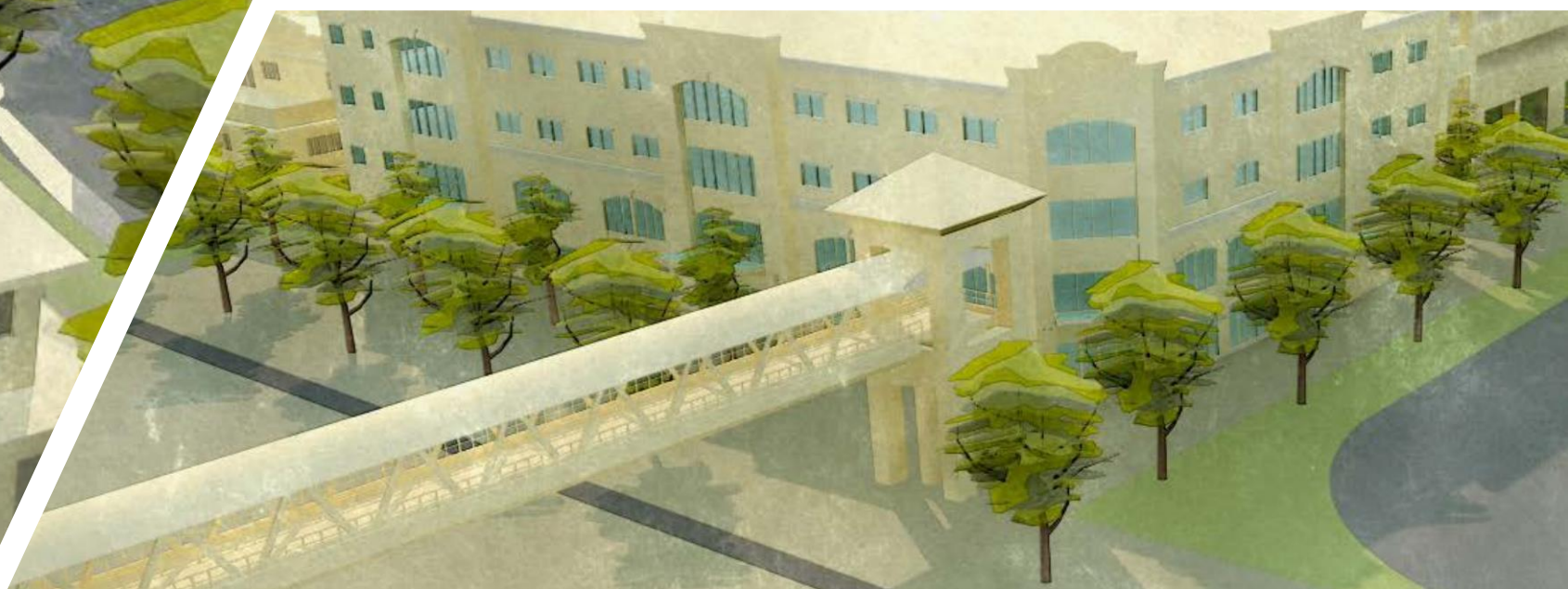


# OGDEN CENTRAL STATION AREA PLAN





# PROVO STATION AREA PLAN



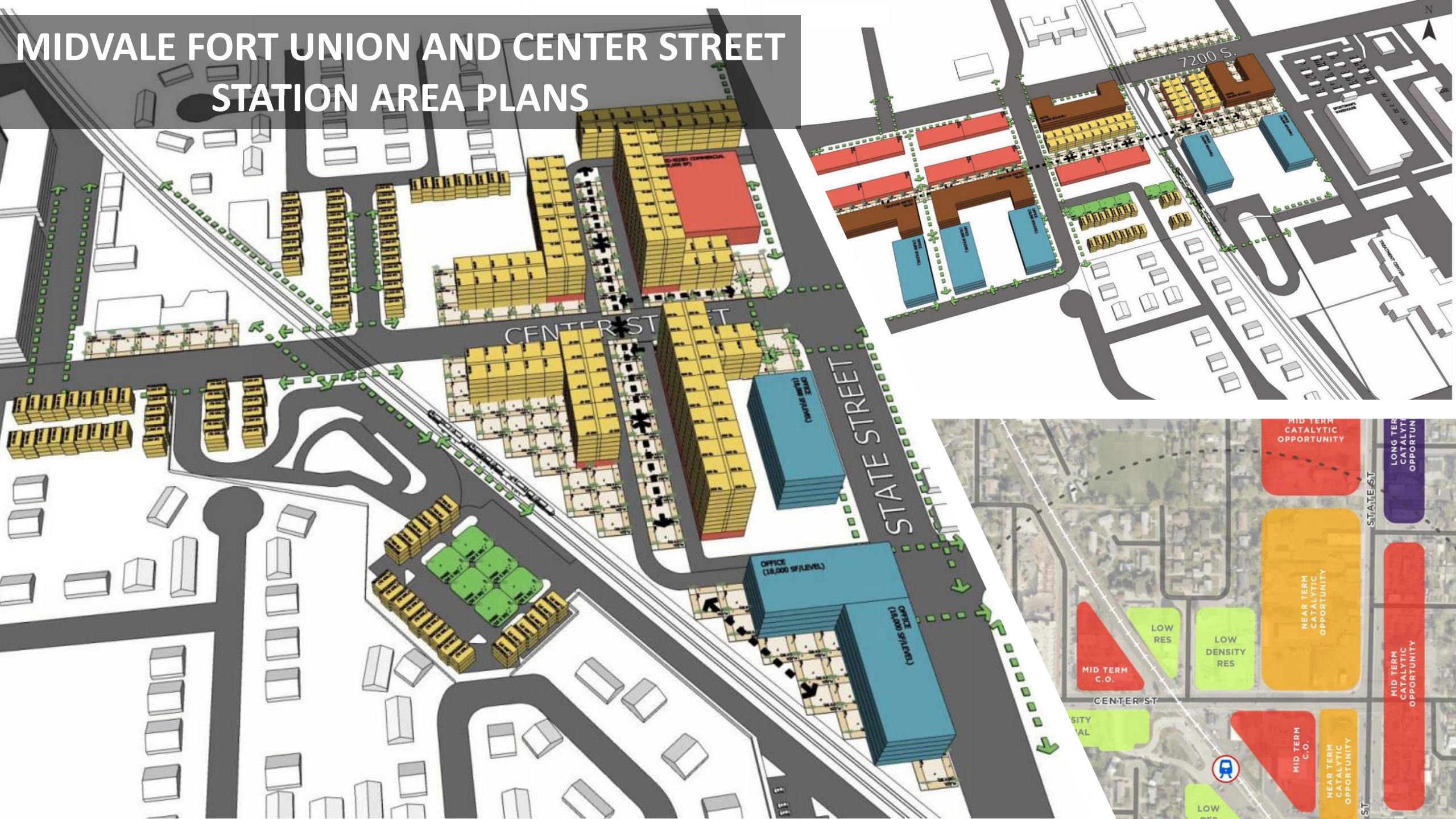


# WEST JORDAN CITY CENTER STATION AREA PLAN



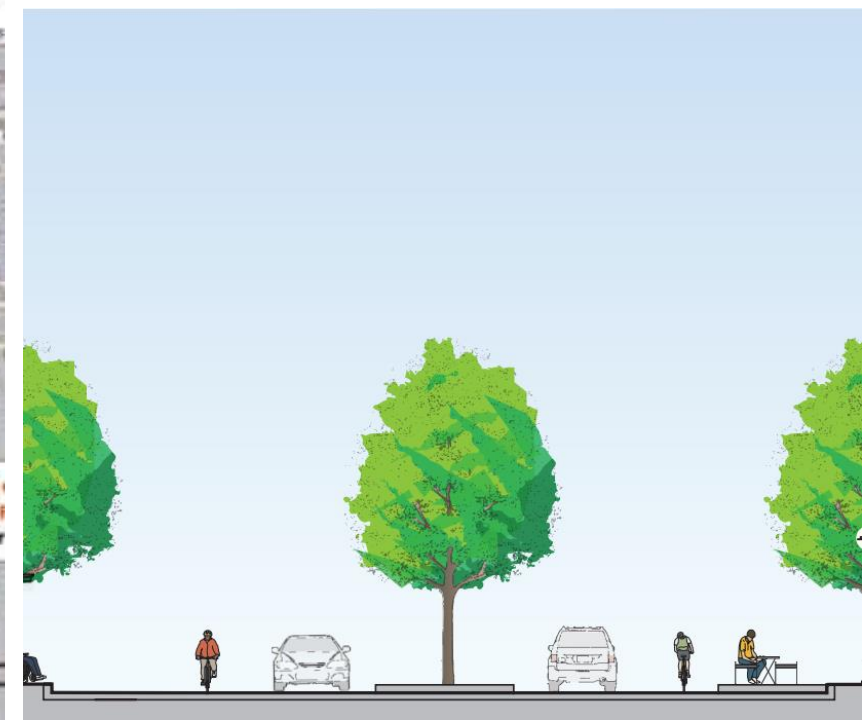
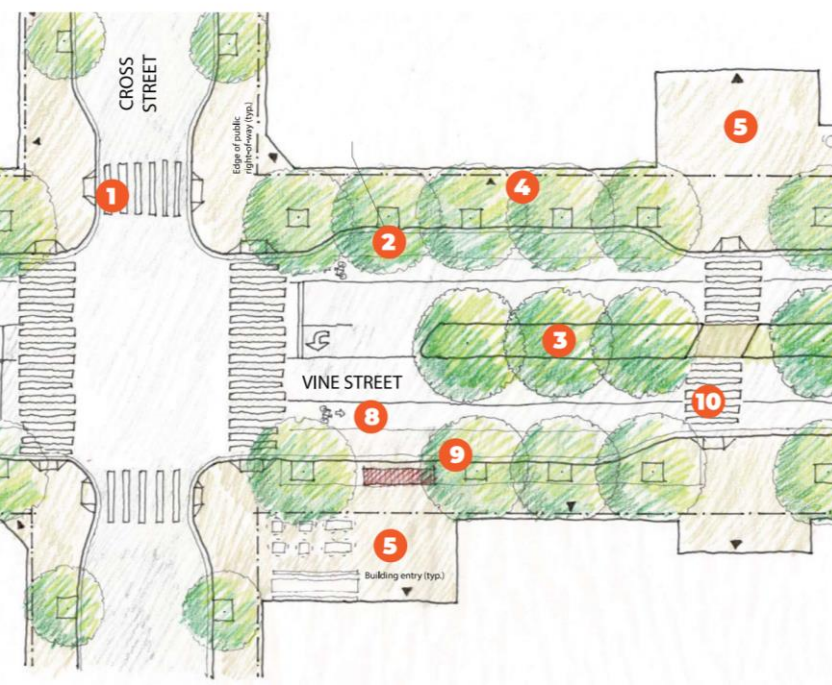
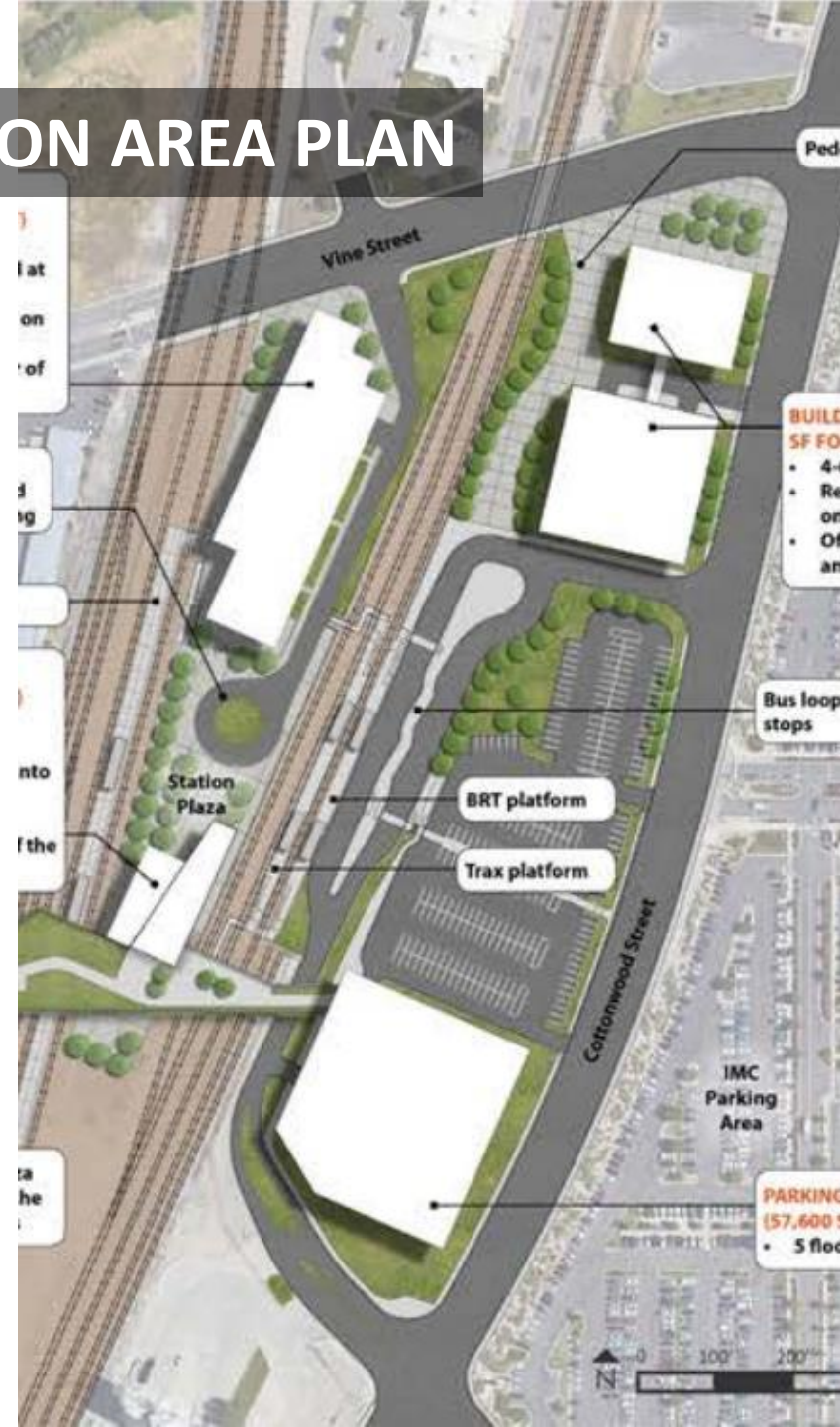


# MIDVALE FORT UNION AND CENTER STREET STATION AREA PLANS



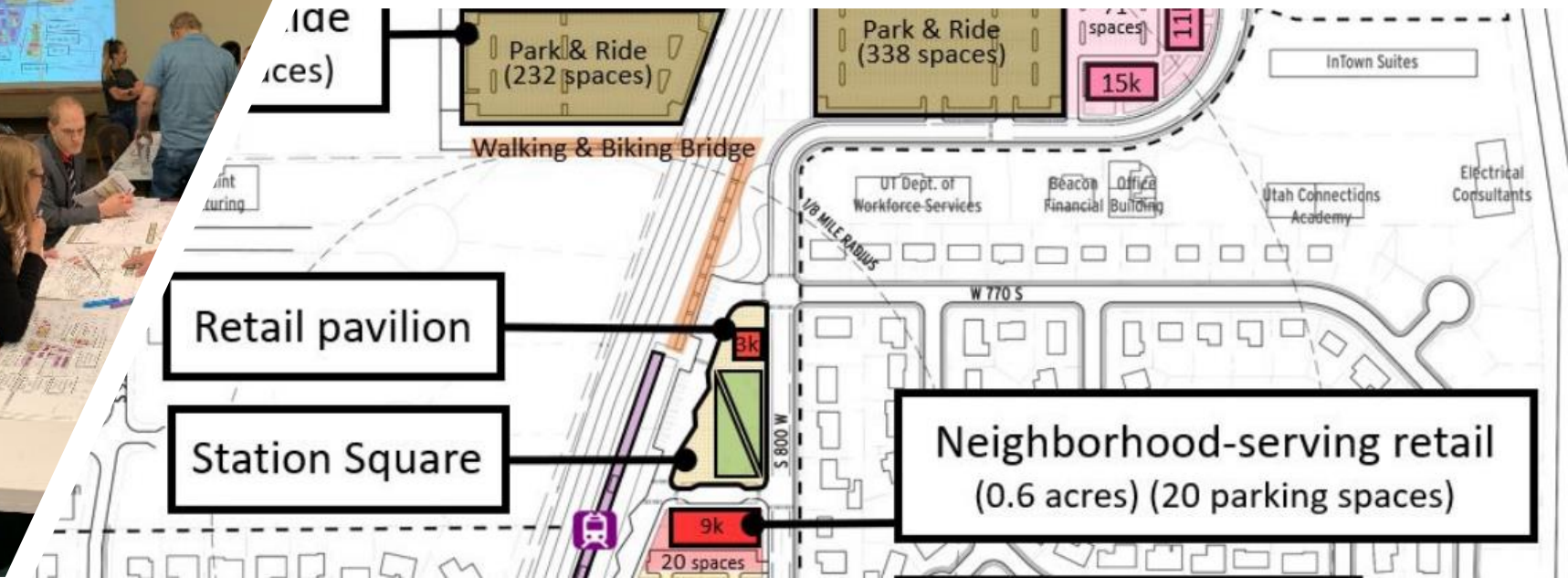
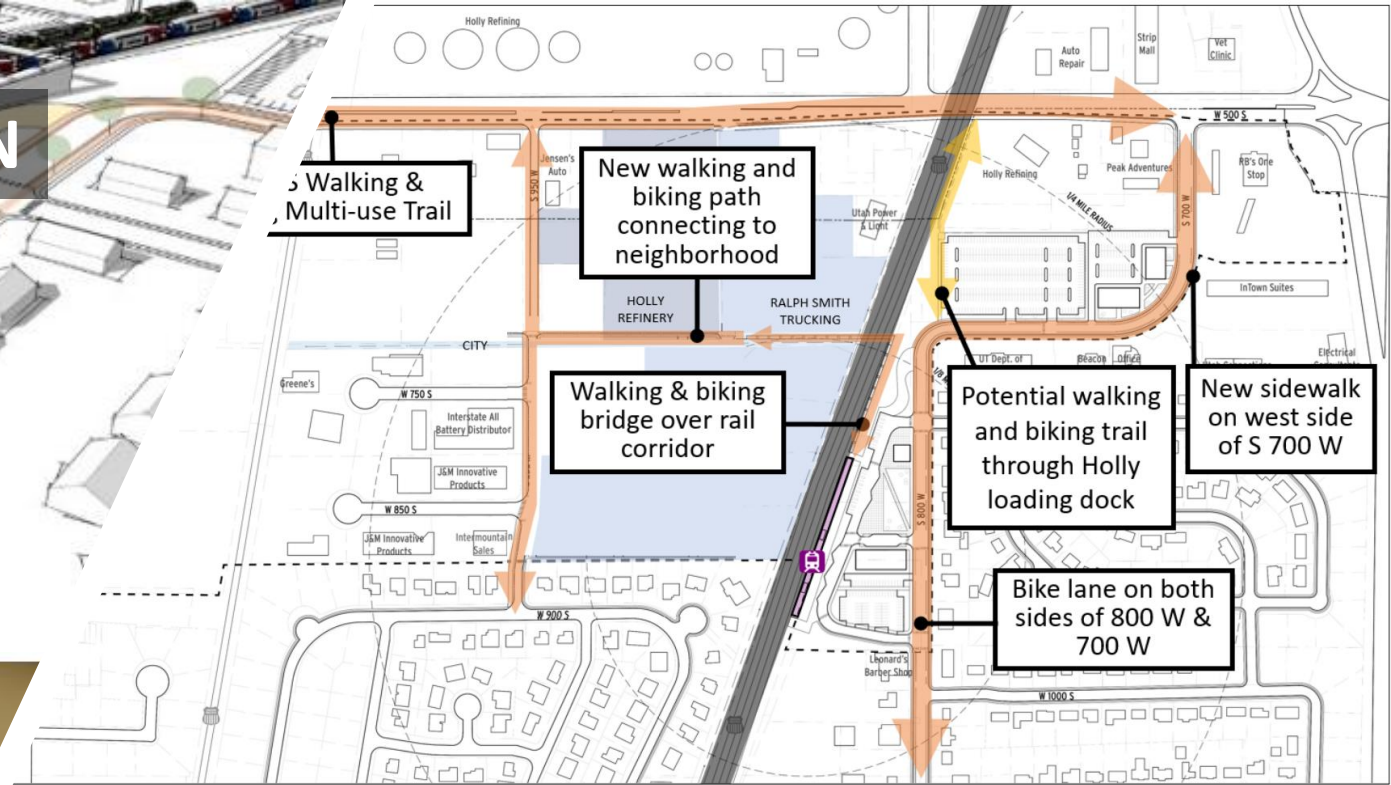


# MURRAY CENTRAL STATION AREA PLAN



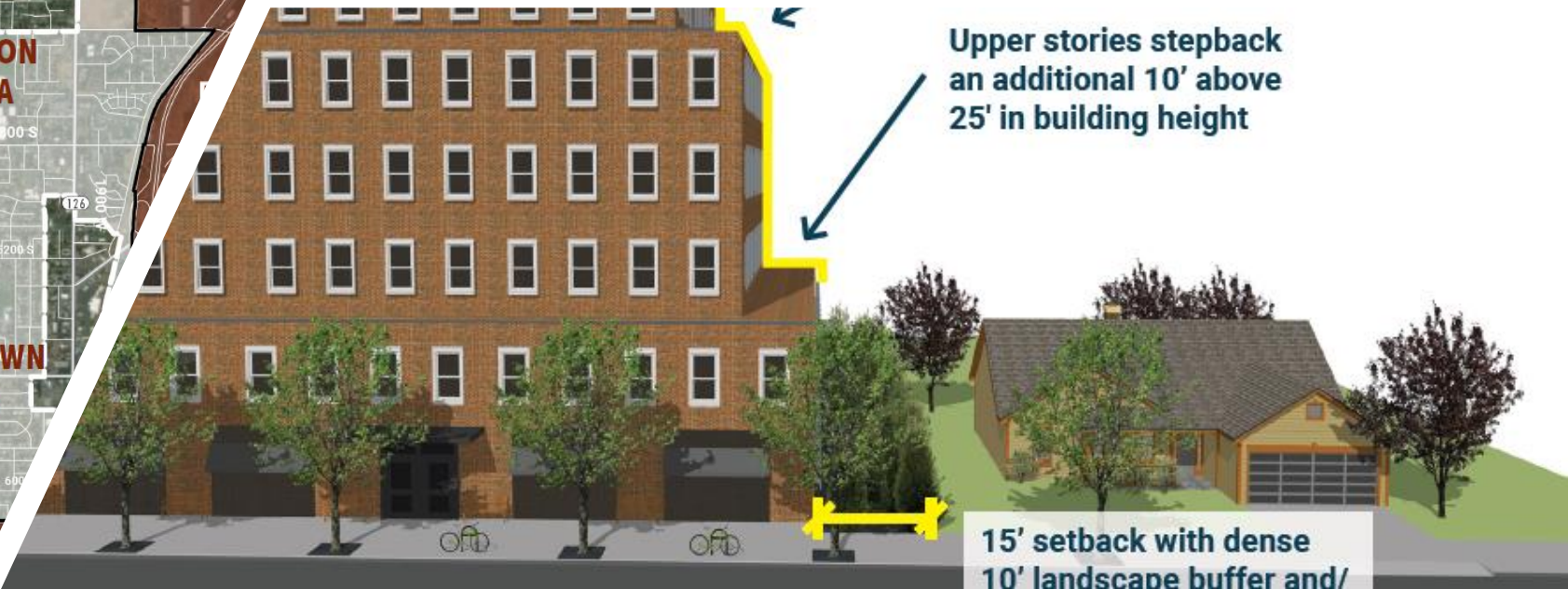
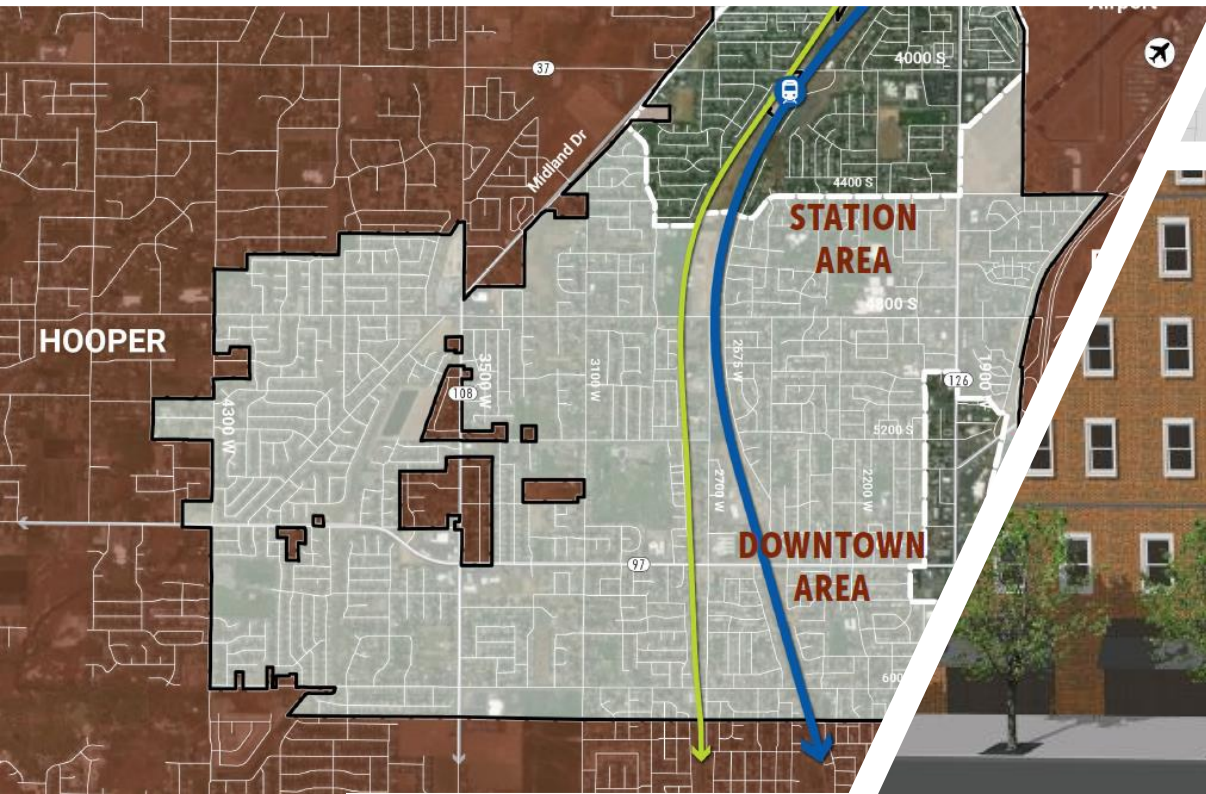
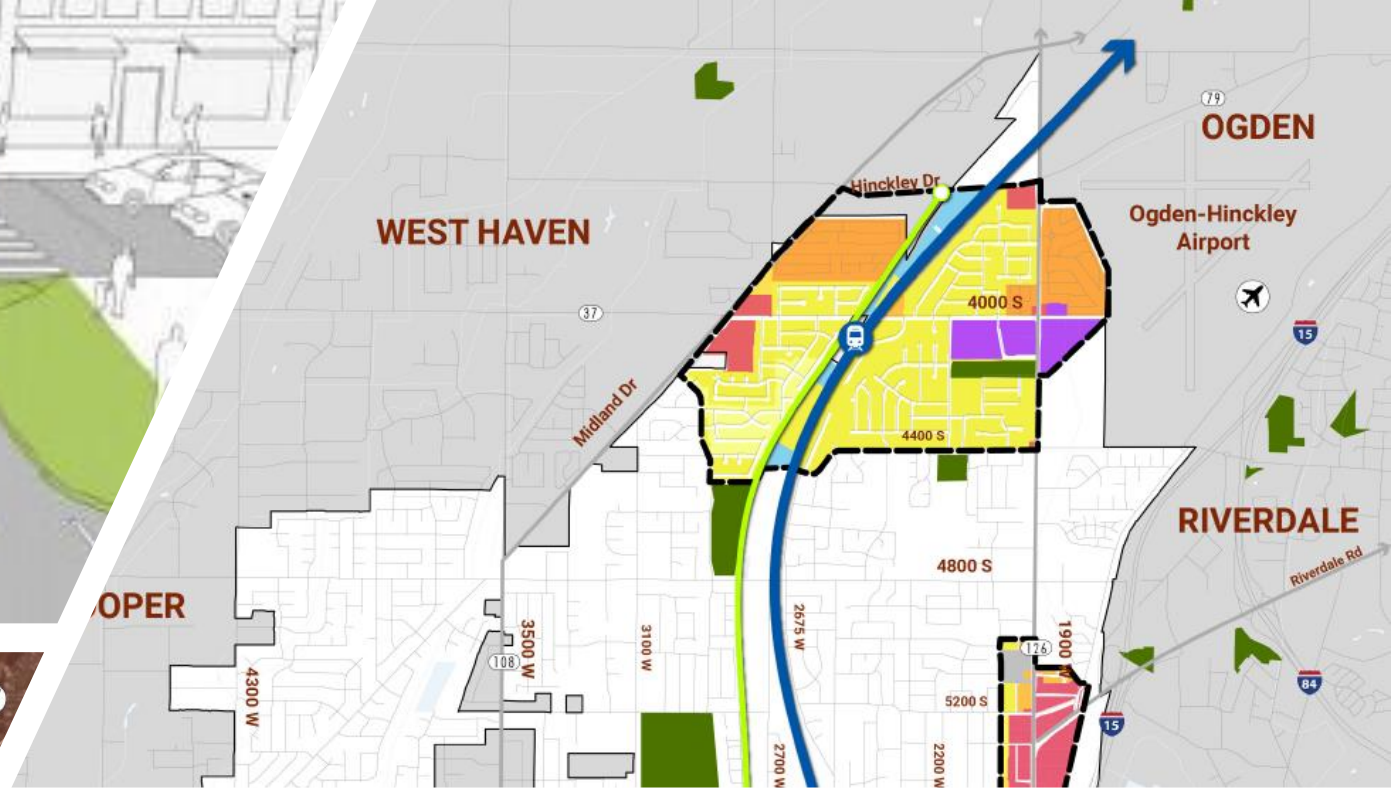


# WOODS CROSS STATION AREA PLAN





# ROY STATION AREA PLAN

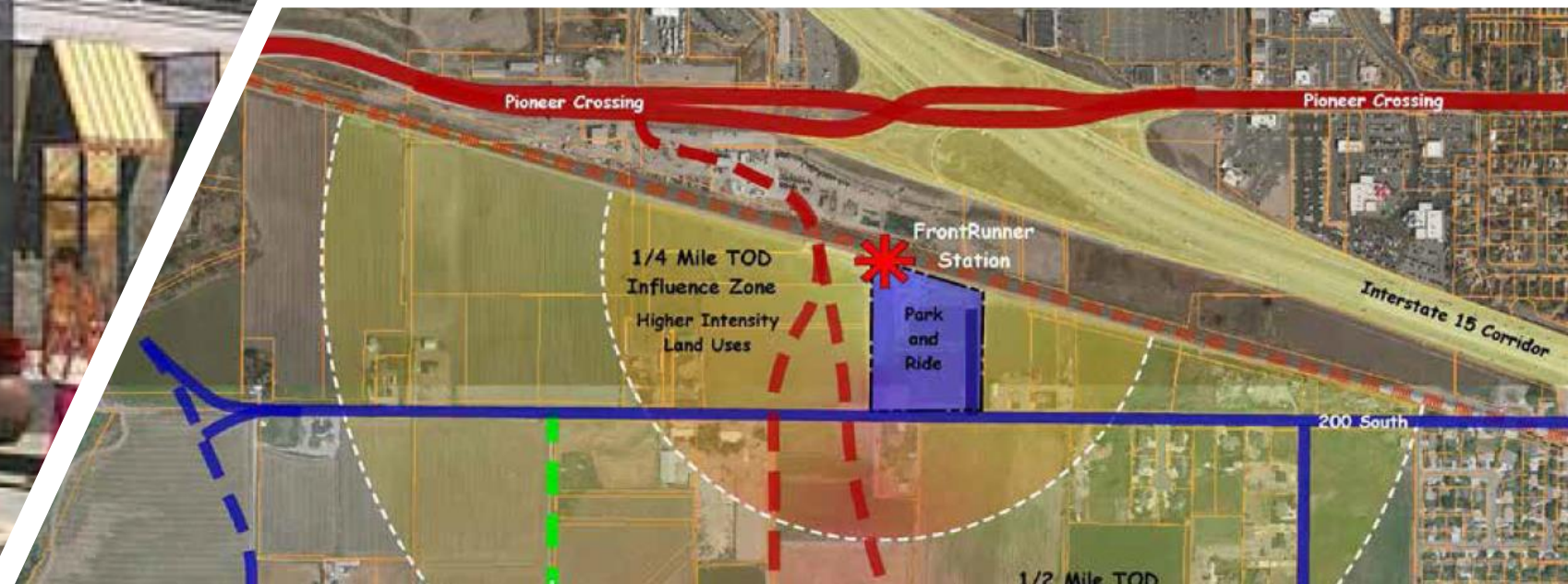


Upper stories stepback  
an additional 10' above  
25' in building height

15' setback with dense  
10' landscape buffer and/



# AMERICAN FORK STATION AREA PLAN





# OREM STATION AREA PLAN





# Discussion

# Adjourn

