



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 15, 2023

1:00 PM

FrontLines Headquarters

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1. **Call to Order & Opening Remarks** Chair Julie Fullmer
2. **Pledge of Allegiance** Chair Julie Fullmer
3. **Safety First Minute** Steve Wright
4. **Public Comment** Chair Julie Fullmer
5. **Consent** Chair Julie Fullmer
 - a. Approval of November 02, 2022 Local Advisory Council Meeting Minutes
6. **Service Planning Consultation**
 - a. Regional Transportation Plan Process Andrew Gruber
 - b. AR2023-02-01 - Resolution Approving the Proposed 2023-2027 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees
Nichol Bourdeaux
Megan Waters
Eric Callison
7. **Transit Oriented Development Consultation**
 - a. AR2023-02-02 - Resolution Approving and Recommending Adoption of the Station Area Plan for Farmington Utah
Paul Drake
Lyle Gibson
 - b. AR2023-02-03 - Resolution Approving and Recommending Adoption of the Station Area Plan for Lehi Utah
Paul Drake

8. Budget & Finance Consultation

- a. 2023 Budget Amendment #1 - Capital Bill Greene
Daniel Hofer

9. Discussion

- a. Legislative Priorities Shule Bishop
- b. Open Dialogue with the Board of Trustees Julie Fullmer
Carlton Christensen

10. Council Business

- a. AR2023-02-04 Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2023 Julie Fullmer

11. Reports & Other Business

- a. Executive Director Report Jay Fox
- 2022 Year-End Ridership Report
 - NBA All-Stars Service Update
- b. Audit Committee Report Julie Fullmer
Mark Johnson
- c. Next Meeting: Wednesday, May 31st, 2023 at 1:00 p.m. Chair Julie Fullmer

12. Adjourn

Chair Julie Fullmer

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely through the meeting portal link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
 - o Use this link-https://rideuta.zoom.us/webinar/register/WN_GUKZ7sZPTQqocy59PZmN_g and follow the instructions to register for the meeting (you will need to provide your name and email address).
 - o Sign on to the Zoom meeting through the URL provided after registering.
 - o Sign on 5 minutes prior to the meeting start time.
 - o Use the "raise hand" function in Zoom to indicate you would like to make a comment.
 - o Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.

- o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, February 14th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed with 24 hours advance notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of November 02, 2022 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the November 02, 2022 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live via the link on the UTA Board Meetings page on November 02, 2022 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/790457.html) <<https://www.utah.gov/pmn/sitemap/notice/790457.html>> and video feed is available through the [UTA Board Meetings page](https://rideuta.com/Board-of-Trustees/Meetings) <<https://rideuta.com/Board-of-Trustees/Meetings>>.

ATTACHMENTS:

1. 2022-11-02_LAC_Minutes_UNAPPROVED



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 2, 2022

1:00 PM

FrontLines Headquarters

Present: Chair Julie Fullmer
Vice Chair Mark Johnson
2nd Vice-Chair Troy Walker
Council Member Karen Cronin
Council Member Erin Mendenhall
Council Member Dan Peay
Alternate Council Member Ellen Birrell

Excused: Council Member Leonard Call
Council Member Trent Staggs
Council Member Bob Stevenson
Alternate Council Member Jon Larsen

Also in attendance were UTA Board of Trustees Chair Carlton Christensen, Trustee Beth Holbrook, Trustee Jeff Acerson, along with UTA staff, media representatives, and interested community members.

1. Call to Order & Opening Remarks

Chair Fullmer welcomed attendees and called the meeting to order at 1:02 p.m. Council Members Call, Stevenson, and Staggs were excused. Council Member Staggs will be represented by Alternate Council Member Birrell.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, delivered a brief safety message.

4. Public Comment

An in-person comment was presented by Mr. Andrew Gruber, Executive Director, Wasatch Front Regional Council (WFRC). Mr. Gruber shared an update on the engagement activities of the local Metropolitan Planning Organizations (MPOs), in relation to Station Area Plans (SAPs). He referenced House Bill 462, adopted during the last legislative session, which requires each municipality to develop a SAP. He expressed the desire to work with municipalities within each council member's area for their communities to be included in the planning and shared vision of the MPOs.

An online comment was received and distributed to the council prior to the meeting and is

attached as Appendix A.

5. Consent

a. Approval of September 07, 2022 Local Advisory Council Meeting Minutes

A motion was made by 2nd Vice-Chair Walker, and seconded by Council Member Cronin, to approve the consent agenda. The motion carried by unanimous vote.

6. Annual Meeting Calendar

a. AR2022-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2023

Chair Fullmer presented the proposed 2023 Local Advisory Council meeting dates as follows:

- Wednesday, February 15, 2023, 1:00 p.m.
- Wednesday, May 31, 2023, 1:00 p.m.
- Wednesday, September 27, 2023, 1:00 p.m.
- Wednesday, November 29, 2023, 1:00 p.m.

Chair Fullmer asked if there were any objections to the proposed dates. None were expressed.

A motion was made by Council Member Mendenhall, and seconded by 2nd Vice-Chair Walker, that this Resolution be approved. The motion carried by a unanimous vote.

7. Capital Projects

a. AR2022-11-02 - Resolution Approving the Proposed 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees

Bill Greene, UTA Chief Financial Officer, was joined by David Hancock, UTA Director of Capital Development, and Daniel Hofer, UTA Director of Capital Assets & Project Controls.

Mr. Hofer provided a summary of the proposed five-year capital plan including goals, budgets by year (2023 - 2027), major projects, state of good repair detail, and next steps. Mr. Hofer also referenced projects with unsecured or pending funding.

Discussion ensued. Questions regarding unsecured or pending funding, the approval process for budget proposals and movement of funds, and clarification on projects that fall under UDOT's responsibility, were posed by the Council, and answered by staff.

Following the presentation, Alternate Council Member Birrell read a prepared statement from Council Member Staggs, outlining his concerns regarding inequity of service in his community. Council Member Mendenhall provided a response to Council Member Staggs' concerns and addressed inaccuracies contained in his prepared statement. Council Member Mendenhall further outlined actions taken by Salt Lake City and UTA to promote transit in the region.

A motion was made by Council Member Peay, and seconded by Council Member

Mendenhall, that this resolution be approved. The motion carried with six aye votes and one nay vote by Alternate Member Birrell.

8. Budget and Investments

a. Consultation on Agency's Tentative 2023 Budget

Mr. Greene presented the agency's tentative 2023 budget adopted by the UTA Board of Trustees on October 26, 2022. Mr. Greene mentioned the budget was submitted to various state and government agencies, including local municipalities, for review and comment. Mr. Greene noted the budget will be presented during a UTA public hearing on November 10, 2022, with a 30 day public comment period open until December 10, 2022.

Mr. Greene pointed out the opportunities and challenges impacting the budget. These include labor and economic factors, state and federal funding, unemployment rates, and sales taxes.

Mr. Greene proceeded to summarize the budget by category, sources, office, and number of full-time employees, in addition to key budget assumptions.

Mr. Greene concluded his presentation by outlining next steps between now and December 21, 2022, including the public hearing on November 10, 2022, the open comment period, and Board of Trustees' final review and consideration to adopt the budget at the December 21, 2022, Board of Trustees meeting. He noted minor adjustments may be made prior to adoption of the final budget.

Questions pertaining to the gap analysis and labor negotiations, which may impact the budget, were posed by the Council, and answered by Mr. Greene.

9. Strategic Planning

a. Strategic Plan Consultation

Carlton Christensen, UTA Board of Trustees Chair, reported on the process and work involved in drafting the the agency's strategic plan for 2023-2030. The plan includes a new mission and vision statement: "We Move You", and "Leading Utah's mobility solutions and improving quality of life."

Chair Christensen referenced the five key priorities and success outcomes for the plan which include:

- Customer Experience
- Community Value
- Community Advocacy
- Economic Value
- Organizational Excellence

Chair Christensen summarized next steps for garnering feedback on the plan, including consultation with various entities and public comment, with the goal of adopting the plan during the December 21, 2022, Board of Trustees meeting.

Alternate Council Member Birrell inquired as to the groups referenced in the Community Advocacy success outcome. UTA Trustee Acerson explained that advocacy efforts would include legislative and public officials, planning organizations, and other stakeholders, in addition to UTA customers and employees.

10. Service Planning

a. UTA Five-Year Service Plan

Nichole Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Megan Waters, UTA Community Engagement Director, and Eric Callison, UTA Service Planning Manager, to present the Agency's Five-Year Service Plan.

Ms. Bourdeaux provided a brief overview of UTA's service planning process which includes a comprehensive review of services, routes, ridership, and gap analysis, which assists UTA in putting together a framework for service over the next five years. She mentioned the plan will be reviewed every two years to include community engagement and public comment.

Ms. Bourdeaux turned the time over to Mr. Callison to discuss operations planning and service.

Mr. Callison referenced UTA's four major planning phases with associated timelines.

Phase 1 - Long Range Planning spanning 30 years - reviewed every four years.

Phase 2 - Five-Year Service Plan spanning five years - reviewed every two years.

Phase 3 - Annual Operations Planning.

Phase 4 - Annual Service Implementation (change day). Quarterly service change days.

Mr. Callison noted five-year service planning and long-range planning include non-funded and non-phased future projects over a longer time span. These are part of UTA's overall long-range vision and transit plans which are contingent on resources, budgets, and service needs.

Mr. Callison proceeded to review plans for August 2023 change day and future year plans, including new services, and changes or discontinuation of services or routes. Lastly, a summary of long-term vision projects was presented by Mr. Callison.

Questions relating to bus stops in the south west part of the valley, and clarification of projects in the five-year plan versus the long-term vision plan, were posed by the Council and answered by staff.

Mr. Callison concluded his presentation by referencing the process for rolling out the draft plan to the public and local stakeholders through various means, including presentations and a public comment period. He noted a final draft of the plan will be presented to the UTA Local Advisory Council and Board of Trustees for approval in February 2023 meetings.

Ms. Waters outlined community engagement efforts including an official open public comment period between November 2022, and mid-January 2023.

Council Member Cronin posed a question regarding modes of communication for public engagement which was addressed by Ms. Waters.

Alternate Council Member Birrell referenced the proposed reduction and discontinuation of ski bus service, and urged UTA to include organizations such as Save our Canyons and Back County Alliance as part of the engagement process. Ms. Waters noted this suggestion.

b. UTA Long Range Transit Plan (LRTP)

Ms. Bourdeaux introduced Alex Beim, UTA Acting Manager - Long Range Strategy Planner, to present UTA's first long range transit plan (LRTP).

Mr. Beim explained how the plan integrates into UTA's overall planning process and operations, with the LRTP complimenting the agency's long-range vision to include future projects including some unplanned and unfunded. Moving forward, funding and projects identified in the five-year service plan, will be integrated into the LRTP.

Mr. Beim mentioned the LRTP aligns with the Metropolitan Planning Organizations (MPO) Regional Transportation Plan (RTP), although the LRTP focuses solely on long term community transit needs over a 30-year life span.

Mr. Beim shared goals, next steps, and timelines for the plan and noted a final draft will be presented to the Board of Trustees for approval at a future meeting and will be reviewed and updated on a four-year basis.

A question relating to combining efforts and metrics with the MPOs was posed by Chair Fullmer and answered by Mr. Beim.

11. Discussion

a. Open Dialogue with the Board of Trustees

Chair Fulmer yielded the floor to the Board of Trustees and Council for open dialogue.

Trustee Holbrook shared her attendance at a recent housing summit which included a conversation on how transit can be integrated within the housing market.

A discussion ensued regarding Utah being a potential host for the 2030 or 2034 Olympic Games. Council Member Mendenhall asked how this would affect UTA's LRTP and if more rail services would be included. Chair Christensen stated this would provide an opportunity to seek priority federal funding with the agency working collaboratively with UDOT in addition to seeking assistance from other transit agencies to meet the high transit demand.

Council Member Mendenhall asked for an update on plans and collaboration in preparation for the outdoor retail event in January 2023, and the NBA All Star game in February 2023, including way finding at the airport to TRAX services.

Mr. Fox indicated a working group has been created to assist with transit planning needs for these events which include city representatives and UTA staff to create a robust plan.

Alternative Council Member Birrell commented on the way finding efforts of Salt Lake City in relation to active transportation, including reduced speed signage and other actions to make mobility safe. She liked the idea of connecting with the airport on way finding to help travelers be more aware of TRAX connections and other transit services.

12. Reports

a. Executive Director Report

- **Ridership Report**
- **Southwest Salt Lake County Service**

Ridership Report

Mr. Jay Fox, UTA Executive Director, reported on ridership through October 2022. He stated ridership is increasing and is currently at 75%, system-wide with fixed route bus service at 85% of pre-pandemic levels. He noted this figure is higher than similar transit agencies across the country who are averaging around 50%. Mr. Fox referenced Free Fare February which saw increased ridership on FrontRunner services, in particular on Saturdays, which is now trending above pre-pandemic numbers.

Mr. Fox shared information on the launch of a pilot transit connections program which will provide dedicated UTA staff on TRAX services to assist operators and customers.

Mr. Fox highlighted the increase in ridership for UTA's On Demand service which provides a much needed service, particularly in areas under served by other transit modes. He referenced figures for the Salt Lake County Westside area which has seen exponential growth from 1,086 riders in January 2022, to 11,181.

South Salt Lake County Service

Mr. Fox invited Jaron Robertson, UTA Acting Planning Director, to provide an update on the Southwest Salt Lake County service.

Mr. Robertson shared the agency's desire to provide transit options to communities where a fixed route service is an ineffective option. He said introducing On Demand services in these areas has provided a much needed service in addition to attracting new transit customers.

Mr. Fox spoke to accessibility and connectivity in addressing Council Member Staggs' concern over equity of service in South Salt Lake County and referenced historical data where several fixed route bus services were operating with low boarding numbers creating high costs and inefficiencies in the use of this transit option. The agency reviewed how service can operate in high growth areas to provide the necessary connectivity to other transit options and final destinations, and it was determined the On Demand service was the best solution in providing the necessary coverage in this area.

Mr. Robertson referred to service maps highlighting travel demand patterns within the area and how the On Demand service is providing not only connectivity options to other transit modes, but connectivity to other areas within the community, including grocery stores, entertainment venues and other locations.

Mr. Fox provided ridership numbers for On Demand services in the Southwest Salt Lake County which has seen ridership almost double between January to July 2022 with ridership numbers exceeding expectations. Mr. Robertson added there is a high level of interest from other transit agencies and cities across the country who are looking at a similar model as a way of meeting transit needs within their communities.

Chair Christensen made mention of the high number of customers using wheelchair accessible vehicles within this service which is a very rewarding, and important statistic.

b. Audit Committee Report

Chair Christensen provided a brief summary of the UTA Audit Committee meeting held on October 17, 2022. Topics of discussion included an internal audit report on utility costs, a preliminary assessment report on light rail, and new data analytics software.

13. Other Business

- a. Next Meeting: Wednesday, February 15, 2023 at 1:00 p.m.

14. Adjourn

A motion was made by Council Member Cronin, and seconded by 2nd Vice-Chair Walker to adjourn. The motion carried by unanimous vote and the meeting adjourned at 3:23 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials and audio located at <https://www.utah.gov/pmn/sitemap/notice/790457.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Julie Fullmer
Chair, UTA Advisory Council

APPENDIX A

**Online Public Comment
to the
Local Advisory Council of the Utah Transit Authority (UTA)
November 2, 2022**

From: George Chapman

Salaries for bus drivers must be much higher. The fact that UTA is unable to provide promised and appropriate service should not be due to management's inability to fund salaries. Instead of capital projects, UTA should focus on bus service and respectful salaries first.

Experienced and pleasant (satisfied) bus drivers are the number one reason riders use buses according to surveys.

UTA has been unable to provide adequate ski bus service for years (riders have waited for hours). UTA's inability to provide service is disrespectfully giving a questionable white elephant gondola project a lift.

Bus service deserves more attention from UTA and I urge the Advisory Board to insist on adequate driver compensation to keep turnover at less than 10%.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council

PRESENTER(S): Andrew Gruber, Wasatch Front Regional Council

TITLE:

Regional Transportation Plan Process

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion.

BACKGROUND:

Regional Transportation Plans (RTPs) are developed by the Metropolitan Planning Organizations (MPOs). The RTP is a fiscally constrained plan for roadway, transit, and other transportation facility improvements over the next 20-30 years. Designed to meet the travel demands of a growing population, the RTP is developed in accordance with federal guidelines. It includes roadway, transit, and active transportation facilities paired with the appropriate land use that is identified, modeled, selected, and phased, with the help of region-wide transportation partners; local communities including planners, engineers, and elected officials; stakeholders; and the general public through an extensive planning process. This process, along with the steps used to develop the RTP, are documented and supported with analysis and evaluation methods that help determine the best transportation improvements with a limited amount of funding.

The Wasatch Front Regional Council (WFRC) develops the RTP for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. Mountainland Association of Governments (MAG) has developed TransPlan50 as their regional transportation plan for Utah County.

DISCUSSION:

Andrew Gruber, Executive Director of Wasatch Front Regional Council will be joining the Local Advisory Council to review the RTP process and update the Council on their current work finalizing the 2023-2050 RTP.

2023-2050 RTP's are currently being developed by both WFRC and MAG. Further information on these plans and feedback opportunities can be found on their websites:

Wasatch Front Regional Council RTP:

[<https://wfrc.org/vision-plans/regional-transportation-plan/2023-2050-regional-transportation-plan/>](https://wfrc.org/vision-plans/regional-transportation-plan/2023-2050-regional-transportation-plan/)

Mountainland Association of Governments RTP: [<https://mountainland.org/transplan50-2023/>](https://mountainland.org/transplan50-2023/)

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning and Engagement Officer
Megan Waters, Community Engagement Director
Eric Callison, Manager of Service Planning

TITLE:

AR2023-02-01 - Resolution Approving the Proposed 2023-2027 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2023-02-01 approving the proposed 2023-2027 Five-Year Service Plan and recommending adoption by the Board of Trustees.

BACKGROUND:

Per UTA Board of Trustees Policy No. 3.2 and in compliance with Utah State law, the UTA Five-Year Service Plan (5YSP) is updated every two years. The UTA Local Advisory Council reviews, approves and recommends the plan for adoption by the UTA Board of Trustees. The following presentations regarding the 5YSP have been provided:

- UTA Board of Trustees on September 28, 2022: Five-Year Service Plan Draft Network
- UTA Local Advisory Council on November 2, 2022: Five-Year Service Plan Draft Network
- UTA Board of Trustees on December 7, 2022: 2023-2027 UTA Five-Year Service Plan Final Draft Network
- UTA Board of Trustees on January 25, 2023: 2023-2027 UTA Five-Year Service Plan Final Draft

In September 2022, UTA began community engagement efforts as part of the development of the 5YSP which included a community and stakeholder survey, and community roadshows with local government and stakeholder presentations. The official public comment period began on December 7th and concluded on January 23rd.

Based upon final community and stakeholder feedback received, UTA Service Planning has developed a final 2023-2027 UTA Five-Year Service Plan. The plan is phased by year from 2023-2027 and includes annual estimates for additional service hours and miles. Fiscal impacts will be evaluated on an annual basis as part of UTA's annual budget in process, including available funding for service implementation and other resources such as operator staffing levels.

Once adopted, the 5YSP will enter UTA's annual budgeting process and be further vetted for resource availability and operational feasibility. Additional service changes may be presented to the UTA Board of Trustees during the annual service process prior to change day along with additional public engagement, Civil Rights Title VI analysis, and operational considerations.

DISCUSSION:

The FYSP is a dynamic roadmap for UTA's near-term service planning. The plan itself is a snapshot in time. It reflects UTA's intended service plan based on the best information available. Each proposed concept in this plan is subject to change based on further review and analysis, available resources, operational feasibility, or other unforeseen circumstance. UTA Staff will present on the proposed 2023-2027 UTA Five-Year Service Plan, Community Engagement efforts and feedback received.

- Proposed 2023-2027 UTA Five-Year Service Plan
 - Annual service changes
 - Changes made from the Final Draft Network
 - Increase to annual operating hours
 - Longer Term Vision Items (to be included in the UTA Long Range Transit Plan)
 - Community Engagement Efforts
 - Public survey
 - Public Comment Efforts
 - Virtual public meeting
 - Stakeholder communications
 - Major themes and trends from the Public Comment period
 - Next Steps
 - Finalize Community Engagement Report
 - UTA Board of Trustee Adoption (March 8, 2023)
-

ALTERNATIVES:

The UTA Local Advisory Council may propose revisions to the plan as presented

FISCAL IMPACT:

- Staff time only to create Five Year Service Plan
- Final proposed added hours (2023-2027) = 400,627 hours
- Final proposed added miles (2023-2027) = 3,814,553 miles
- Fiscal impact of the FYSP implementation is vetted through UTA's annual budget process.

ATTACHMENTS:

- Resolution AR2023-2-01
- Proposed 2023-2027 Five-Year Service Plan

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE PROPOSED
2023-2027 FIVE-YEAR SERVICE PLAN AND RECOMMENDING ADOPTION
BY THE AUTHORITY'S BOARD OF TRUSTEES**

AR2023-02-01

February 15, 2023

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of district service plans at least every two and one-half years; and

WHEREAS, Board Policy 3.2 Service Planning Implementation requires the Authority to develop a five-year service plan every two years that is developed in collaboration with counties and local municipalities to guide the Authority's planning decisions; and

WHEREAS, the Authority has developed a Five-Year Service Plan for the years 2023 through 2027 (the "Plan") which seeks to align UTA's service network with new projections of available revenue; aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the 2023-2027 Five-Year Service Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the proposed 2023-2027 Five-Year Service Plan, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the 2023-2027 Service Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 15th day of February 2023.

Julie Fullmer, Chair
Local Advisory Council

ATTEST:

Mark Johnson, Vice Chair

Approved As To Form:

DocuSigned by:

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Legal Counsel

Exhibit A

2023-2027 Five-Year Service Plan



2023 - 2027 FIVE-YEAR SERVICE PLAN

PROPOSED PLAN



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AUGUST 2027

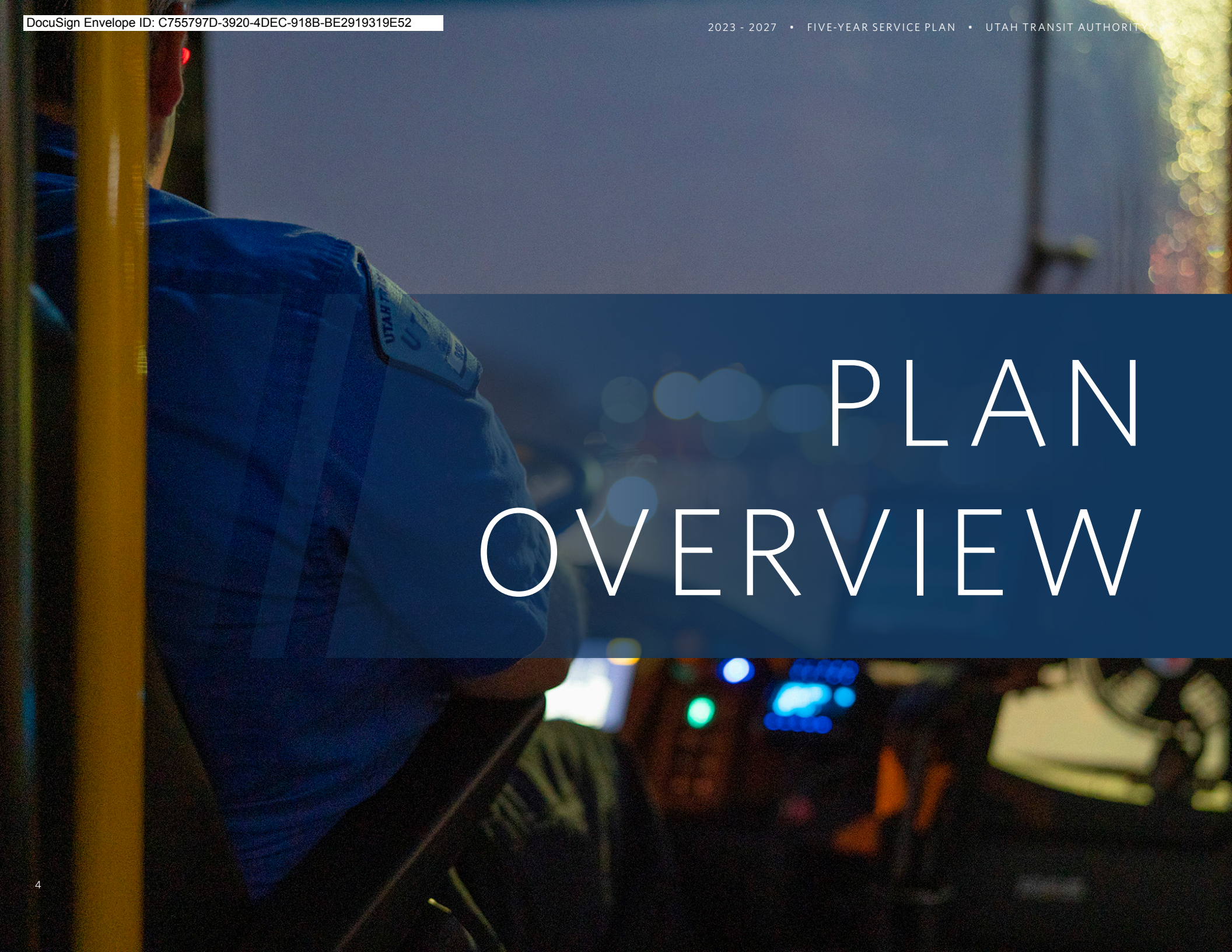
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PLAN OVERVIEW

OVERVIEW

WHAT IS THE FIVE-YEAR SERVICE PLAN?

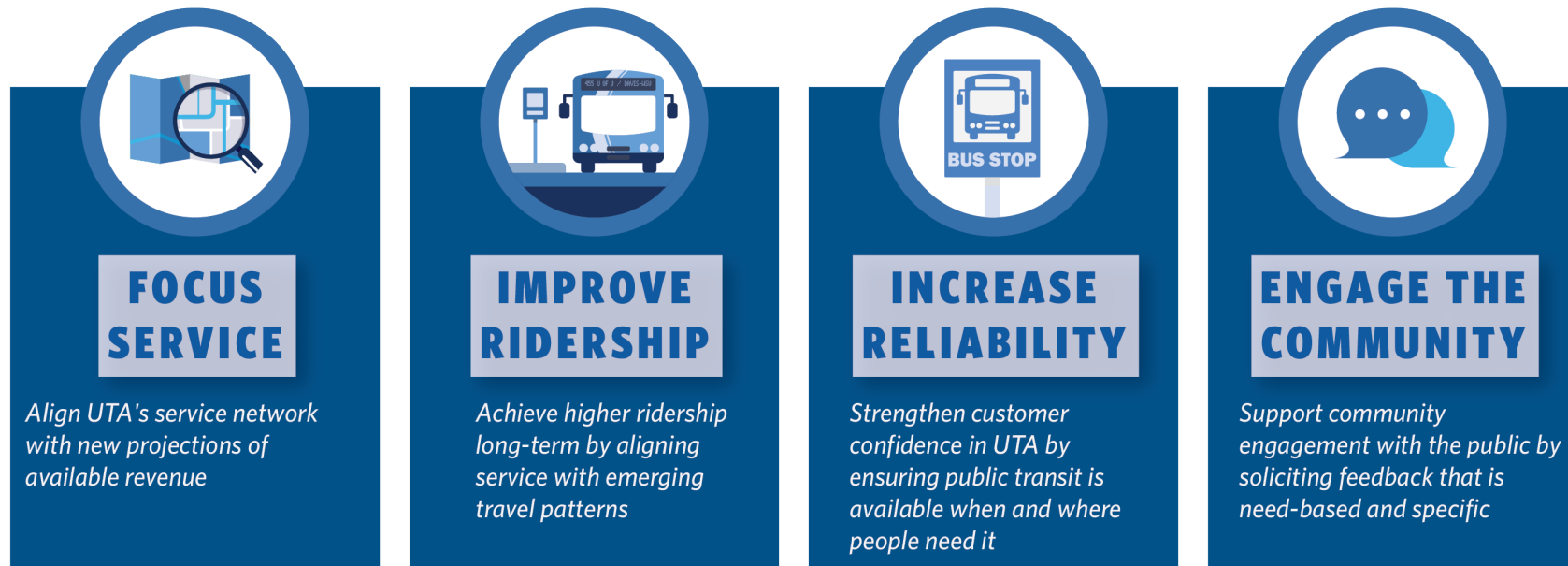
The Five-Year Service Plan is a dynamic guide for UTA's near-term future. Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. This plan is updated every two years and considers other regional and local transportation plans in its development.

To learn more, take a look at the current Five-Year Service Plan for 2023-2027: www.rideuta.com/FYSP¹

Five-Year Service Plan for 2021-2025: <https://arcg.is/15HvbS>

PLAN GOALS

For the 2023-2027 Five-Year Service Plan, UTA is focusing on the following goals:



¹ Permalink: <https://maps.rideuta.com/portal/apps/storymaps/stories/41190971467544baa61d71bacdf4ad67>



OVERVIEW

PLANNING FOR THE FUTURE

To give people an idea of what potential regional changes are part of the Five-Year Service Plan, three one-pagers were developed and posted online for the following geographic regions in the UTA service area:

- [Salt Lake & Tooele Counties](#)
- [Box Elder, Weber & Davis Counties](#)
- [Utah County](#)

Constraints

Each proposed concept in the Draft Plan is subject to change. UTA has limited resources, including staffing shortages in operations. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional service will be subject to available resources.



OVERVIEW

GUIDING PRINCIPLES



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A**SYSTEM-WIDE PLANNING**

This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.

**ALL-DAY SERVICE**

More service means more transit available when you need it.

**CORE ROUTE NETWORK**

A connected network of high-frequency core routes is designed for convenience and efficiency.

**EXPANDED HOURS**

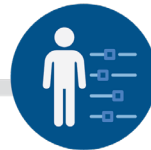
Earlier and later trips means additional options for a ride home – even if your work, entertainment, or shopping runs late.

**TRANSIT EQUITY**

Expand access to opportunities through transit.

**INNOVATIVE SOLUTIONS & NEW TECHNOLOGIES**

Innovative transportation zones create opportunities for mobility and connection in areas less amenable to traditional public transit.

**SERVICE CHOICES**

Working with input from the communities we serve, this plan seeks opportunities to increase frequency and ridership while providing options in coverage areas.

**THE PATH AHEAD FOR FUTURE PROJECTS**

Exciting new services are coming, and this plan is a step toward them.

OVERVIEW

UTA'S PLANNING PROCESS

How and When the Plan Happens

The path ahead for public transit has many partners and many moving parts. UTA's service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

- Strategic Planning
- Service Planning
- Operations Planning
- Implementation

STRATEGIC PLANNING

Planning begins with collaboration in developing long-range Regional Transportation Plans (RTPs).

Our best long-term look at the path ahead comes through community collaboration and data-driven analysis. WFRC and MAG develop RTPs in partnership with the community, UTA, and other partner agencies. These plans set the direction for the region's transportation system over the next 30 years

SERVICE PLANNING

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

The plan presented here is the product of the service planning phase. UTA's Local Advisory Council and Board of Trustees adopt the plan after extensive public engagement and development of service plan scenarios.



OPERATIONS PLANNING

This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

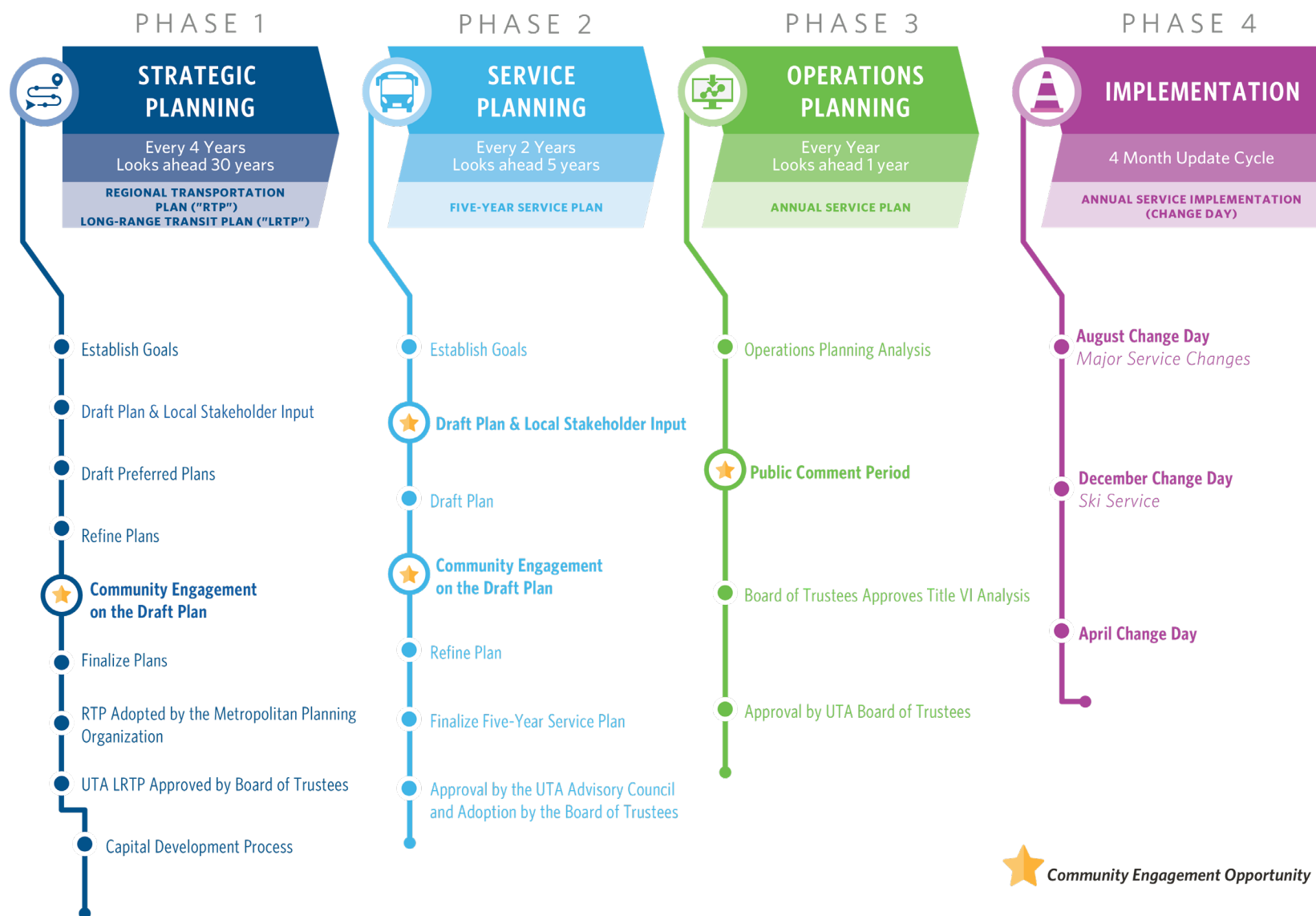
Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and the development of route schedules.

IMPLEMENTATION

In this phase, all final transit service changes become active on one of UTA's Change Days, which occur every April, August, and November

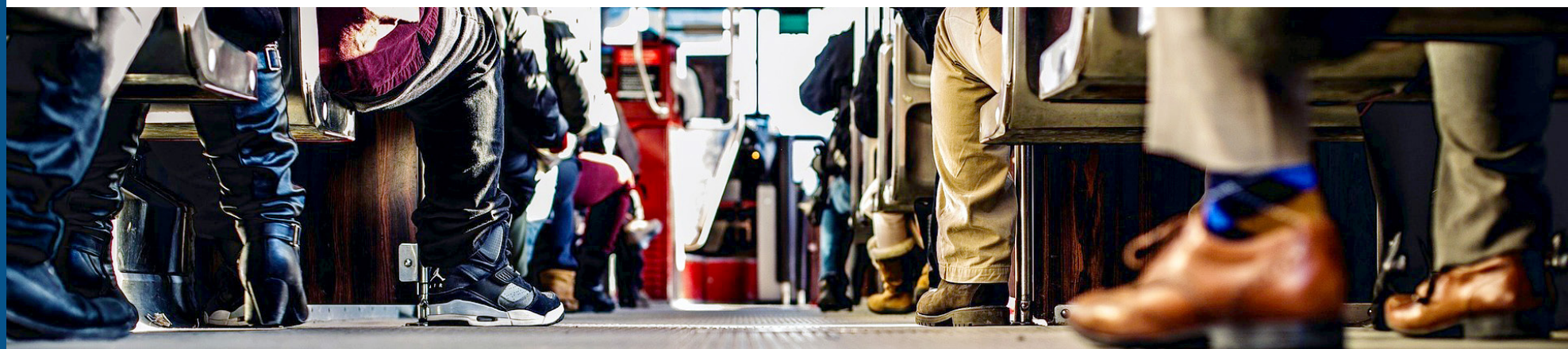
UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. In addition, customer service representatives are available to help riders navigate changes.

OVERVIEW



OVERVIEW

TIMELINE





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A photograph of three young women with long hair, smiling and looking at a smartphone held by one of them. They are standing in front of a metal structure, possibly a train or bus stop. The image is overlaid with a dark blue semi-transparent rectangle containing the text 'COMMUNITY ENGAGEMENT' in white, sans-serif, all-caps font.

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

TRANSIT NEEDS SURVEY



COMMUNITY/CITY NOTIFICATIONS & COMMUNICATIONS



SUBSCRIBERS COMMUNICATIONS



ENGAGED MEDIA OUTLETS



SOCIAL MEDIA & WEBSITE



COMMUNITY MEETINGS



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Key Themes

RIDERSHIP
AT-A-GLANCE

MAJORITY OF RESPONDENTS (75%) RIDE TRANSIT

- Most ride because it's economical, good for the community/environment, and they don't have to deal with parking



MOST COMMON REASONS WHY RESPONDENTS DON'T RIDE

- Transit is inconvenient
- Doesn't go where they want to go, or transit isn't easy to get to



EXPANDING COVERAGE & SERVICE

- Southwest Salt Lake County (Riverton/Herriman/Bluffdale)
- West Salt Lake County
- Utah County
- Underserved communities



OVERALL IMPROVEMENTS TO FREQUENCY, RELIABILITY, & TRAVEL TIMES

- Also transit stop/station improvements, more partnerships, and faster transition to renewable energy sources
- Free fare



ADDING SERVICE

- Earlier morning and later night service
- More weekend service, esp. on Sundays



SAFETY & SECURITY CONCERNS

- Additional security on all modes of transit
- Visible enforcement of UTA policies
- Lighting, cameras, patrols
- Safety at Park & Ride lots



ADA & OTHER ACCESSIBILITY CONCERNS

- More ADA-accessible bus stops
- Upkeep & maintenance of existing ADA facilities
- More considerations for aging population



TECHNOLOGY & TICKETING

- Make purchasing tickets faster & intuitive
- Add more payment options (tap credit card, Apple Pay, Google Wallet, etc.)
- Accurate, live GPS, incl., updates with detours, construction, etc.





CHAPTER



COMMUNITY ENGAGEMENT

This section provides an overview of the FYSP community engagement efforts thus far. Community engagement is still ongoing.

GET INVOLVED

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. UTA is committed to creating a service that works for the community.

UTA is reaching out to the communities we serve to understand your priorities for public transit. We use a variety of tools and approaches to engage local governments, transit riders, community leaders, and the general public. These

tools give you and your community opportunities to shape service changes and regional improvements.

Public comments make up one factor in UTA's decision-making process, which also includes factors such as budget, staffing constraints, operational feasibility, ridership, and more. These factors have been and will be used to finalize the Five-Year Service Plan and present for approval in February to UTA Board of Trustees. The changes identified in the Five-Year Service Plan will be used to identify and implement changes throughout the coming years and particularly in August of each year ("Change Day").

UTA is requesting public comments on the Five-Year Service Plan. Are we on track with this plan? What route-specific and location-specific information do we need to know? What's working or not working now, and why? We heard from community members via the transit needs survey and know that the following are important:

- Expanded service coverage
- Added frequency
- Improved amenities at bus stops
- Improved on-time reliability
- Added weekend service
- Improved travel times



Public Comment Period

During the public comment period (December 7, 2022 – January 23, 2023), people were invited to share feedback with UTA on the updated draft Five-Year Service Plan via one of the methods listed on this page. Comments received are still being processed and will soon be available in full as part of the public comment record.

✉ hearingofficer@rideuta.com

☎ (801) 743-3882, option 5

📍 Utah Transit Authority,
C/O Megan Waters,
669 W 200 S,
Salt Lake City, UT 84101

💻 rideuta.com/FYSP

Virtual Public Meeting

A virtual public meeting was held on December 14, 2022. This meeting was recorded and posted to UTA's YouTube Channel at the following link: www.youtube.com/watch?v=fJJI42kRPlc.

Survey

Information shared with UTA via the survey has been considered as part of the update to the draft Five-Year Service Plan and a full summary will be made available soon. Additionally, the survey will be used to guide the development of UTA's Long-Range Transit Plan, which looks out longer-term. We encourage you to share your ideas and participate in that planning process.

The Transit Needs Survey: <https://arcg.is/KHu490>



COMMUNITY ENGAGEMENT

FREQUENTLY ASKED QUESTIONS

To help prevent the spread of misinformation, a list of Frequently Asked Questions (“FAQ”) was developed with full answers and posted on the FYSP website. This FAQ is provided in its entirety on the following pages:

Q. What is the Five-Year Service Plan?

A. The Five-Year Service Plan (“FYSP”) guides how UTA’s transit services will improve, adapt, and change over the coming Five-Years and beyond. The Five-Year Service Plan is a dynamic guide for UTA’s near-term future. It reflects UTA’s intended service based on the best information available. The Plan also allows local decision-makers to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations. The Five-Year Service Plan covers all UTA transit services that don’t involve major capital construction projects.

Q. Why is it important?

A. Our region is growing rapidly. Where and how we grow impacts the transportation network. The Five-Year Service Plan helps us respond to that growth proactively and focus on service.

Q. How does it fit into the larger picture?

A. The path ahead for public transit has many partners and many moving parts. UTA conducts this process in four phases:

Strategic Planning: Looks long-range and high-level. Coordinates with regional transportation plans and looks ahead 30 years.

Service Planning: looks ahead Five-Years and develops the Five-Year Service Plan.

Operations Planning: Translates service changes into guidance for transit operations.

Implementation: all final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and December.

The Five-Year Service Plan falls under Phase 2: Service Planning. However, it is only one part of a larger process. Each phase coordinates with the other three phases to create a consistent set of plans for the path ahead.

Q. Is this UTA’s first Five-Year Service Plan?

A. No. The 2021-2025 Five-Year Service Plan was adopted in 2021, and more information can be found [here](#).

UTA updates the Five-Year Service Plan every two years to incorporate the best available information.

Q. What do you want from me?

A. UTA would like your input to help develop the Five-Year Service Plan and the vision beyond Five-Years. Learn more about the Five-Year Service Plan and get involved by leaving comments, submitting the transit needs survey, signing up for email updates, and participating in the upcoming public comment period. Visit rideuta.com/FYSP to get involved, ask questions, and stay in touch.

The survey will take about 10 minutes and asks about community priorities and values related to transit service, including bus, TRAX, and FrontRunner.

Q. Why should I get involved?

A. Because UTA reads and reviews all stakeholder, rider, and resident comments regarding service as part of each update to the Five-Year Service Plan. Even if we aren’t able to implement your suggestion immediately, it may become part of a future plan.

COMMUNITY ENGAGEMENT

In addition, we rely on “eyes on the ground” to notice details about our system and welcome new insights that we receive from our riders.

Q. How does this relate to the Gondola?

A. This doesn’t involve the gondola at all. The Five-Year Service Plan and UTA service changes in general, are separate from the Utah Department of Transportation. The Little Cottonwood Canyon Transportation study, which the gondola is a part of, is a separate effort being led by UDOT.

Q. What’s up with the December 2022 Suspended Services?

A. UTA, like many other places nationwide, is experiencing significant staffing shortages. We simply don’t have enough bus drivers to drive the routes we operated prior to December 2022. We can’t provide the same level of service to communities without enough bus drivers. We are working to increase operator incentives and recruiting efforts now. But that means we have to make several emergency bus service adjustments on December Change Day, impacting Weber, Davis, and Salt Lake counties and service to Summit County. Read more about the emergency changes in December, including how UTA plans to address operator shortages: rideuta.com/ChangeDay.

Q. Wait, first service was expanded, then you announced service was being suspended, now you’re saying that you’re expanding service again?

A. The Five-Year Service Plan sets out a plan for the future and guides decision-making. It does not mean that a specific service change or increase is happening yet. Many factors influence UTA’s plans and ability to deliver service. However, the Five-Year Plan provides us with a forward-looking plan so we can be prepared should circumstances allow for service improvements.

Q. Why do you cut routes?

A. The Planning team evaluates transit service and seeks to deliver transit service that serves the most people the best – this includes looking at factors such as population and employment density; service to communities that rely on transit the most; favorable market segments; street connectivity; rider and employee feedback; upcoming transit projects; and more. This sometimes results in reallocating resources to better serve the community as a whole. UTA also has finite resources and budgets and is limited by ongoing impacts, including staffing shortages and the COVID-19 pandemic. We know that cutting service has real impacts on real people. Therefore, we carefully consider any potential change’s operational cost and feasibility.



Q. How final is this draft Five-Year Service Plan?

A. Each proposed concept in the proposed initial draft Plan is subject to change. This is the draft framework upon which the Five-Year Service Plan is built, updated, and refined before anything is adopted or implemented. We are in the initial draft phase of the Plan, so these proposed components aren’t set in stone and will undergo revisions and changes based on community feedback and other inputs. Give us your feedback on the draft plan here and fill out the survey!

Q. Where can I find more information?

A. UTA has launched a website for the Five-Year Service Plan that is a repository of the latest information at rideuta.com/fysp. The website is constantly being updated, so please check back regularly.

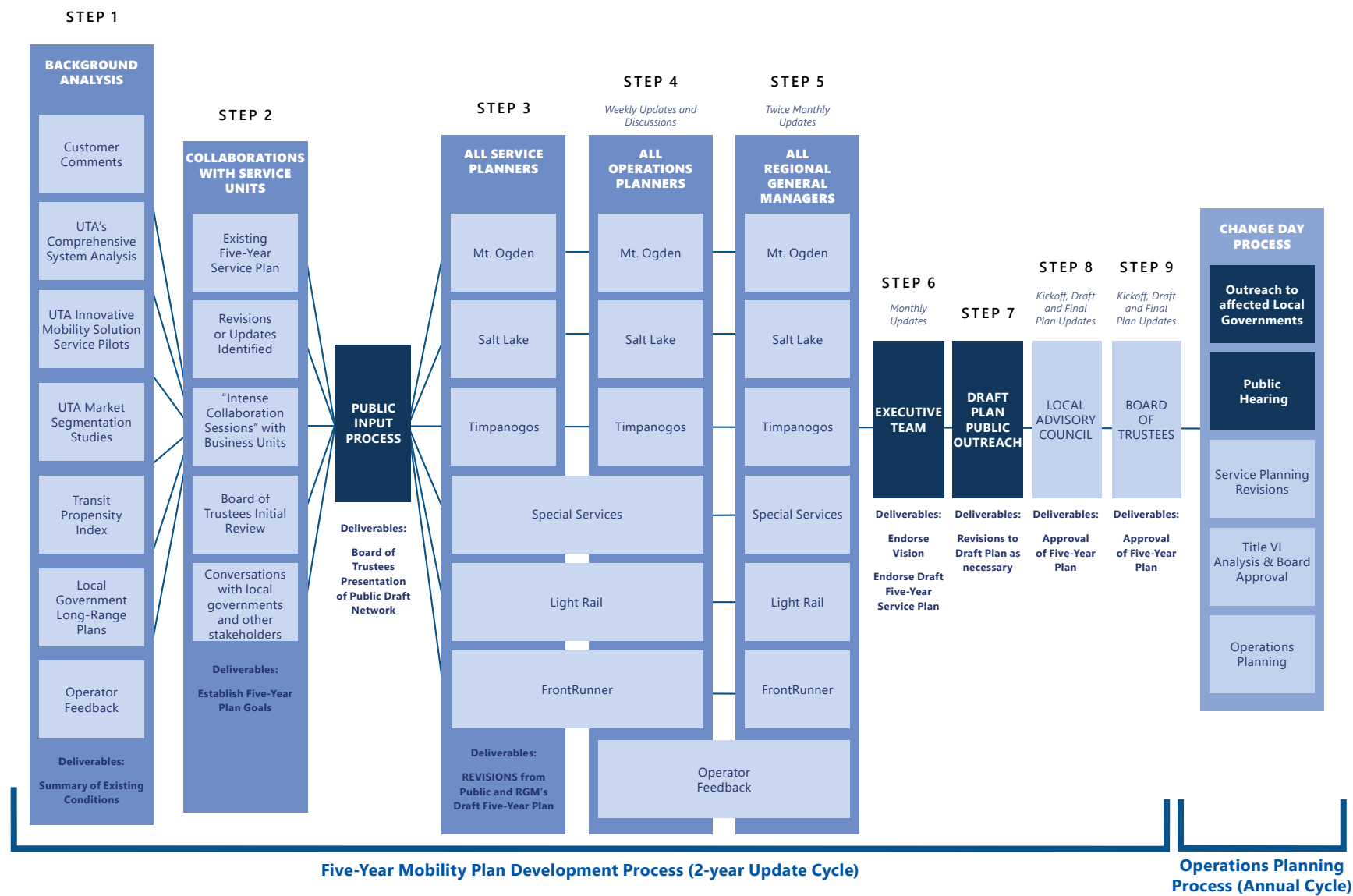


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DEVELOPMENT PROCESS

FIVE-YEAR SERVICE PLAN DEVELOPMENT PROCESS



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PROPOSED PLAN IN DETAIL

PROPOSED PLAN - IN DETAIL

UTA's Service Planning team has considered stakeholder and ongoing community feedback, emerging circumstances, and the best available information to draft an updated Five-Year Service Plan. Priorities expressed by communities through the transit needs survey indicate that expanding service coverage and frequency, as well as improving on-time reliability, travel times, and weekend service are important.

The following section outlines the updated draft plan for the Five-Year Service Plan by year. This is the framework upon which the plan is built, updated, and refined before final adoption and implementation. These proposed components aren't set in stone

and will undergo additional revisions and changes based on community feedback and other inputs following public comment. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional service will be subject to available resources.

The information contained in the Five-Year Service Plan reflects changes to service, not a full picture of UTA's entire transit system or network. As part of this plan, system maps are created for each update, and the latest system maps, current as of December 2023, are located in the [Appendix](#).

THE PROPOSED INITIAL DRAFT PLAN - PHASING AT A GLANCE

Subject to change

2023	2024	2025	2026	2027	VISION (LONG TERM)
AUGUST Park City/Salt Lake City 901, 902 OGX 602, 603X , 603, 650 TRAX Saturday 701, 703, 704, 720 Flex Routes F202, F570, F638 Contingent Upon Resources 39, 201, 218, 830X (MTC-PVU) DECEMBER Contingent Upon Resources 953, 972, 994	AUGUST Ogden Local 607, 611 , 612, F618, 625, 645 Salt Lake County Local 205 South Utah County 821, 822 , 823 , Paratransit	AUGUST Salt Lake City 2, 2X , 2A , 2B , 220	AUGUST SLC-Ogden Regional 455, 470, 600 , 609 , 627 Midvalley 47, 50 , 227, 240, F590	AUGUST 5600 West 256, F556 , Paratransit Northwest Utah County 806, 809, Paratransit	UNPHASED 4, 17, 31 , 39, 45, 54, 62, F126 , 146 , 201, 209, 218, 223, 236 , 248, 509, 513 , 604, 613 , 616 , F618, 626, 627, 631 , 640, 641 , 656 , 831, 833 , 842 , 850, 864 , 871, Paratransit North Weber On Demand Lehi On Demand West Provo On Demand South Salt Lake County On Demand Sandy/Cottonwood Heights On Demand West Jordan On Demand
HOURS: 54,059 MILES: 640,131	HOURS: 72,925 MILES: 342,642	HOURS: 28,197 MILES: 190,265	HOURS: 126,858 MILES: 1,446,047	HOURS: 118,588 MILES: 1,195,468	

Font Key:

Bold = new service, *Italics* = changed service, ~~Strikethrough~~ = discontinued service



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PROPOSED PLAN

AUGUST & DECEMBER 2023

Proposed Service Hours: 54,059

Proposed Service Miles: 640,131

PROPOSED PLAN - AUGUST 2023

PARK CITY/SALT LAKE CITY CONNECT

Discontinue Routes 901 and 902

High Valley Transit to operate Route 107



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PROPOSED PLAN - AUGUST 2023

BUS RAPID TRANSIT IN OGDEN

New OGX service replaces Routes 603 and 650

PROPOSED PLAN - AUGUST 2023

TRAX SERVICE IMPROVEMENTS

TRAX and S-Line increased to 15-minute service on Saturdays



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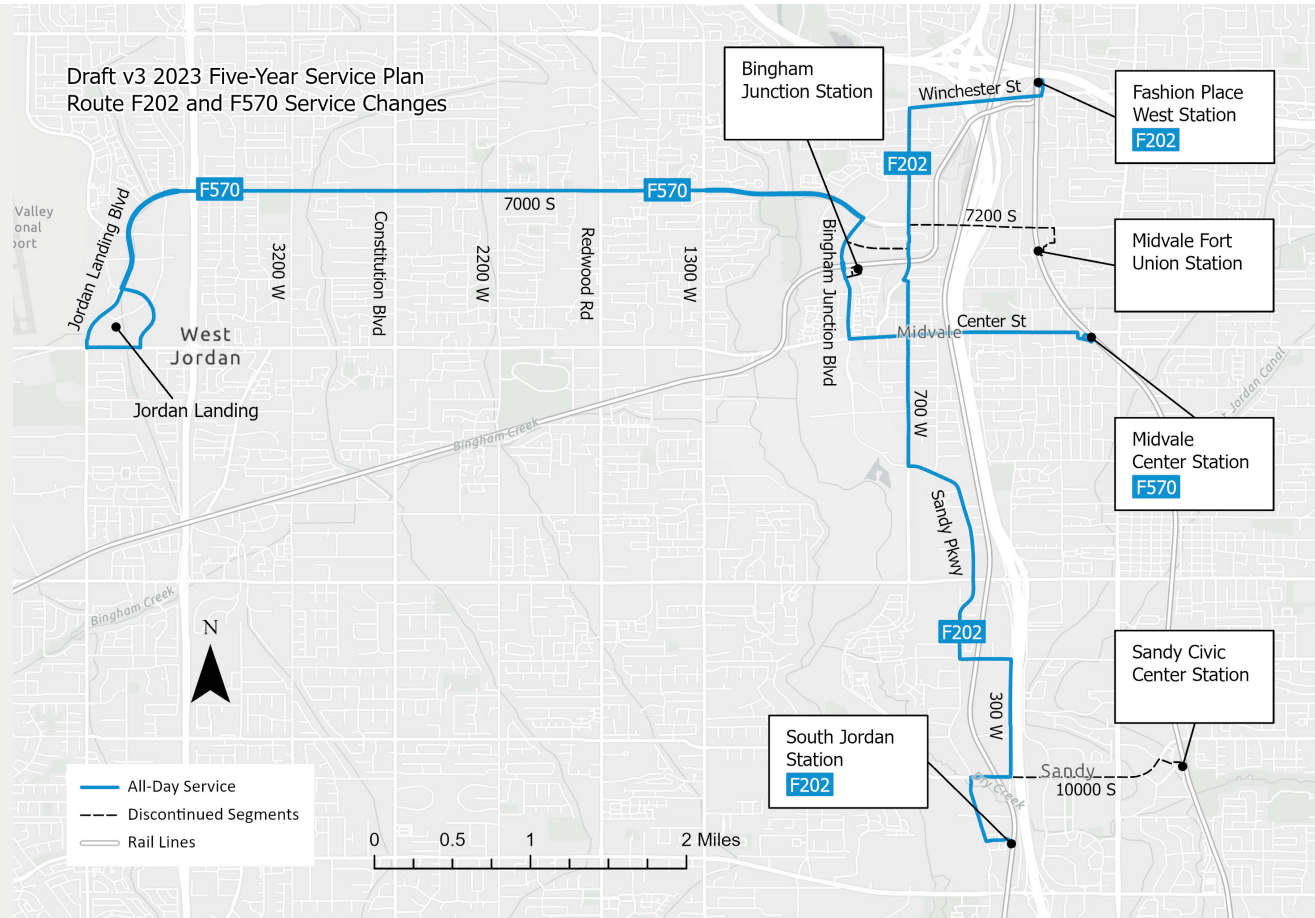
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PROPOSED PLAN - AUGUST 2023

FLEX ROUTE IMPROVEMENTS

Routes F202 and F570 adjusted to improve reliability, increase coverage

Additional stops on Route F638 within Brigham City



PROPOSED PLAN - AUGUST 2023: CONTINGENT UPON RESOURCES & NEEDS

SERVICE IMPROVEMENTS

Restore service on Routes 39, 201, and 218

Implement UVX service to Provo Airport



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PROPOSED PLAN - DECEMBER 2023: CONTINGENT UPON RESOURCES & NEEDS

SALT LAKE COUNTY SKI SERVICE

Increase service on Routes 972 and 994

Implement select trips on Route 953



PROPOSED PLAN

AUGUST 2024



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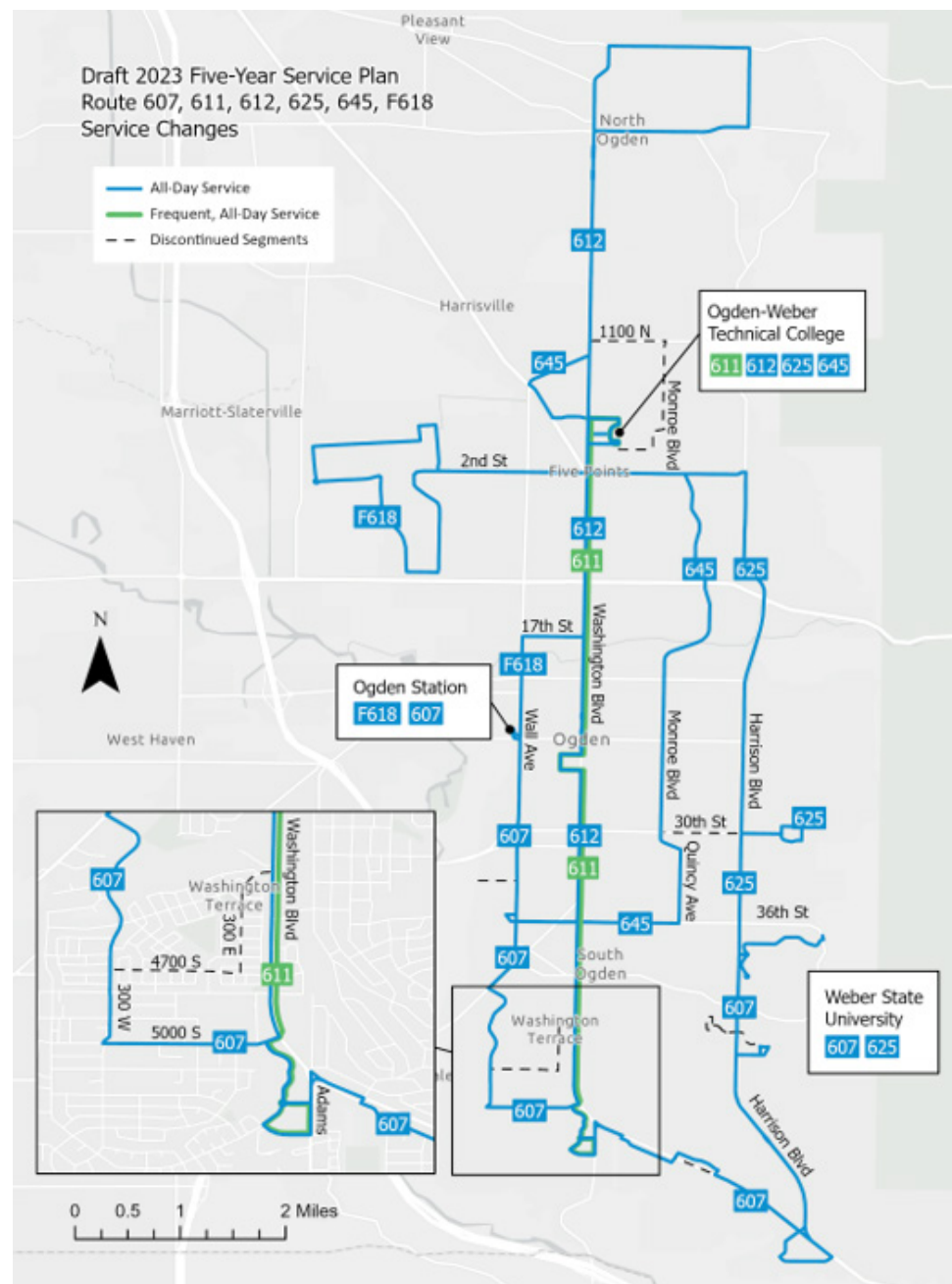
Proposed Service Hours: 72,925
Proposed Service Miles: 342,642

PROPOSED PLAN - AUGUST 2024

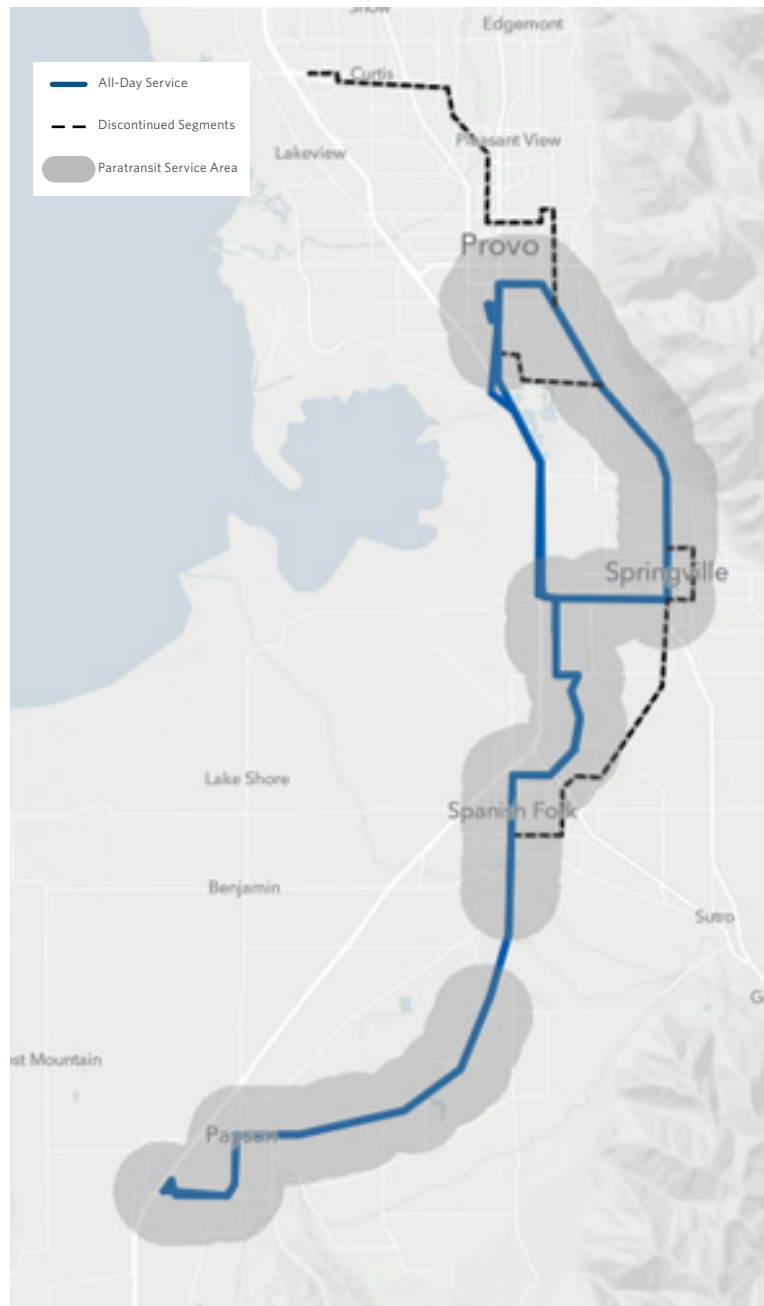
OGDEN LOCAL

New Route 607 provides one seat ride to Weber State University, Wall Ave, and Ogden Station

New Route 611 at 15-minute service on weekdays between Washington Terrace and Ogden-Weber Technical College



PROPOSED PLAN - AUGUST 2024



SOUTH UTAH COUNTY

Routes to Payson, Salem, Spanish Fork, and Springville streamlined to reduce travel time, serve additional destinations

Adjustments to the Paratransit service area



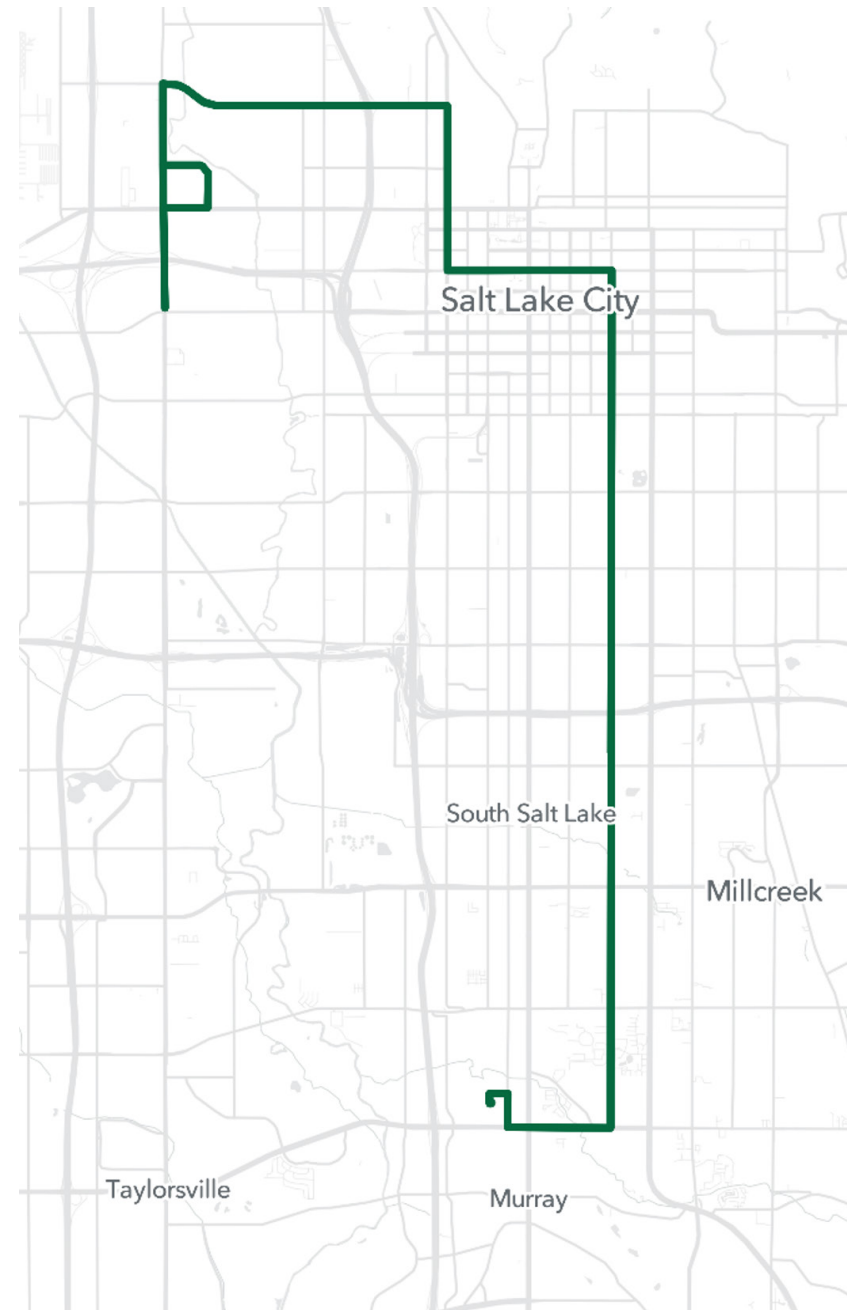
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PROPOSED PLAN - AUGUST 2024

SALT LAKE COUNTY LOCAL

Increase frequency on Route 205



PROPOSED PLAN - AUGUST 2025

AUGUST 2025



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Proposed Service Hours: 28,197
Proposed Service Miles: 190,265

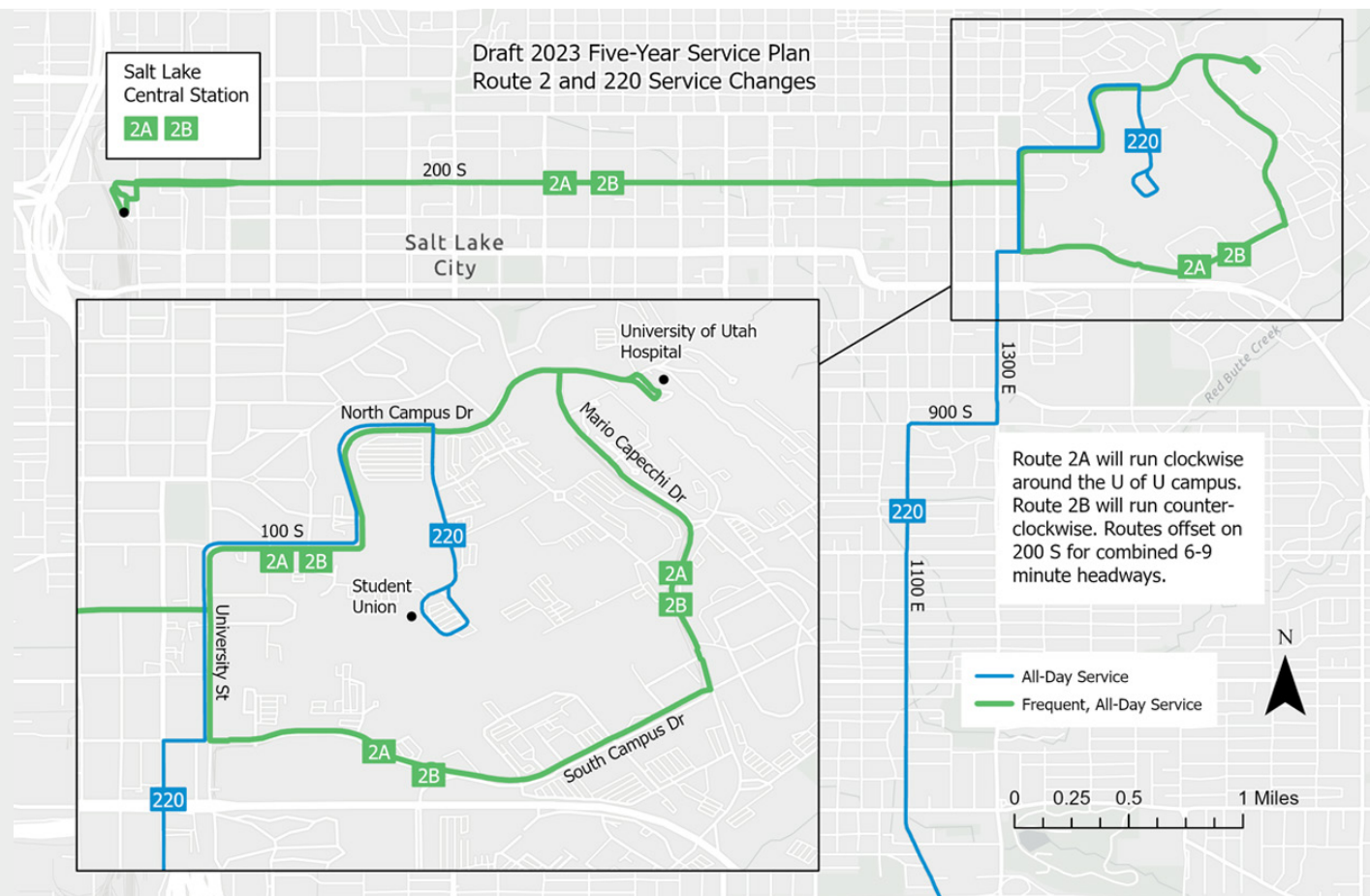
PROPOSED PLAN - AUGUST 2025

SALT LAKE CITY - 200 SOUTH & UNIVERSITY OF UTAH

End Route 220 at the University of Utah

Routes 2A/2B to replace route 2, with combined 6 - 9 minute service

Replaces Route 2X



PROPOSED PLAN - AUGUST 2026

AUGUST 2026



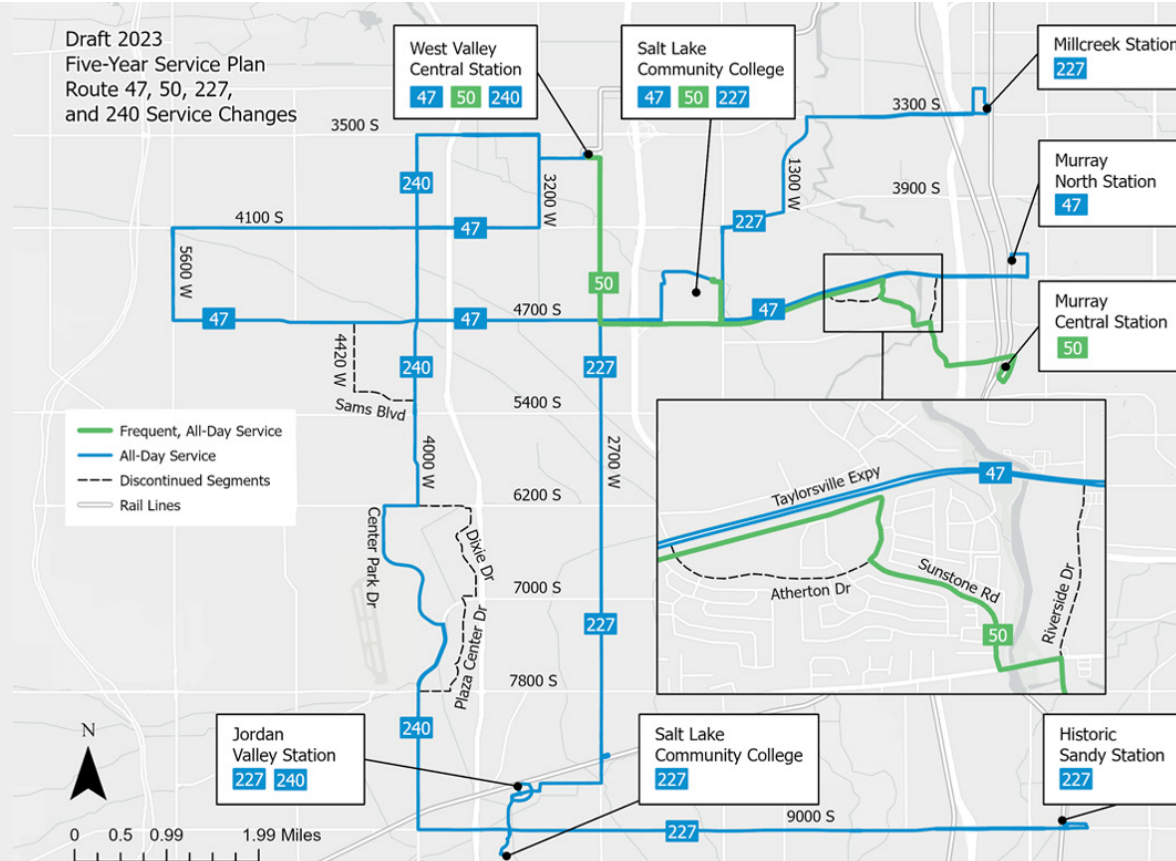
Proposed Service Hours: 126,858
Proposed Service Miles: 1,446,047

PROPOSED PLAN

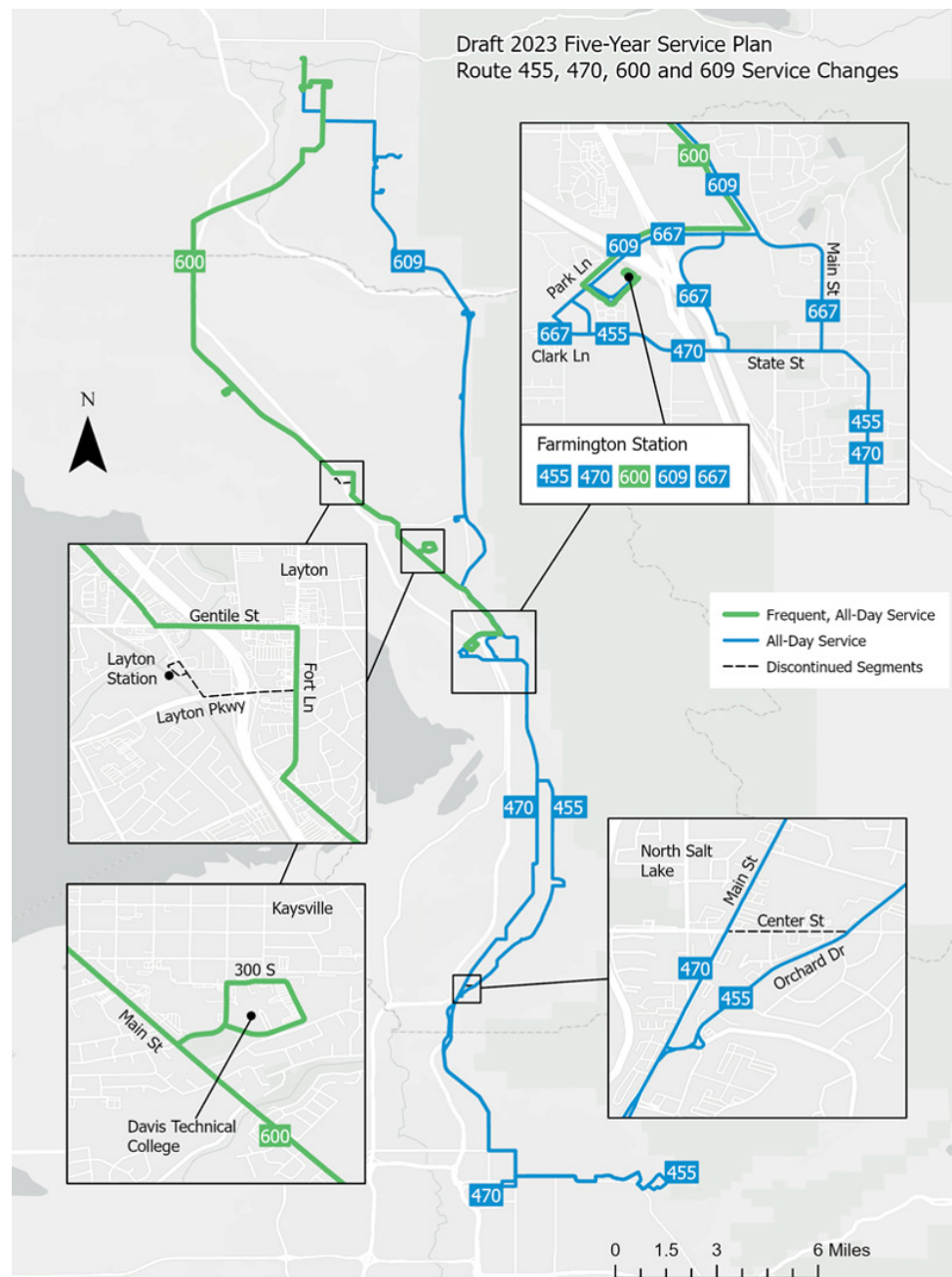
WEST SALT LAKE COUNTY - 3500 S TO 9000 S

Route changes to prepare for Midvalley Connector

Route 227 extended to SLCC-WJ campus, SLCC-Redwood campus, and 9000 S



PROPOSED PLAN - AUGUST 2026



SLC - OGDEN REGIONAL

Split Routes 455 and 470 at
Farmington Station

Northern segment of current
Route 470 (State/Main) increased
to 15-minute service

Route 627 rerouted for additional
connection at Fruit Heights Park 'n Ride



PROPOSED PLAN - AUGUST 2027

AUGUST 2027

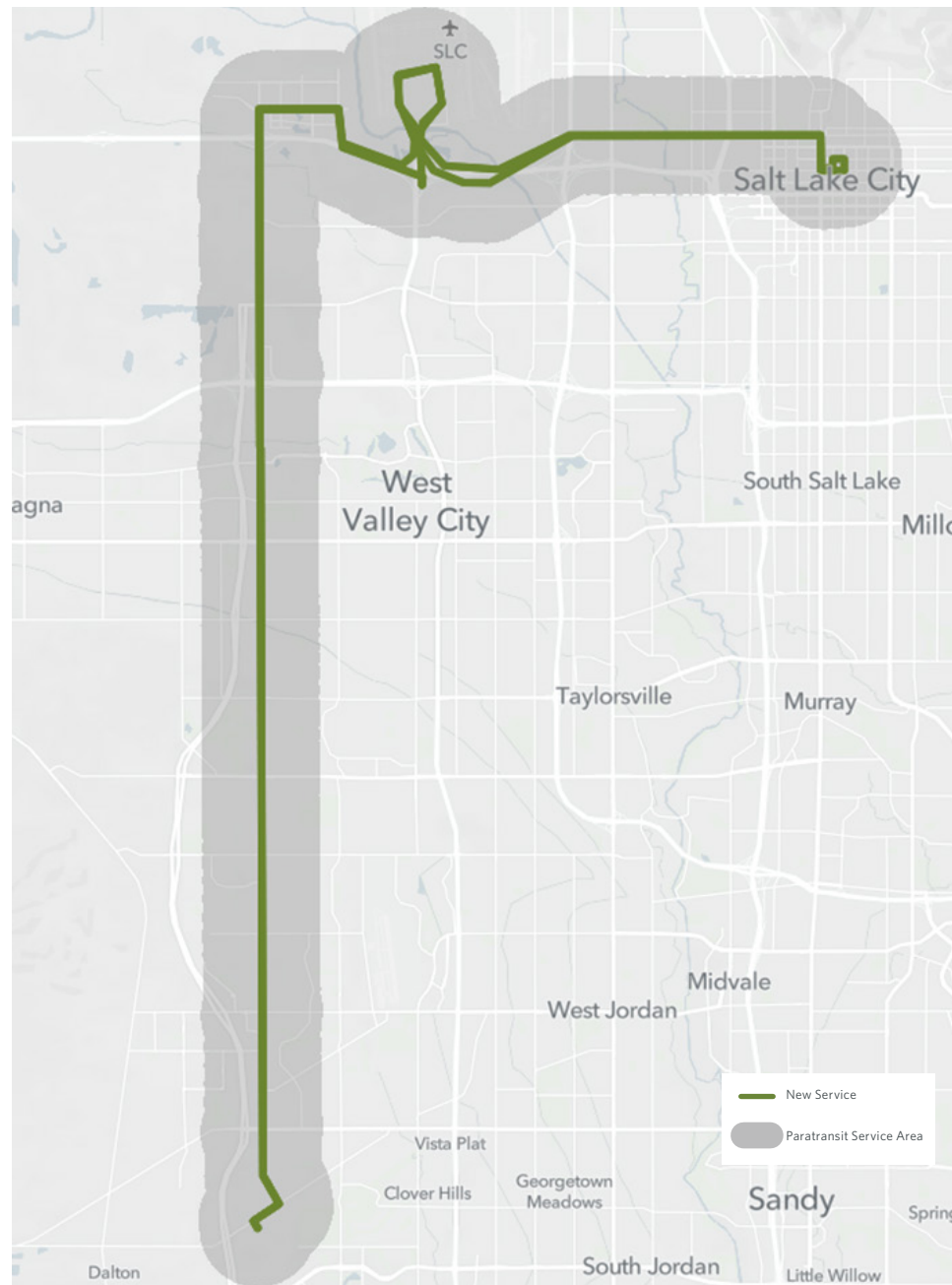


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Proposed Service Hours: 118,588
Proposed Service Miles: 1,195,468

PROPOSED PLAN - AUGUST 2027



WEST SL CO - 5600 W

New frequent service on 5600 W,
the International Center, North Temple,
and Downtown SLC

Increase to Paratransit Service Area



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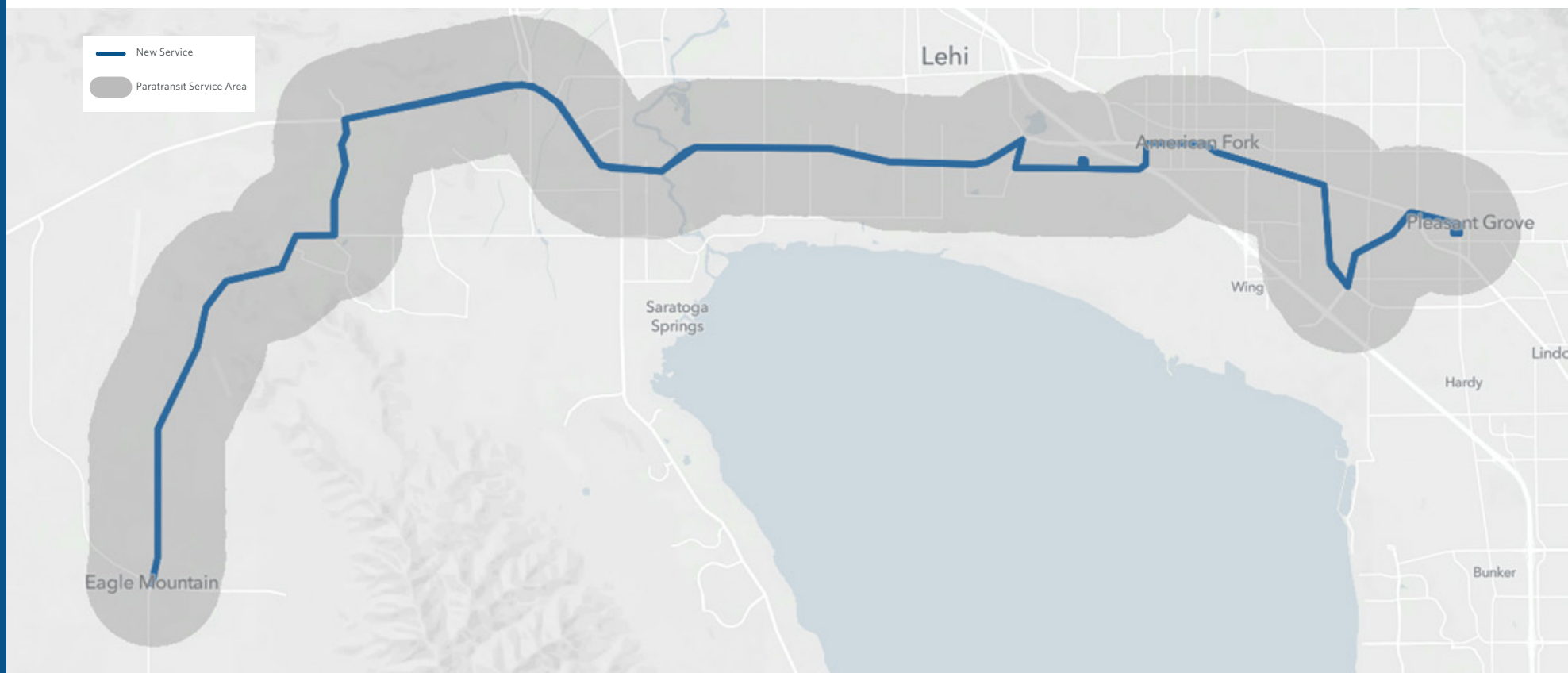
PROPOSED PLAN - AUGUST 2027

NORTHWEST UTAH COUNTY

New service on Pioneer Crossing and Pony Express Parkway

Route will serve new Park & Ride locations

Increase to Paratransit service area



PROPOSED PLAN - VISION

VISION (LONGER TERM)

UNPHASED PROJECTS BEYOND FIVE-YEARS



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VISION (LONGER TERM)

FREQUENCY IMPROVEMENTS

Improved frequency on Routes 4, 17, 39, 45, 54, 62, 209, 223, and 850



VISION (LONGER TERM)



BDO & PLEASANT VIEW

Route F618 realigned to serve
Business Depot Ogden (“BDO”) via
12th St (replaces Route 613)

New service between Pleasant View
Station and Ogden Station

Deviation service on Route F618
replaces Paratransit in BDO



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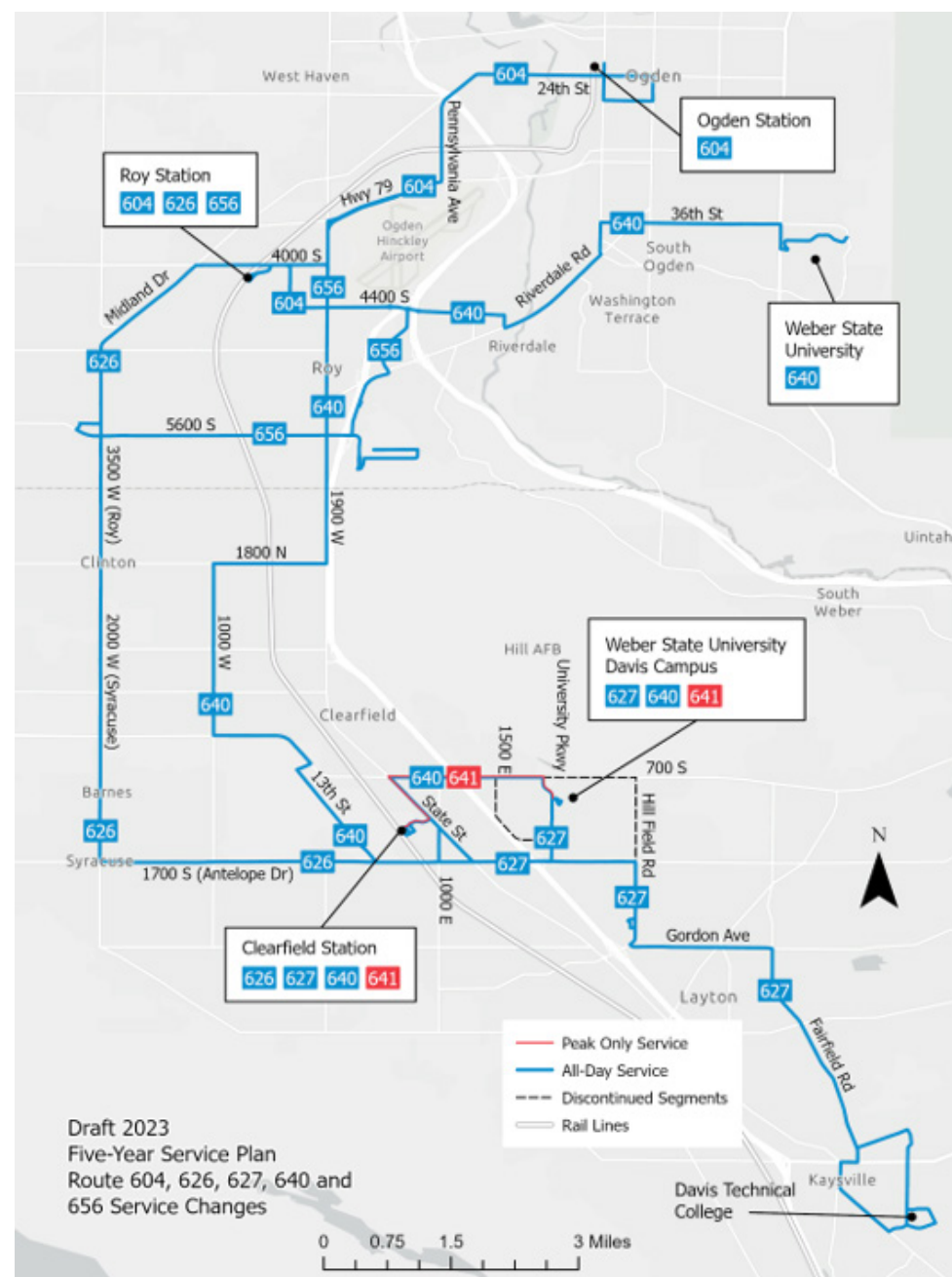
VISION (LONGER TERM)

NORTH DAVIS AND
SOUTH WEBER COUNTY

New route serving Roy Innovation Center

Route 626 extended to Roy
FrontRunner Station

Route 627 streamlined to Antelope Dr

Frequency improvements on
Routes 604, 626, and 627

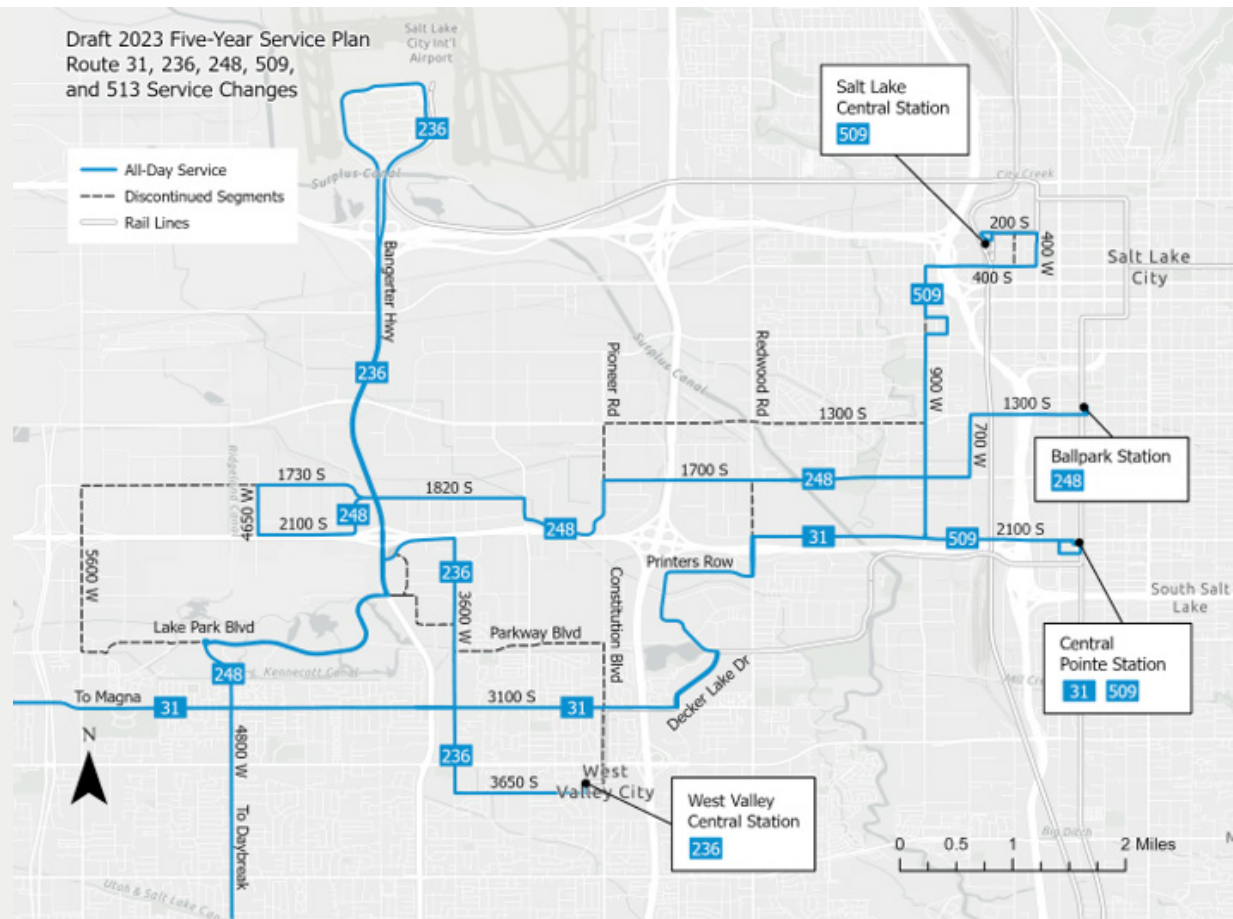
VISION (LONGER TERM)

WEST SL CO - AIRPORT TO 3500 S

New service on 3100 S

New service on 3600 W between the Salt Lake International Airport and West Valley Central Station

Route 248 extended to serve Lake Park Corporate Center and 1700 S (replaces Route 513)



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VISION (LONGER TERM)

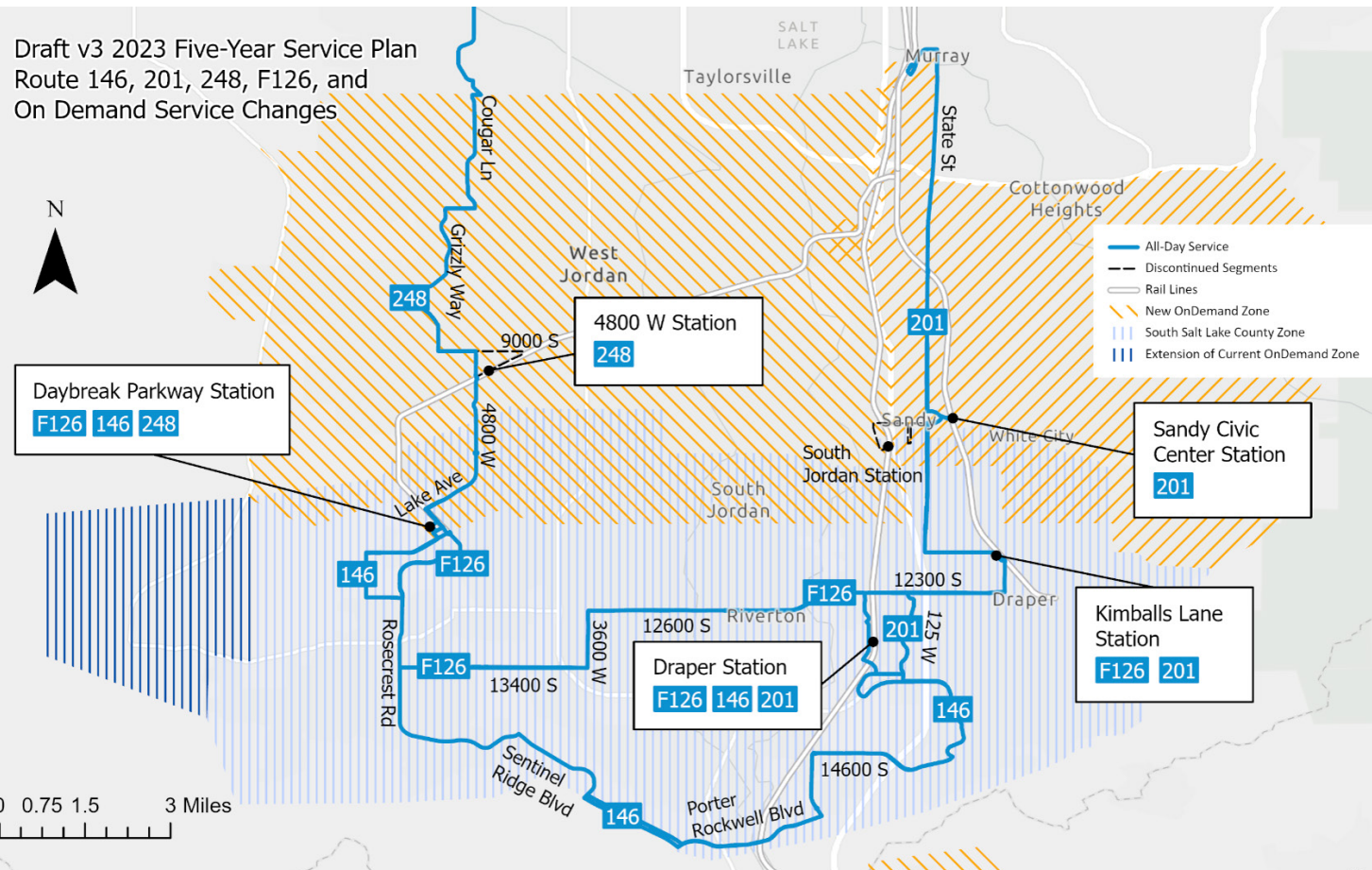
SOUTH SALT LAKE COUNTY

New UTA On Demand Zones

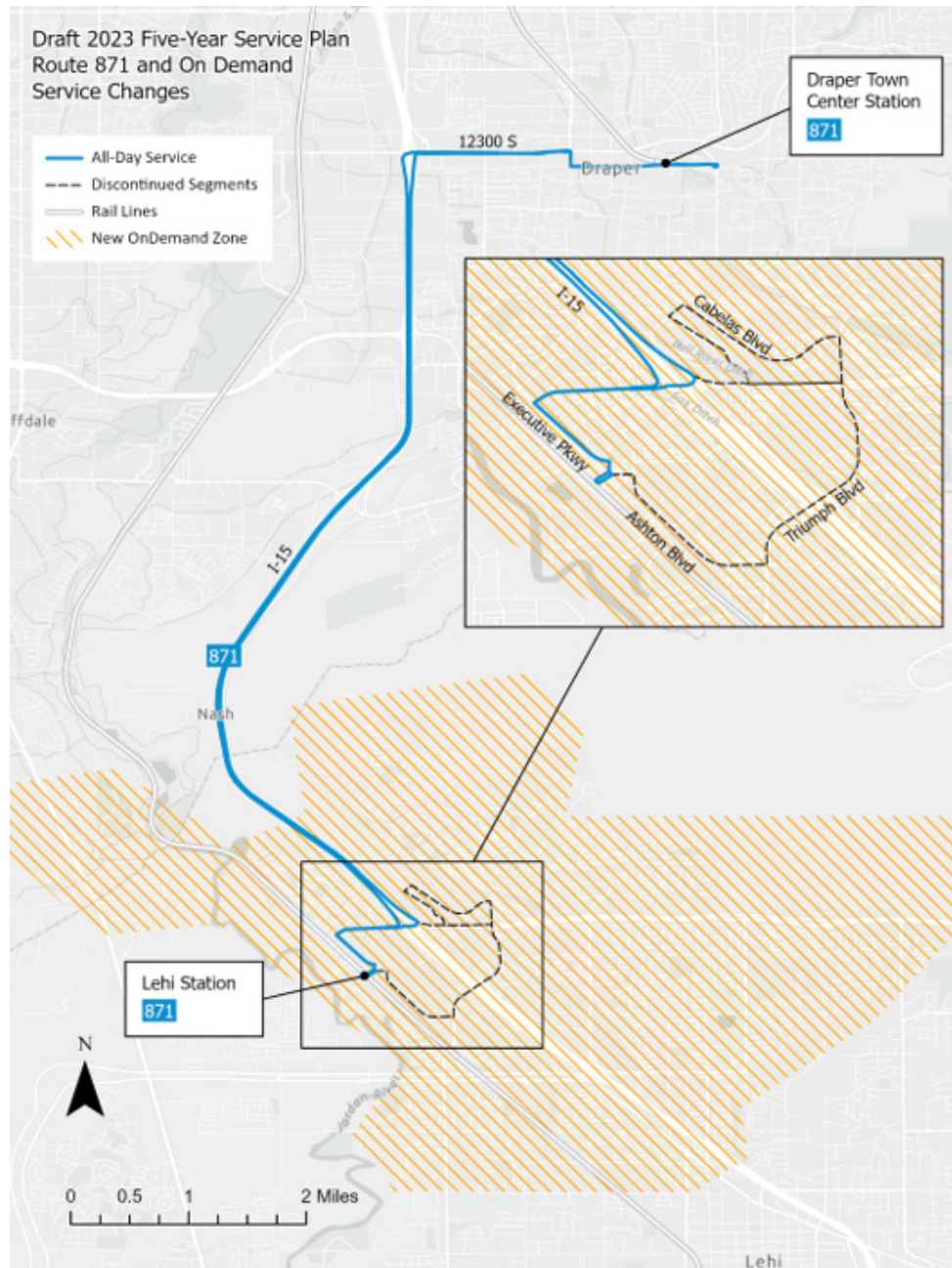
Increased fixed route service to handle demand

Increased Paratransit coverage

Draft v3 2023 Five-Year Service Plan
Route 146, 201, 248, F126, and
On Demand Service Changes



VISION (LONGER TERM)



UTAH COUNTY - LEHI

New UTA On Demand Zone

Route 871 streamlined between Lehi FrontRunner Station and Draper Town Center Station. Improved frequency.



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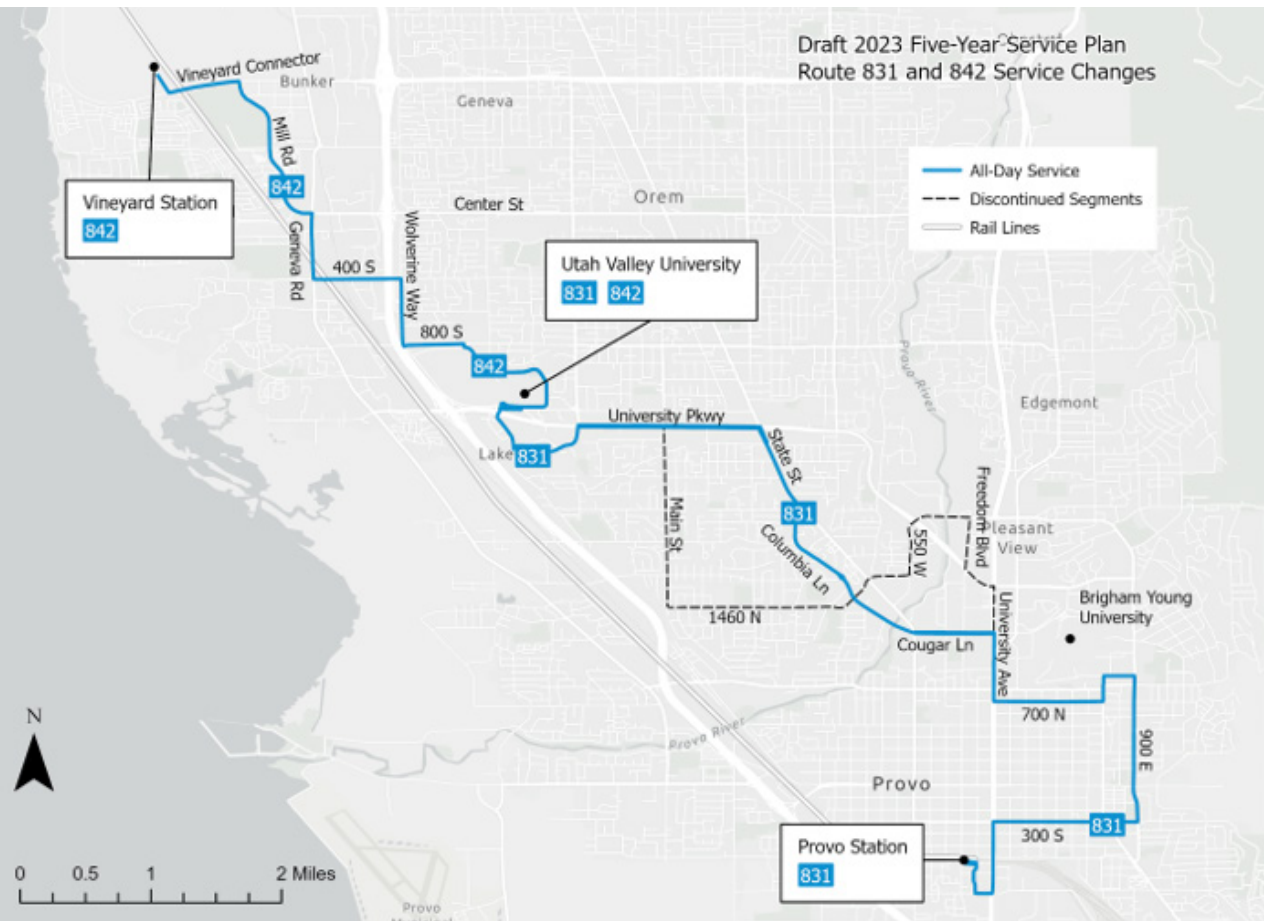
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VISION (LONGER TERM)

UTAH COUNTY - VINEYARD TO PROVO

Route 831 realigned to Columbia Ln and State St

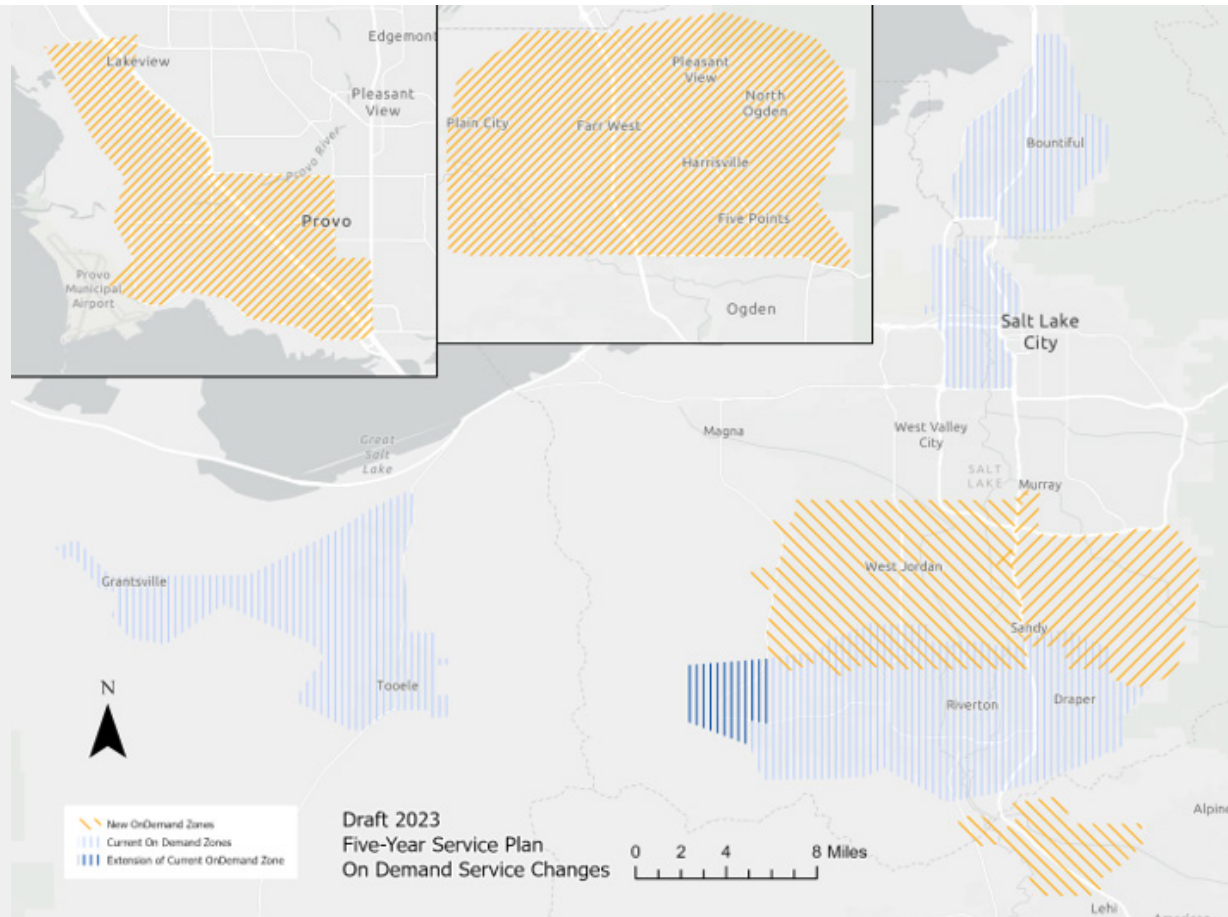
New service between Vineyard Station and UVU

Draft 2023 Five-Year Service Plan
Route 831 and 842 Service Changes

VISION (LONGER TERM)

UTA ON DEMAND

New zones in north Weber County, Sandy, Cottonwood Heights, South Jordan, West Jordan, Lehi, and West Provo

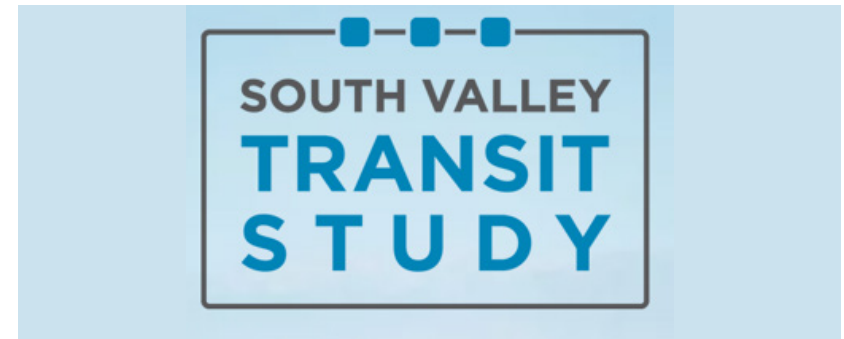


CHAPTER



VISION

FUTURE PROJECTS



Paratransit Forward

Little Cottonwood
Canyon **ENVIRONMENTAL
IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta



FrontRunner Forward



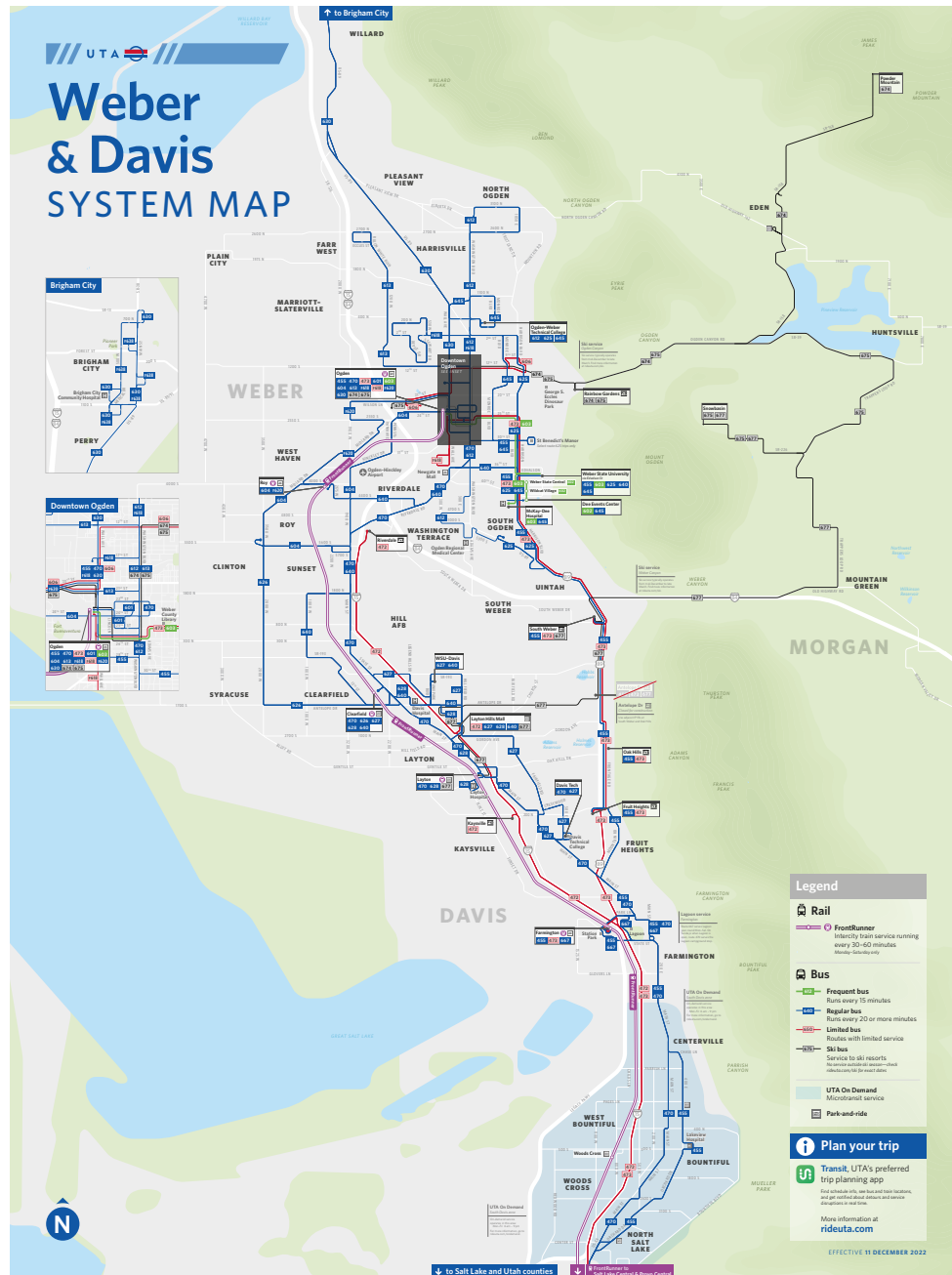
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APPENDIX

SYSTEM MAPS

APPENDIX



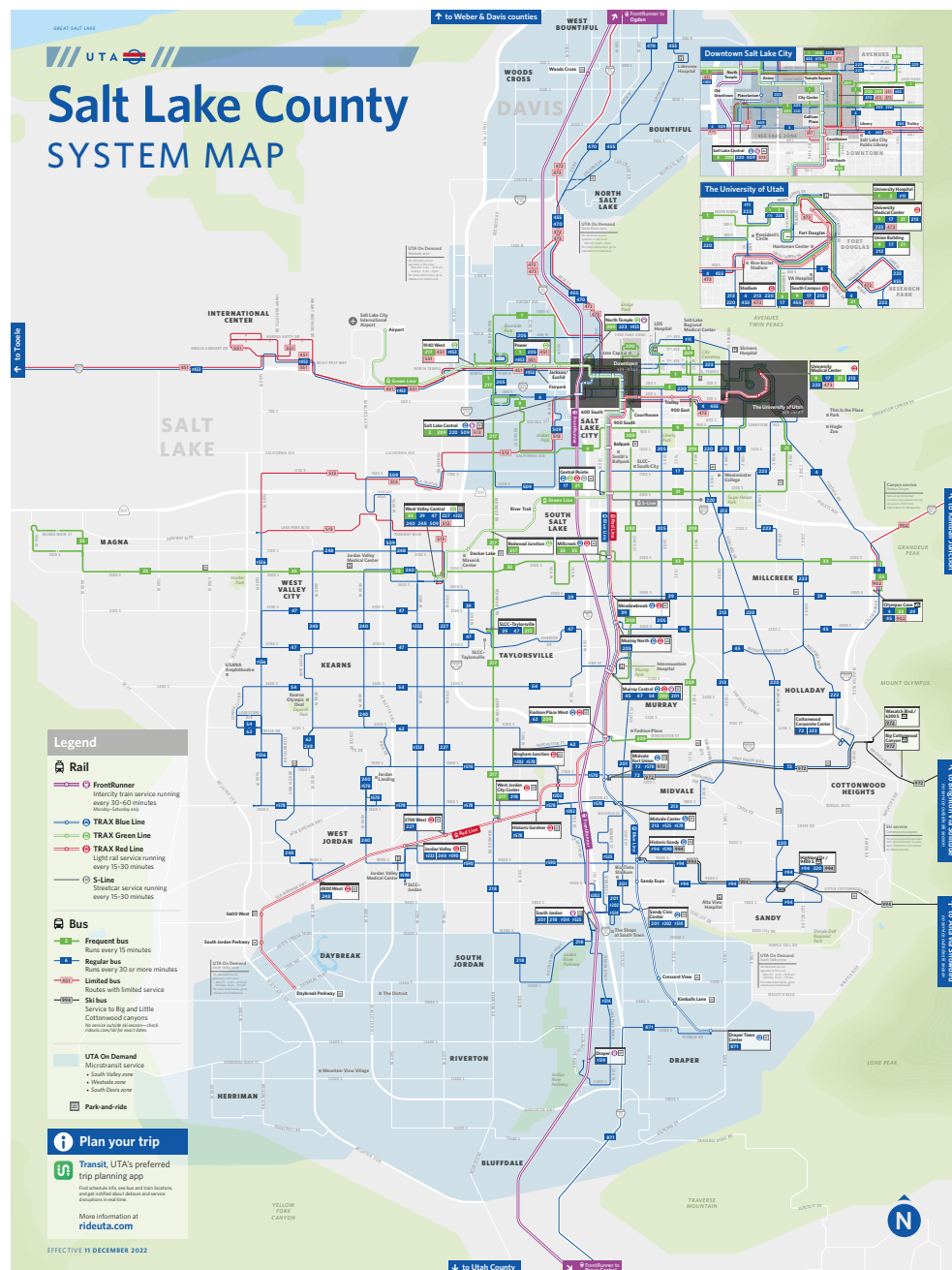
WEBER & DAVIS SYSTEM MAP



CHAPTER

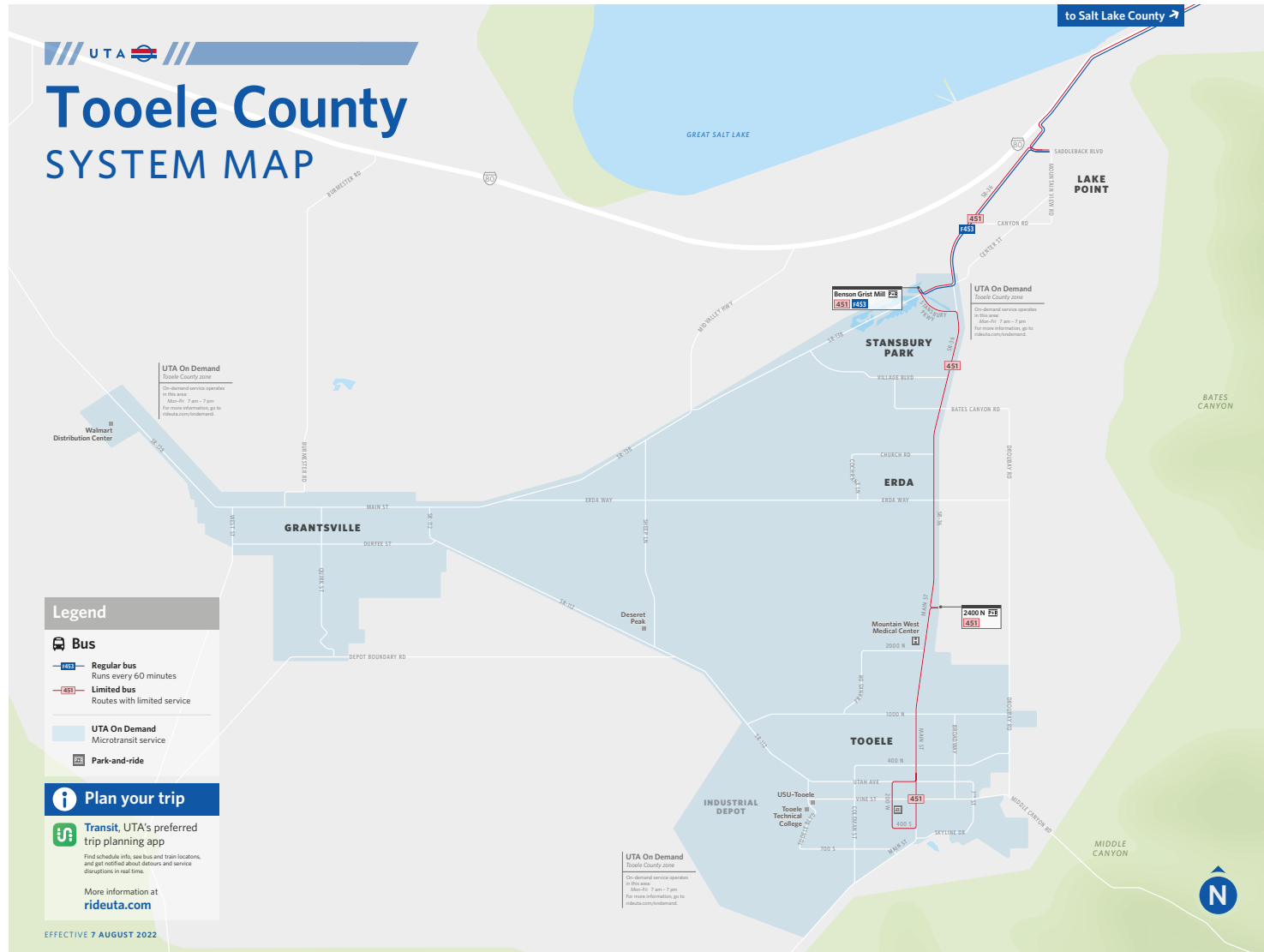
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APPENDIX

SALT LAKE COUNTY
SYSTEM MAP

APPENDIX

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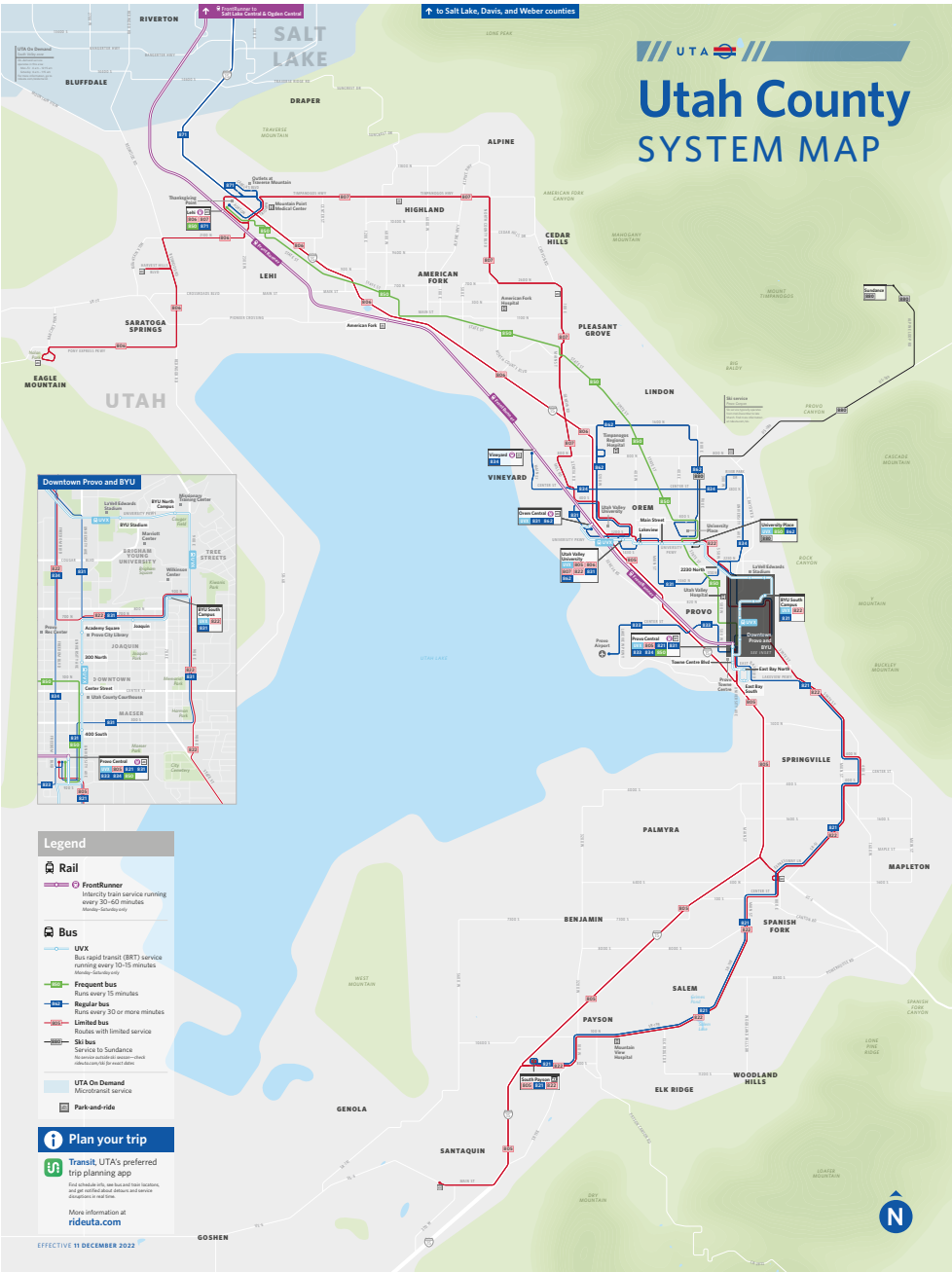


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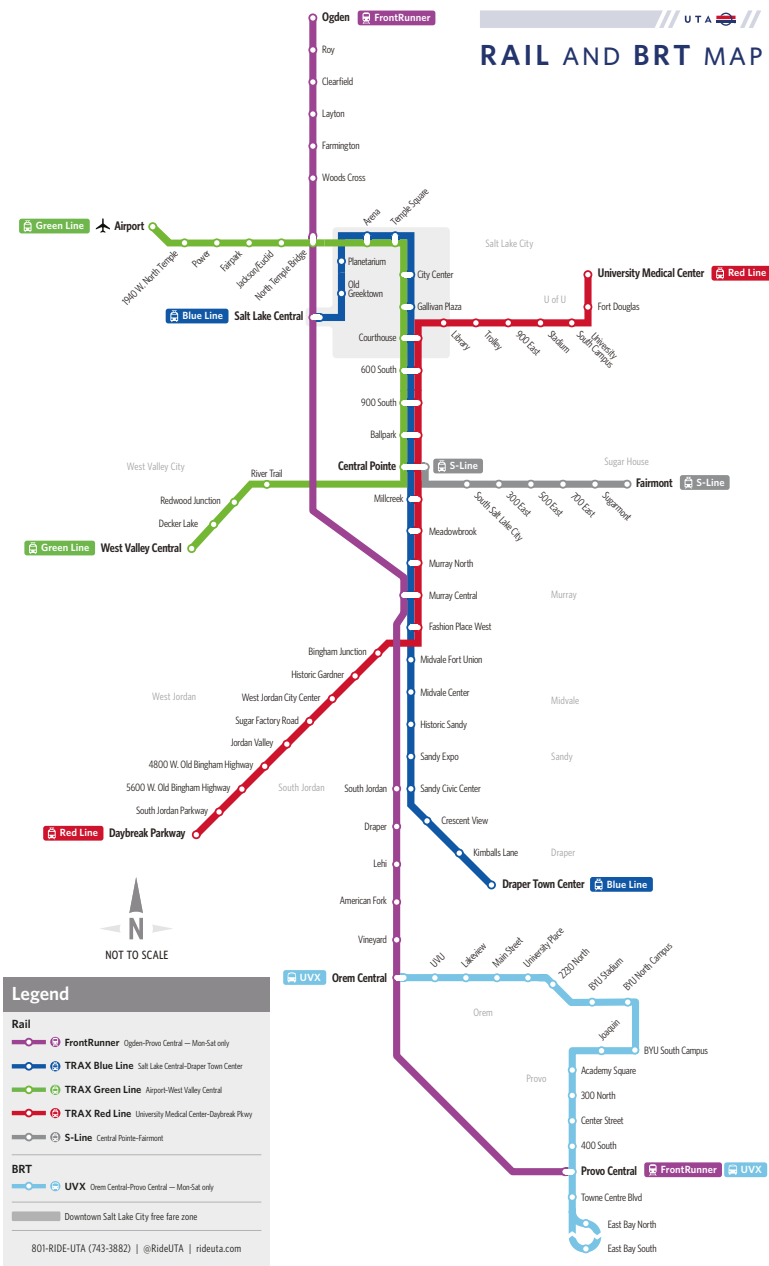
UTAH COUNTY SYSTEM MAP



APPENDIX

RAIL AND BRT MAP

RAIL & BRT SYSTEM MAP





2023 - 2027 • FIVE-YEAR SERVICE PLAN



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Paul Drake, Director of Real Estate & TOC
Lyle Gibson, Assistant Community Development Director/City Planner,
Farmington City

TITLE:

AR2023-02-02 - Resolution Approving and Recommending Adoption of the Station Area Plan for Farmington Utah

AGENDA ITEM TYPE:

LAC - Resolution

RECOMMENDATION:

It is recommended that the Local Advisory Council approve Resolution AR2023-02-02 approving the Farmington Station Area Plan and recommending adoption by the Board of Trustees.

BACKGROUND:

The Farmington Frontrunner Station Area Plan was initiated by Farmington City, in collaboration with UTA, in 2020. Said plan was funded by the Transportation Land Use Connection (TLC) Program, facilitated by Wasatch Front Regional Council (WFRC). GSBS was selected as the project consultant through a competitive Request for Proposals (RFP) process, also facilitated by WFRC.

This plan has officially been adopted by Farmington City and certified by WFRC, to satisfy requirements codified in 2022 by HB462 Utah Housing Affordability Amendments.

DISCUSSION:

The subject planning area is comprised of two sub areas: the Station Park area, and the North Station Area north of Park Lane, the total area being 550 acres.

- It is recommended by the plan that the current UTA park & ride facilities be reduced from 853 to 264 structured parking stalls. Such a reduction will require further negotiations with UDOT, due to a

reversionary clause contained in the respective deed.

ALTERNATIVES:

The Farmington City Council has approved this plan. Additionally, WFRC has certified this plan to meet statutory requirements of HB462. Therefore, any modification to this plan will require further review and possible amendments by those two parties.

FISCAL IMPACT:

No immediate impact.

ATTACHMENTS:

1. Resolution AR2023-02-02
2. Farmington Station Area Plan

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY APPROVING AND RECOMMENDING
ADOPTION OF THE STATION AREA PLAN FOR FARMINGTON UTAH**

AR2023-02-02

February 15, 2023

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority’s Board of Trustees has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the “Policy”);

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities;

WHEREAS, the Policy requires the Local Advisory Council to review and approve Station Area Plans it determines to be in the best interest of the Authority and the applicable municipalities prior to adoption by the Authority’s Board of Trustees;

WHEREAS, the Authority has presented the Station Area Plan for Farmington Utah to the Local Advisory Council for review;

WHEREAS the Local Advisory Council believes that the Station Area Plan is in the best interest of the Authority and the applicable municipalities and recommends adoption of the Station Area Plan for Farmington Utah by the Board of Trustees of the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the Station Area Plan for Farmington, Utah attached as Exhibit A, and recommends that it be adopted by the Authority’s Board of Trustees.

Approved and adopted this 15th day of February 2023.

Julie Fullmer, Chair
Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:

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Legal Counsel

Exhibit A

Station Area Plan for Farmington Utah



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CITY STAFF PREFACE

Planning for growth is an ongoing process. After the terrorist attacks on September 11, 2001, the United States experienced an immediate economic impact – while not as big as the 2008 downturn – the impact of 9/11 reached into communities as the United States entered the Iraq and Afghanistan Wars and business as usual shifted. During this time, it became apparent that Farmington City’s small amount of commercial use at Shepard Lane and Highway 89, with Lagoon, may not remain sufficient in an increasingly growing and connected Utah. As the population grew, the City Council reviewed and confirmed that without a sufficient tax base, Farmington would not have the funds for a full-time Fire Department or fully staffed Police Department, other services like Public Works and Parks and Recreation would be underfunded and understaffed. Without a change in the way that the city was developing or significant tax increases.

Prior to this, in 1999, the City Council adopted groundbreaking changes to the Zoning Ordinance – effectively up-zoning almost every zone by creating alternative lot sizes. Now, a developer would need at least one acre per lot in the Agricultural Estates zone. To negotiate this lot size, the new zoning presented open space incentives – preserve 20% of your property for open space, and you can get the half-acre alternative lot size. In this way, the community preserved significant areas of open space surrounding lacustrine and riverine wetlands and gained parks and numerous trail connections.

Plans for the Legacy Highway began in 1997. Construction began in 2001 but was delayed as the Environmental Impact Study did not consider alternative routes which would have less impact on Great Salt Lake wetlands south of Farmington. A new route was announced for these areas in January 2005 and construction began in spring 2006. Legacy Parkway was completed in September 2008. At a historic crossroads, Legacy Parkway begins, or ends, in Farmington, with a major interchange connecting Highway 89, Interstate 15 and Legacy Parkway on Park Lane.

Meanwhile, Utah Transit Authority was completing its construction of the FrontRunner, a commuter rail service connecting Ogden to Salt Lake Central, with plans to expand. The FrontRunner began shuttling commuters in April of 2008, with a stop in Farmington just below the Park Lane Interchange.

In quick succession, and a relatively short period of time, Farmington would host three major interstates and a regional passenger train. All built within a one-mile radius. Trails were quickly filling in as Farmington Ranches, Farmington Greens and other subdivisions brought thousands of homes, and even more residents to West Farmington. On the east side of I-15, city leadership saw the giant sycamore and ash trees lining State Street and Main Street, and the historic nineteenth century dwellings of the City’s ancestry. In the interest of preserving this charm, a new zoning district was created in 2002: the Original Townsite Residential.

Prior to the opening of FrontRunner and Legacy Highway, but with knowledge of the plans, City elected officials and staff began to explore the possibility of growing commercial use in Farmington. In 2003, the City enlisted Ross Consulting Group, namely Thomas Wootten, to perform a market study. This study called out the future Park Lane Interchange and FrontRunner stop as a key location for mixed-use office

and commercial development. To the north, Shepard Lane passed over I-15 and to the west, the Denver and Rio Grande railway trail delineated single-family neighborhoods from remaining agricultural space near the freeway. In essence, a triangle of approximately 500 acres remained as a “donut-hole” in the center of Farmington (Fig. 1). With proper planning, Interstate users and rail commuters could access shops and offices within a few minutes of exiting the train or freeway. Farmington residents could live and work in their community, without the hassle of traffic on the ever-widening I-15. Farmington drivers would pollute less – supplementing Utah’s Clean Air Act goals.

City officials believed in this vision. After the study the City Council, Planning Commission and Mayor toured other business parks, and studied national trends. It appeared that business parks without housing, entertainment and shopping became ghost towns at night and on the weekends. Such a business park would not serve the community if it was abandoned most of the time. The General Plan was updated in 2005 to designate the “donut-hole” as mixed use. Quickly thereafter, zoning followed to include transit-oriented development and mixed-use zoning. The change in zoning would not be possible without the consent of the property owners in the area, who saw opportunity in the entitlements that mixed-use zoning would bring their families and descendants. Between 2005 and 2008 approximately 325 acres were rezoned from Agricultural to Mixed Use. Simultaneously, it became apparent that if the region and city continued to grow, the Park Lane Interchange would eventually fail, probably sooner than expected (in this case failure indicates Level of Service. For example, vehicle queues backing onto I-15). Shepard Lane, already an established connection between east and west Farmington, took focus as a potential interchange.

However, a Shepard Lane Interchange could not alleviate the burden on Park Lane without arterial north-south connections on the west side of I-15. At this time, Park Lane was not slated to connect with Clark Lane as it does today (see the “swoop” on aerial imagery of Park Lane (below)). But north-south arterial connections would not

be possible without a significant realignment of Park Lane to its current location. The City, at great cost, acquired right-of-way and constructed the “swoop”.

Consequently, the north-south connections would have to be placed in the newly entitled mixed use zones. The north-south roads would also relieve residential neighborhoods of high traffic volumes created by those accessing the Park Lane interchange from Kaysville and north Farmington. Roads in Utah, and most of the United States, are often constructed with funds from the land developer for residential uses. However, much of the cost for large roads related to commercial development are often funded by government. City, County State and Federal entities are usually not willing to fund these roads without assurances or entitlements for office and commercial uses.

After the zone and General Plan changes to the mixed-use areas, development began with the purchase of approximately 62 acres around the UTA FrontRunner stop by CenterCal Properties LLC. In 2007, CenterCal entered into a Development Agreement with Farmington City to plan out a mixed-use retail-focused development encompassing all 62 acres: Station Park. The shopping center would focus on a human-scale “station-esque” area, complete with a plaza, fountain and shops, with buildings brought close to the street with an internal vehicular and pedestrian circulation plan. Such a design had not been seen in Farmington since prior to automobile predominance. Imagine citizens of early Farmington, walking along Main Street and accessing the mercantile or masonry storefront from the street. In December 2008, the mixed-use zone went through an overhaul to encourage this form of building siting, with building setbacks no greater than 20 feet from their frontage, instead of vast parking fields that were only suited to automobile transportation. Rather, with a transit-oriented development, it is the pedestrian exiting the train that would prefer these smaller block sizes and less-consolidated parking. Station Park went through several iterations of development plans before beginning construction in the late 2000s and opening for business in 2011.



PHOTO SOURCE: www.northfarmingtonstation.com

The impact of Station Park on Farmington’s community and economic development was immense. Up until this point, Lagoon, a Smith’s Grocery Store, and a handful of other businesses were the only commercial development in the city. Now, as the Park Lane Interchange and FrontRunner brought people to central Farmington, not just to Station Park but to Lagoon as well, the city centered around this 1-mile radius area. Residents in Farmington Ranches and Hunter’s Creek subdivision no longer had to drive to the Smith’s Grocery up on Shepard Lane, instead Harmon’s was conveniently located just a few minutes away for that emergency Tylenol or gallon of milk.

Nearby, between I-15 and Highway 89, another development had brought a valuable lesson to the City. Farmington Crossing primarily developed between 1996 and 2006. It too was based on the ideals of mixed-use development, with substantial commercial use, office, and minimal residential. As construction continued in Farmington Crossing, the entire development area filled with townhomes and single- and multi-family residential. While minimal new commercial development centered near the Highway 89 interchange at Shepard Lane. Farmington Crossing was, and continues to be a development that benefits the community, but city officials were disheartened to find that residential was far more prominent than what was envisioned in the mixed-use zones.

Five years on, the housing market was recovering from the 2008 Great Recession, which had greatly contracted homebuilding. This contraction, which cut home construction by half in 2009, left little supply for buyers and housing shortages began to impact Utah (Deseret News 2021). Demand for housing increased and developers were anxious to meet that demand as housing values increased. North of Station Park, residential proposals began to out-pace commercial. Foreseeing that they may have another Farmington Crossing on their hands, the 2013 City Council approved a zone text amendment removing all residential uses from the Office Mixed Use zone. Instead of outright permitting the use, a mechanism was added to ensure a true, robust mixed-use development. This mechanism allowed each development to access flexibility regarding usage, purely at the discretion of the City Council. Each project area would require a project master plan, essentially a mini-zone within a zone. Developments would only be eligible for project master plan consideration if the project area was greater than or equal to 25 acres. Project master plans would be reviewed and approved by the City Council and Planning Commission.

North of Park Lane and west of I-15, The Haws Companies, who had consolidated the land for Station Park prior to selling 62 acres to CenterCal, planned their remaining 72-acres under a Project Master Plan. Park Lane Commons embraced the form of transit-oriented development with a location less than one-quarter mile from the FrontRunner station. In 2015, Cabela’s Outfitters opened, followed by the world-class University of Utah Health Care Farmington Health Center in 2018 (Engineering News-Record 2018).

As the mixed-use area began to grow, funding for a new Small Area Plan was received in 2015-2016. Urban Design Associates, in conjunction with a market study from Kimley-Horn, master planned approximately 240 acres north of Shepard Creek. This General Plan update was the leading vision until 2020. It showed two north-south arterial roads weaving through an office mixed use development. Trails along both sides of Spring Creek, Haight Creek and Shepard Creek were also planned as east-west connections to the Denver and Rio Grande Rail Trail, and the Legacy Parkway Trail. Future residents would not only have access to amenities like restaurants,

housing, and work, but also outdoor open space. During this time, the City acquired approximately 14 acres of open space from the Utah Department of Transportation for a park in the mixed use areas.

Back in the late 2000s the City had acquired approximately 45 acres from a developer who had planned a 100-lot subdivision south of Park Lane. This land became the Regional Park, complete with the Farmington Gymnasium, baseball diamonds, pickleball courts and vast open space for soccer and flag football. Also in south Farmington, a new high school was planned. Farmington High School opened in 2018. These two projects pushed the need for the north-south connections in the mixed-use area even more, as students and residents would need a safer more efficient route to the park and high school. On top of this, UDOT released their Environmental Impact Statement for the West Davis Corridor (WDC) in 2017. The new highway will include a full interchange on 950 North in Farmington, connecting the WDC to the Shepard Lane Interchange.

In 2019-2020, three main developers, which included The Haws Companies in earlier efforts, began to acquire properties and consolidate ownership in the mixed-use area highlighted by the 2016 Master Plan update. These stakeholders suggested major changes to the arterial and collector roads identified in the 2016 Master Plan. Specifically, that the easternmost collector be shifted further west, to increase valuable freeway visibility for offices. Engineering for these roads began in 2020, with proposed names of Commerce Drive (the arterial connection) and Maker Way (the major collector). The construction of these roads will easily be the largest single expenditure and public works project in Farmington’s history. Farmington City held a public open house for Maker Way and Commerce Drive in summer of 2020. This unprecedented project solidifies the need for funding to enable mixed use commercial areas, in addition to lessening traffic in single-family neighborhoods and alleviating Park Lane congestion. Symbiotically, Commerce Drive represents a necessary improvement to enhance mixed use development.

In 2020, the City Council removed residential use from the General Mixed Use zone, in a move reminiscent of the action taken in 2013. This change came among several other zone text amendments which were consistent with the Kimley-Horn market study and UDA plan. Site specific project master plans and zoning for the remaining areas were approved in 2020 as well.

With so much focus on the mixed-use areas, the single-family residential aspect of Farmington did not stagnate. Rather the “donut” of Farmington has achieved the highest ratio of single-family development since the 1960s or older. The City still incentivizes open space and historic preservation, as well as adding affordable housing requirements to the code in 2021.

West Davis Corridor construction began in 2021 and the Shepard Lane Interchange is now in design and construction will be commencing in the next few years. With so many changes since the 2016 plan, in 2021, Farmington obtained a grant from the Wasatch Front Regional Council to update the Small Area Master Plan for the mixed-use areas around the FrontRunner and Station Park. The City selected GSBS, with a market study provider of Catalyst Commercial to create an updated Small Area Master Plan. This plan, outlined in the following document, provides updated road alignments, updates land uses in conjunction with current proposals and hopefully becomes the framework for the next few decades. The North Farmington Station area is expected to reach full build out by 2040, and redevelopment is included in this plan.

The ultimate goal for this iteration of the Small Area Master Plan is to memorialize development patterns and entitlements that have existed for almost 20 years. The plan covers the entire mixed-use area, not just the 240-acre North Farmington Station acreage, as in the case of the 2016 UDA plan. Indeed, many changes have occurred since 2016, including a proposal for a remote hub to shuttle office-park users and residents from the Station area to the business center near Spring Creek. The 2022 State Legislative session saw the passing of HB 462, which requires all municipalities with fixed rail stops to have a Small Area Master Plan to support housing and transportation goals. The Small Area Master Plan presented here by GSBS also focuses on internal capture, as the Wasatch Front continues to outgrow I-15.

Beginning with the first General Plan in the late 1980s, Farmington has consistently decided to set itself apart by adapting to national, state, and regional growth spurts. This 2022 update to the General Plan is just the latest chapter in Farmington’s history.

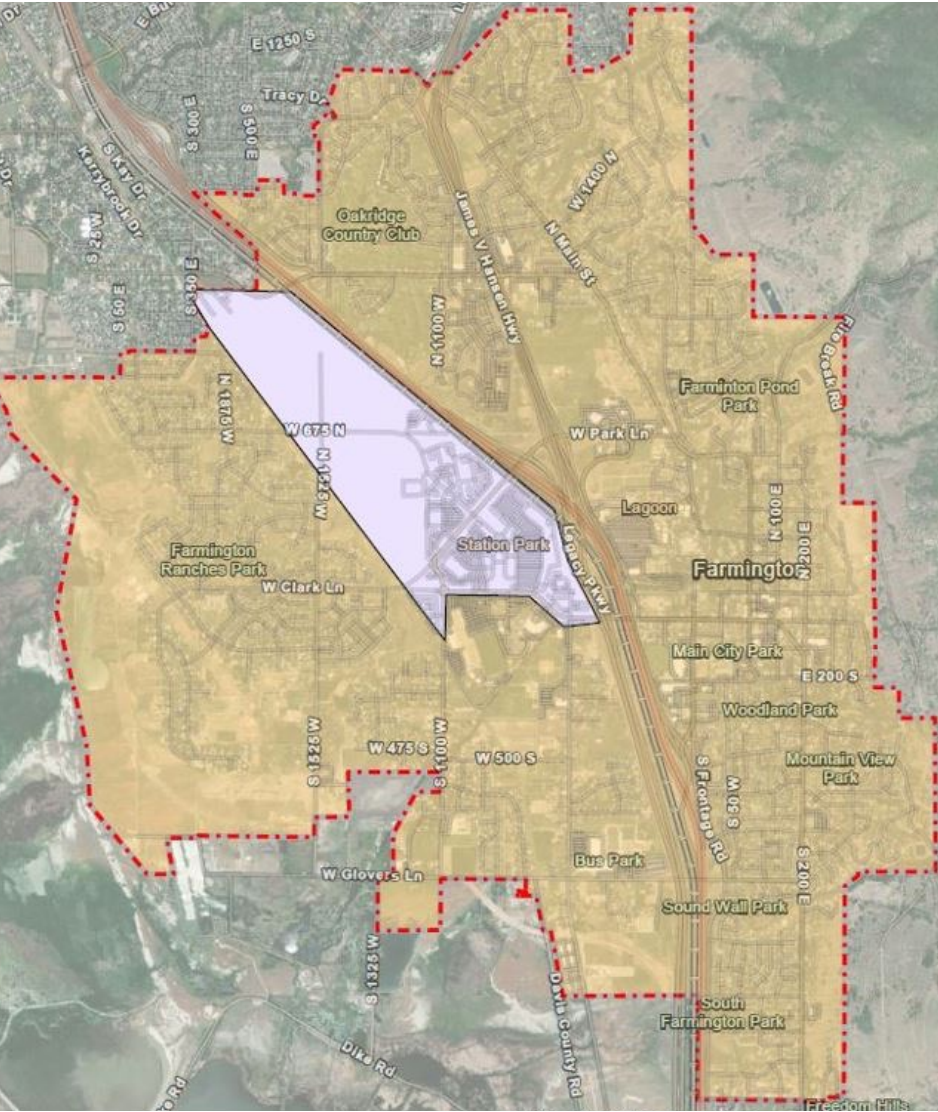
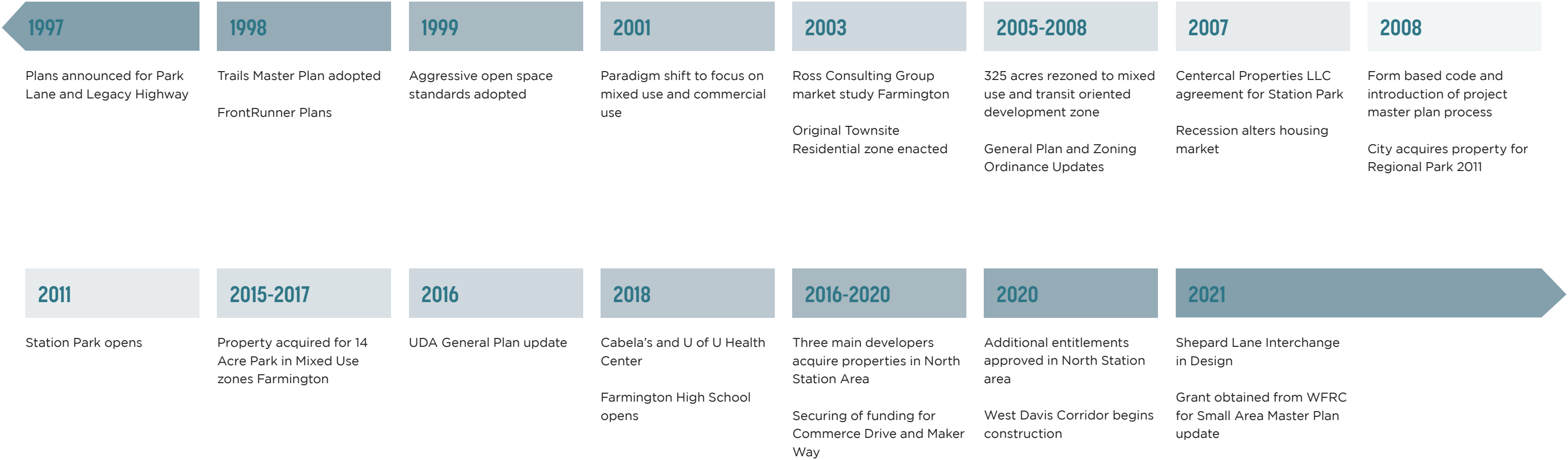


Figure P1 – Farmington City. Purple area represents “donut-hole”

FARMINGTON CITY TIMELINE



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ACKNOWLEDGEMENTS

STAKEHOLDERS

Trevor Evans – STACK Real Estate
Andrew Bybee – STACK Real Estate
Chris Roybal - Northern Utah Economic Alliance EDCUtah
Rob Sant – Davis County
Chris McCandless – CW Management Corporation
Zach Hartman – Land Advisors Organization
Rashel Day - Land Advisors Organization
Bryce Thurgood – Castle Creek Homes
Ryan Simmons – Boyer Company
Lance Evans – Rocky Mountain Home Care
Rich Haws – Red Barn Farms
Adam Lankford - Wasatch Properties
Eric Winters - Wasatch Residential Group
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FARMINGTON CITY

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David Petersen- Community Development Director
Brigham Mellor – Economic Development Director
Meagan Booth – Planner
Shannon Hansell – Planner
Lyle Gibson – Planner
Chad Boshell – Engineer
Tim Taylor – Traffic Engineer

ELECTED AND APPOINTED OFFICIALS

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Roger Child, City Council
Melissa Layton, City Council
Scott Isaacson, City Council
Alex Leeman, City Council
Amy Shumway, City Council
Larry Steinhorst, Planning Commission
John David Mortensen, Planning Commission
Rulon Homer, Planning Commission
Tyler Turner, Planning Commission
Erin Christensen, Planning Commission
Mike Plaizier, Planning Commission
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EXECUTIVE SUMMARY

The North Station area in Farmington is experiencing significant new development interest. To help guide growth in this area the city previously adopted a small area plan and Community Reinvestment Area Plan. Farmington City also previously approved many private development plans that “entitle” new housing, retail, and office buildings on most, but not all, of the properties within the west Farmington Mixed-Use areas north of Park Lane, west of the UP Tracks/I-15, east of the D&RGW Trail right-of-way, and south of Shepard Lane. Each entitlement, which consists of such things as zone (and zone text) changes, Project Master Plan (PMP) approvals, agreements, etc., was subject to an extensive public commenting process, including but not limited to public hearings and meetings.

One purpose of the Farmington Station Area Plan is to incorporate all previous and existing efforts into a cohesive vision, and to establish objectives and goals for the future into an area-wide comprehensive plan. The plan does not reconsider past land use decisions on already entitled properties. This Farmington Station Area Plan seeks to facilitate a more singular vision, but at the same time demonstrate and show development concepts and distinct neighborhood identities as part of the whole.

Additionally, the plan also provides, among many other things, the following:

- 1. **Update to 2016 North Station Master Plan:** The scope of this earlier, and now out-of-date plan, is limited to an area north of Shepard Creek, approximately half the size of the Farmington Station Plan. It is an excellent plan, but the market and existing conditions have since changed significantly.
- 2. **Remote Hub:** The Farmington Station Area Plan introduces/memorializes a remote hub concept which will provide a direct un-interrupted connection for commuter rail users to the envisioned mixed-use area north of Shepard Creek.

The remote hub could utilize a “people mover” that serves as a small scale automated guideway transit system, following a fixed path. The plan enables the City to leverage local monies by seeking regional, State, Federal, and UTA funds in the future to confirm that the remote hub becomes a reality. It is imperative that this concept becomes a part of the City’s General Plan.

- 3. **Station Area Master Plan:** UTA regulations require the preparation of a station area master plan for the areas abutting, and in close proximity to, fixed rail stops before it allows its properties within these areas to develop. The Farmington Station Plan meets these requirements for the Farmington Front Runner station and will enable UTA to develop its adjacent property in the near future.
- 4. **HB 462:** The State of Utah recently passed legislation in 2022 which apply to City’s with fixed rail stops to prepare as part of their General Plan, small area master plans which address such items as housing and transportation goals (HB 462). This plan will meet State requirements.
- 5. **Shuttle Expansion:** For several years, UTA and the City (and other partners), have operated the successful “Lagoon Shuttle” which links the commuter rail stop to Lagoon, Station Park, and other destinations in east and west Farmington. The city now desires to provide a shuttle-type of improvement connecting destinations in the mixed-use areas from Shepard Lane to Park Lane (and vice versa). The Farmington Station Area Plan qualifies Farmington City/UTA and others to pursue funding for a shuttle or similar transportation mode.
- 6. **Improved Internal Capture via Pedestrian and Bicycle Improvements:** It is extremely beneficial and necessary that Station Park develop a more robust daytime population, but expected forecasts for this population may be

compromised in the event that the local street grid reaches capacity prematurely if personal vehicles and shuttles are the only form of internal circulation/capture. Park Lane itself serves as a barrier to direct north to south pedestrian and bicycle movement. It is anticipated that the City will seek funding for such improvements as bike lanes, trails, box-culverts, etc. to resolve this impasse. The Farmington Station Area Plan points to solutions and will be used to incorporate these improvements.

- 7. **East/West Regional Trail:** Farmington’s west side Mixed-Use areas are located at or near the confluence of three major north to south regional trails: 1) Legacy Parkway Trail, 2) the D&RGW Trail, and 3, the soon to be constructed West Davis Corridor Trail. Major east/west regional trail alignments are rare along the Wasatch Front; however, this area is ideally situated for such connectivity, but these connections must be shown on plans, such as the Farmington Station Plan, as part of the improvement process as major interchanges like the Shepard Lane/I-15 interchange begin construction.
- 8. **Legacy Events Center:** Davis County is preparing plans to “re-tool” its fairgrounds and the Farmington Station Area Plan will help better coordinate connectivity from the Station area to their property. This will also benefit the City’s existing regional park.
- 9. **Commerce Drive and Maker Way:** The Plan helps memorialize significant infrastructure improvements now under design, with construction pending, to accommodate traffic from areas north of Farmington to destinations in south Farmington and beyond. These improvements will help reduce “cut-through” traffic in west side residential neighborhoods. The plan also shows land uses proposed along these routes in their entirety and not in fragments.



INTRODUCTION

BACKGROUND & PURPOSE

The City of Farmington, the Wasatch Front Regional Council (WFRC), and the Utah Transit Authority (UTA) commissioned this plan to update and consolidate past planning efforts for the 550 acre Farmington Station planning area. This also includes identifying and understanding development opportunities based upon emerging market-based strategies. The update to the plan aims to create a more cohesive plan for connectivity and transit along with incorporating urban design that provides a sense of place for the community.

The City of Farmington is experiencing significant growth throughout the community and within the station area itself. This plan is meant to be a tool to understand the depth of opportunity for growth, and to provide guidance on accommodating new development in a way that is sustainable and healthy for the community at large. The plan supports and provides guidance for decision making for all stakeholders in the area to create a vibrant, livable place that is connected to the rest of the city and the region.

PLANNING AREA DESCRIPTION

The subject planning area lies between the Wasatch Mountains on the east and the Great Salt Lake on the west. The area has significant transportation, transit, and trail connectivity as well as housing, shopping, and family amusement opportunities. The study area boundaries are State Street on the south, Shepard Lane on the north, Legacy Parkway Trail on the east and the Denver and Rio Grande Western Trail on the west. The area is served by the Farmington FrontRunner Station which connects Farmington to northern Weber County in the north and Payson City in the south through the heart of the Salt Lake City metropolitan area.

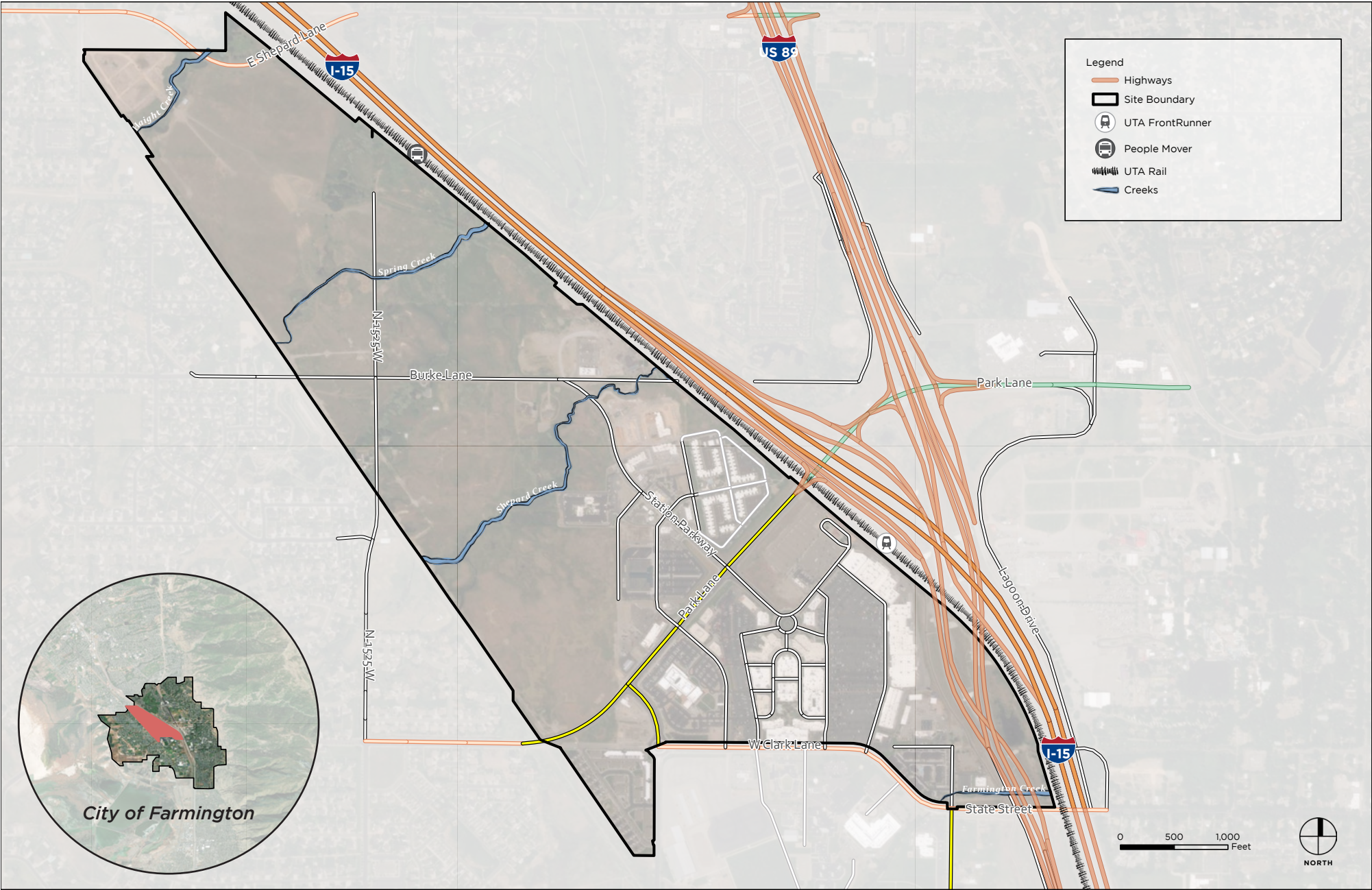
The subject planning area is comprised of two sub areas - the Station Park area south of Park Lane and the North Station Area north of Park Lane. The total planning area includes 550 acres. Of the total acreage, 233 are already developed with housing, retail, office, and similar uses. This leaves a total of 317 acres for future development. This Station Area Plan includes both sub areas as reflected in Figure 1.

The city, county, state, and transit district have made significant investment in and around the study area including a regional rail stop, the Legacy Parkway highway and trail, Burke Lane, and a planned new interchange at Shepard Lane. Additional infrastructure investments are planned in the area including additional roads, transit, and The Denver and Rio Grande Western Rail Trail (D&RGW Rail Trail).

The City of Farmington was founded in 1847 as the county seat of the newly created Davis County. Farmington is centrally located between Salt Lake City and Ogden, making it the midpoint of Davis County and the north Wasatch Front metropolitan area. Early in Farmington’s history, Simon Bamburger opened the Lagoon amusement park to generate ridership on the “Bamburger” rail line

between Salt Lake City and Ogden. The Park, at its present location, which opened in 1896 with “bowling, elegant dancing pavilion, fine music, a shady bowery and good restaurants.” The Park, now owned by Lagoon Corporation, is still in operation and attracts hundreds of thousands of visitors from throughout the intermountain region each year.

Figure 1 - North Farmington Station Planning Area Map



In addition to Lagoon, Farmington had a Main Street downtown area to serve area residents. Most of the area developed stable low-density neighborhoods that surround the confluence of major transportation corridors that serve the planning area. Because of the presence of major, regional roadways, rail, and trail connectivity this central area of Farmington has undergone a transformation over the past 20 years and driven growth in population, employment, and retail-based development in the area.

This transformation was catalyzed by the development of Station Park, an open-air retail area adjacent to the FrontRunner Station at the southern end of the planning area. Station Park added almost 1 million square feet of retail, a community gathering place, office, and hotel uses to an area of the region that had experienced limited commercial investment to that point. The investment by CenterCal Properties, LLC spurred additional investment and development in the area, including significant interest in development of the North Station area.

PLAN BASIS

The current plan builds on prior planning efforts, the City of Farmington’s existing zoning, regulating plan, and market demand. Prior plans were reviewed and updated to reflect changes in policy, regulations, property ownership, and the overall real estate market.

PRIOR PLANS

- In 2016 the City of Farmington completed two planning studies:
- North Station Mixed-Use Site Market Feasibility Analysis, by Kimley-Horn
 - North Station Small Area Master Plan, by Urban Design Associates

NORTH STATION MIXED-USE SITE MARKET FEASIBILITY ANALYSIS

The North Station Mixed-use Site Market Feasibility Analysis evaluated Davis County demand for office, retail, hospitality, and multi-family development. Based

on the analysis, Kimley-Horn estimated the 10-year demand projection (2026) for the North Station area.

The analysis estimated that the North Station planning area could capture as much as 60 percent of Davis County office demand and 50 percent of Davis County multi-family demand. The analysis assumed the following:

- Construction of the Shepard Lane interchange
- West Davis Corridor alignment starting at Glovers Lane

NORTH STATION SMALL AREA MASTER PLAN

The City of Farmington teamed with Chartwell Capital Partners and other neighborhood stakeholders to commission the North Station Small Area Master Plan for the planning area. The study, completed by Urban Design Associates, identified the following Design Principles:

- Create a great place
- Create a live/work/play environment through a rich mix of uses
- Provide a connected, complementary experience to Station Park
- Respect existing ownership patterns
- Minimize and manage traffic within North Station
- Buffer adjacent residential neighborhoods
- Develop a district that feels like Farmington



Example of transit-oriented development. Rhode Island Station, Washington, DC. (<https://www.liifund.org/>)



A transit-oriented development called Aspen Place is being planned by Detroit Shoreway Community Organization nonprofit on the 6000 block of Lorain Avenue in Cleveland (Cleveland City Planning Commission / <https://www.noaca.org/>).

DEVELOPMENT PROPOSALS

There are 21 different property owners of the approximately 312 developable acres in the planning area. Some property owners have initiated the development entitlement process and others have yet to respond to market-based opportunities. Figure 2 is a map of current property ownership in the planning area.

ANALYSIS & PROCESS

The planning process included an update to the technical analyses used in prior studies, charettes and visioning sessions with internal stakeholders, and a series of meetings with external stakeholders including property owners and developers to revise and update the vision and urban design elements of the plan.

ANALYSIS

The following technical studies were updated, the complete reports can be found in the Appendix.

- 2021 Highest and Best Use Analysis
- Transportation/Connectivity Existing Conditions Review
- Station Area Parking Analysis

CHARETTES

The following charettes and visioning sessions were held with internal stakeholders. The complete presentation materials for each of these meetings can be found in the Appendix.

- **June 2021** | Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members
 - + Purpose:
 - Review analysis to date
 - Reaffirm guiding vision
 - Identify priorities and values
 - Learn about the tools and approaches to achieve the vision
- **September 2021** | Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members
 - + Purpose:
 - Review market opportunity analysis
 - Discuss desired level of development for planning area based on priorities and values
 - Identify a preferred approach to the public realm in the planning area

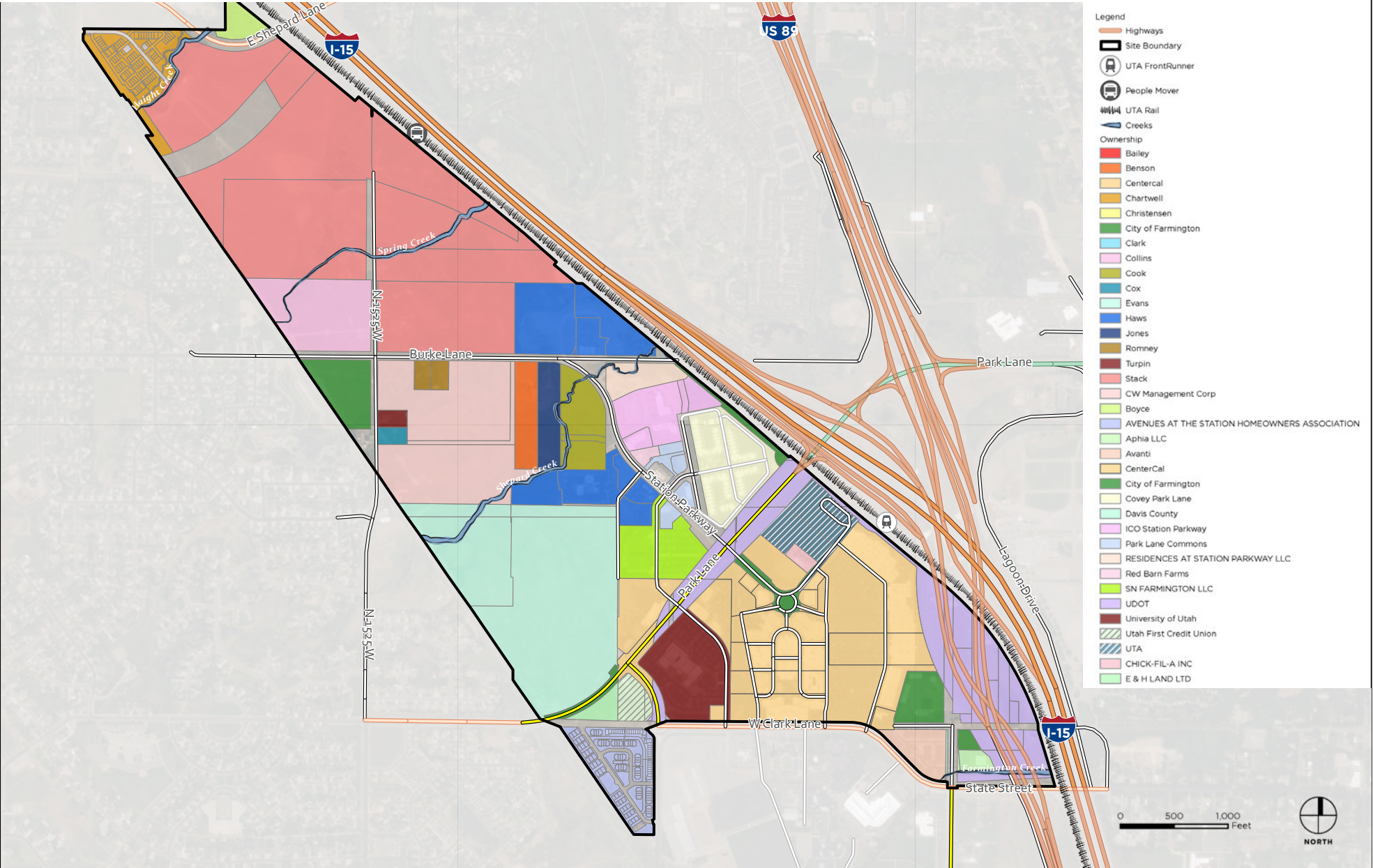
STAKEHOLDER MEETINGS

The planning team met several times with stakeholders within the planning area. Stakeholders were defined as property owners, development teams, Utah Transit Authority, and City of Farmington staff. The meetings focused on:

- Vision and priorities
- Opportunities and constraints
- Key measures of future success

In some cases, draft development proposals were reviewed through the stakeholder meetings which resulted in the identification of possible amendments to individual developments. The incorporation of the identified amendments would better accommodate the entire planning area goals and vision.

Figure 2 - North Farmington Station Property Ownership Map



THE VISION & PLAN

The 2016 North Station Small Area Master Plan identified seven Design Principles. This plan incorporates and builds on these principles by adding specificity and implementation steps. The seven principles and a summary of the recommendation of this plan are:

CREATE A GREAT PLACE

The Farmington Station Area Plan creates a greenway system, transit connectivity, and neighborhood character areas that create a sense of place specific to the Station Area but also unique to and rooted in Farmington’s past as an agricultural area.

CREATE A LIVE/WORK/PLAY ENVIRONMENT THROUGH A RICH MIX OF USES

The Farmington Station Area Plan incorporates the city’s mixed-use zone district approach to create a fine-grained approach to the mix of uses. Office, retail, and residential development areas are mixed throughout the planning area with unique characteristics in each of the character areas.

PROVIDE A CONNECTED, COMPLEMENTARY EXPERIENCE TO STATION PARK

The Farmington Station Area Plan identifies a series of connected “loops” that will allow Station Area residents, employees, and visitors to access the current amenities of Station Park and the planned amenities of the mixed-use neighborhood planned as the northern anchor of the planning area.

RESPECT EXISTING OWNERSHIP PATTERNS

The planning team worked closely with current property owners to incorporate their goals, strategies and plans into the planning framework as much as possible. The plan is flexible to respond to real estate market opportunities and align with Farmington’s vision for the area.

MINIMIZE AND MANAGE TRAFFIC WITHIN NORTH STATION

The North Station area is at the confluence of several highways, transit facilities and trails that serve Farmington and the broader region. There are new roadway and transit investments planned in the area that will add traffic and opportunity. A critical strategy to manage traffic within the North Station Area is to enhance multi-modal opportunities and overall connectivity encouraging people to park once and use transit, bikes, scooters, and pedestrian facilities to get around within the area. This will minimize congestion on existing and planned roadways.

BUFFER ADJACENT RESIDENTIAL NEIGHBORHOODS

There are existing, stable, single-family neighborhoods to the west of the North Station area. The boundary between the planning area and existing neighborhoods is the Denver and Rio Grande Western Trail. The North Station plan includes medium density residential development along the trail to buffer the existing residential development from high density residential, office and commercial development at the core of the planning area and along the Legacy Parkway Trail and I-15 freeway corridor.

DEVELOP A DISTRICT THAT FEELS LIKE FARMINGTON

The North Station Plan builds on existing, successful development and amenities to create three distinct neighborhoods. Urban design tools, including building massing, street scape, and signage are used to create a distinct feel and focus for each neighborhood that are clearly part of the North Station area whole and clearly Farmington. In internal stakeholder meetings the importance of Farmington’s agricultural roots led to a focus on parks, greenspace and a looping trail system throughout the planning area that is connected to the rest of Farmington and the region. This greenway system is a key element in creating a connectivity structure that creates continuity throughout the area and is critical to implementing the overall plan.



Urban feel within the proposed North Farmington Station Mixed-Use Area



Figure 3 - North Farmington Station Greenway System



Figure 4 - North Farmington Station Open Space System

VISION FOR 2022

The vision was further developed to incorporate the vision and goals of the 2016 process and add implementation considerations. Added goals are:

- Preserve view corridors from the North Station Area to the Wasatch Range on the east. Views of the mountains are immediate and compelling. As new development occurs, view corridors between buildings will allow continued visual connection to the range.
- Incorporate Farmington's "Tree City" identity into streetscapes and parks to enhance livability and expand Farmington's urban forest.

CONNECTIVITY

To fully take advantage of the increased density planned for the North Station Area, and to provide alternatives to automobiles, the existing FrontRunner Station becomes an intermodal hub. There are several layers of connectivity built into the plan. The four connectivity systems are:

GREENWAY SYSTEM

The Greenway System creates a series of trail loops using the existing Legacy Parkway Trail on the east and the Denver and Rio Grande Western Trail on the west and trail connections along the three creeks that transect the area. Trails are envisioned along both sides of Haight Creek, Spring Creek, and Shepard Creek. These existing connections are enhanced by the creation of a new north/south trail that lines the new mixed-use center on the north with the existing mixed-use Station Park center on the south. The Greenway System provides easy walking, riding, and rolling access to the planned park and other green spaces in the North Station area. Similarly, in

some instances the Greenway System functions as a buffer between differentiated land uses, while providing a seamless and aesthetic transition. In other cases, the Greenway System will serve as primary modes of pedestrian connectivity, into existing neighborhoods, and as a feeder into major crossings over I-15 at Shepard Lane and the proposed pedestrian bridge which crosses I-15 and Highway 89 at Park Lane.

OPEN SPACE SYSTEM

The plan includes several new pocket parks connected by the greenway system and within easy walking, riding, and rolling distance of planned multi-family housing and new office development creating a livable environment for new residents and workers as well as new amenities for existing residents. The proposed parks and open space will serve as gathering places that foster interaction among the community. By leveraging the existing greenway system, it allows the non-developable area to serve as an amenity by serving the public with little-to-no additional costs.

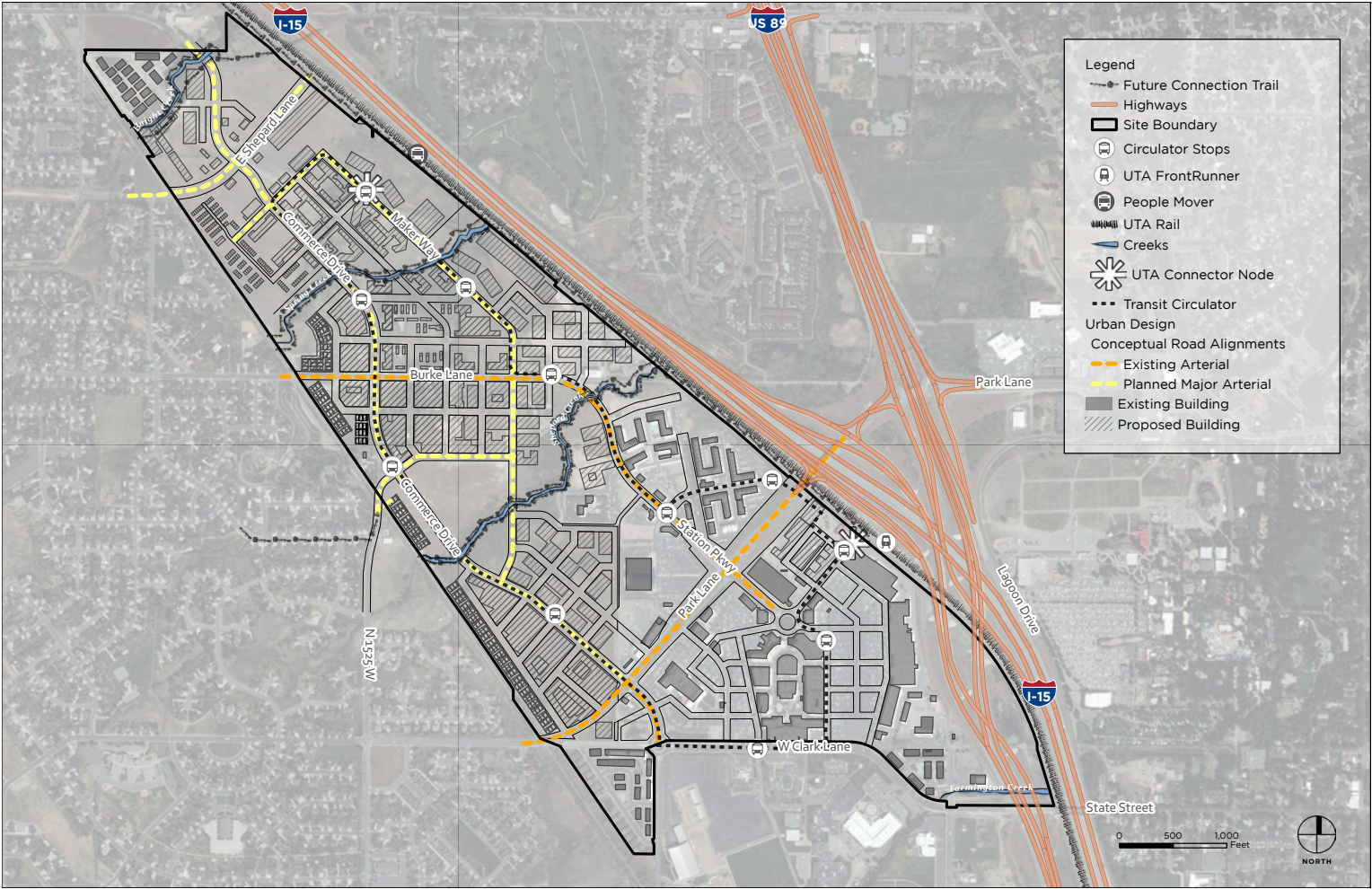


Figure 5 - North Farmington Station Transit System

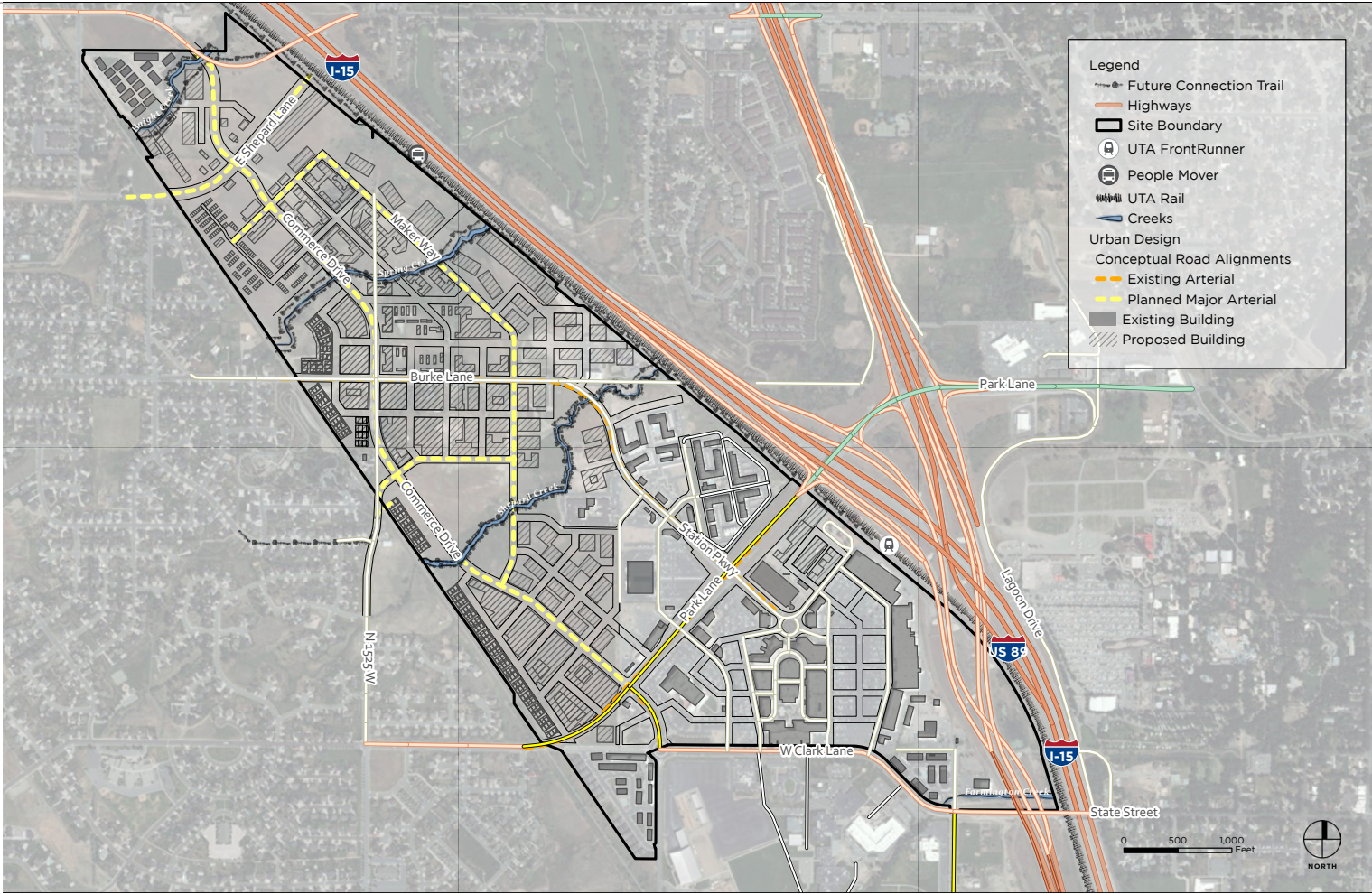


Figure 6 - North Farmington Station Roadway System

TRANSIT SYSTEM

The existing FrontRunner Station becomes the hub for the greenway system and planned transit improvements including an “autonomous people mover” that connects the New Mixed-Use Center on the north to the existing station on the south and a looping trolley system to serve all neighborhoods in the North Station Area and create additional connections north to south. The autonomous people mover is designed to follow a predetermined route at Station Park between the FrontRunner station and the shopping center. The intent is to increase public-transit use by closing gaps of a mile or more between transit stops and riders’ final destinations.

ROADWAY SYSTEM

The area currently experiences high morning and evening traffic counts as people travel through the area to access the highways that form its eastern boundary. Mixed-use development in the North Station area will provide an opportunity to park once and use the trail system to move between locations and activities. The North Station plan will also encourage higher transit use. Appendix 2 includes a complete analysis of projected FrontRunner ridership after implementation of the plan. The connectivity systems included in this plan, combined with a proactive approach to Traffic Demand Management and parking management strategies will reduce overall impact on the roadway system as the area develops.

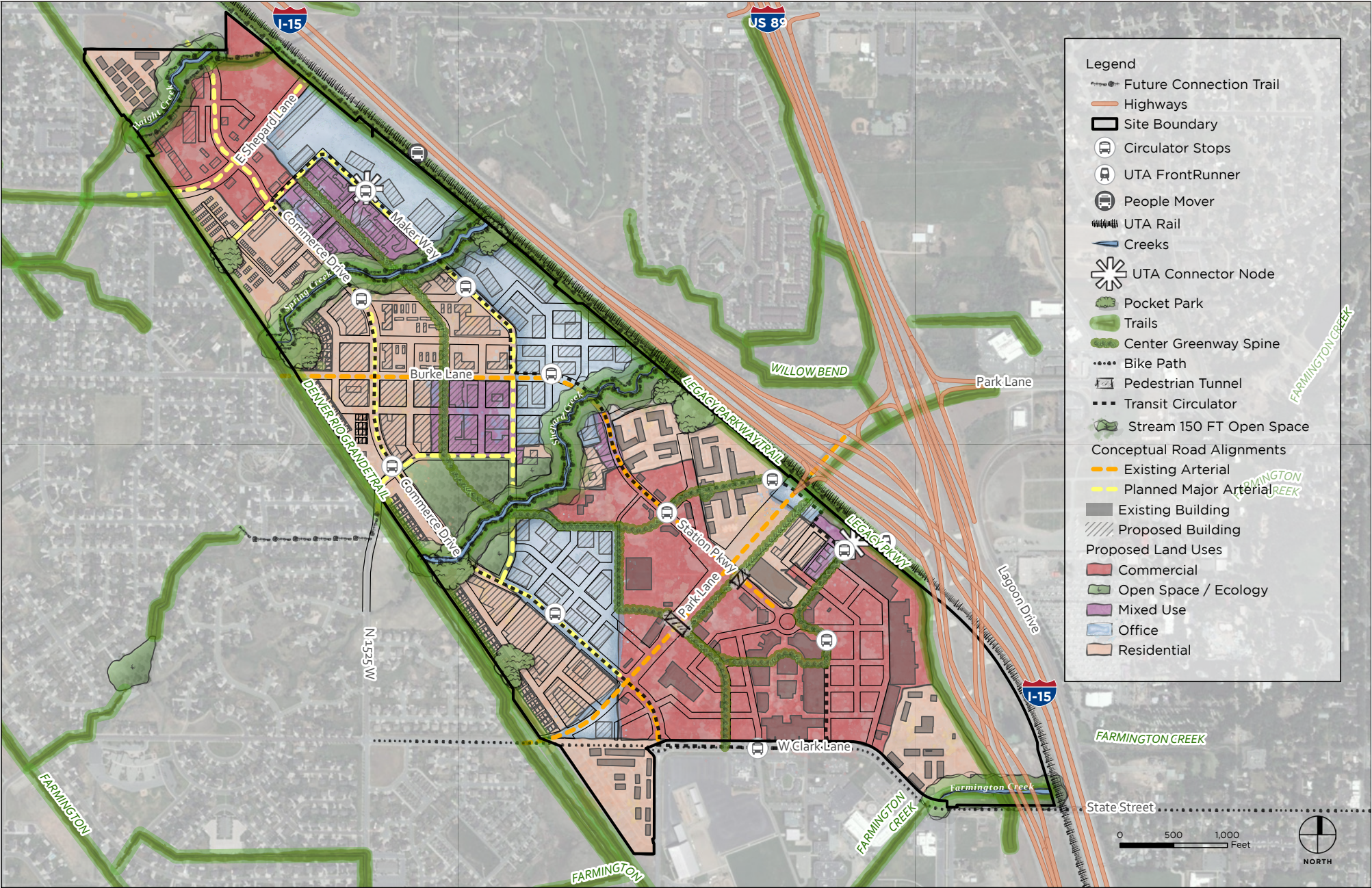
The roadway system within the North Station Area builds on existing and planned investments in collectors and arterials streets by creating a porous block system to enhance walkability and provide alternative routes within the area. The plan assumes a 264’ block face structure that creates a pedestrian friendly environment and encourages development of buildings with structured parking. While the envisioned block structure is highly desirable, variations may be considered with specific development proposals which continue to foster the desired outcomes of this vision as permitted by City Ordinance.

LAND USE AND DENSITY

One of the design principles guiding the North Station Area plan is minimizing and managing traffic. The connectivity systems create the structure for facilitating the flow of people (regardless of transportation mode of choice) throughout the planning area. Another critical concept for successful implementation of the plan is to take advantage of regional development opportunities identified in the market analysis to create a mixed-use environment with enough choices and opportunities to keep people in the area and reduce the number of trips needed to fulfill daily needs.

Table 1 is an overview of the land uses and development intensity envisioned in the plan.

Figure 7 – North Farmington Station Land Use Areas*
*Conceptual drawing showing the proposed size and layout of block patterns that may vary from those in the regulating plan.



	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	82,500	62	480	1,632	186	632			
2025 - 2027	607,500	2,126	322,500	242	1,094	3,720	338	1,149			
2028 - 2032	900,000	3,150	94,500	71	1,940	6,596	60	204			
2033 - 2042	600,000	2,100	27,500	21	194	660	80	272			
2043 +	300,000	1,050	15,000	11	-	0	45	153	Residential Units Total	Residents Total	Acres
TOTAL (Build-out)	2,407,500	8,426	542,000	407	3,708	12,607	709	2,411	4,417	15,018	550
Entitled/Agreement	2,137,500	7,481	378,000	284	2,870	9,758	422	1,435	3,292	11,193	451
	88.8%		69.7%		77.4%		59.5%		74.5%		82.0%
Market Study Capacity	8,029,800		531,000		7,909		350		8,259		

Table 1: North Station Area Land Uses

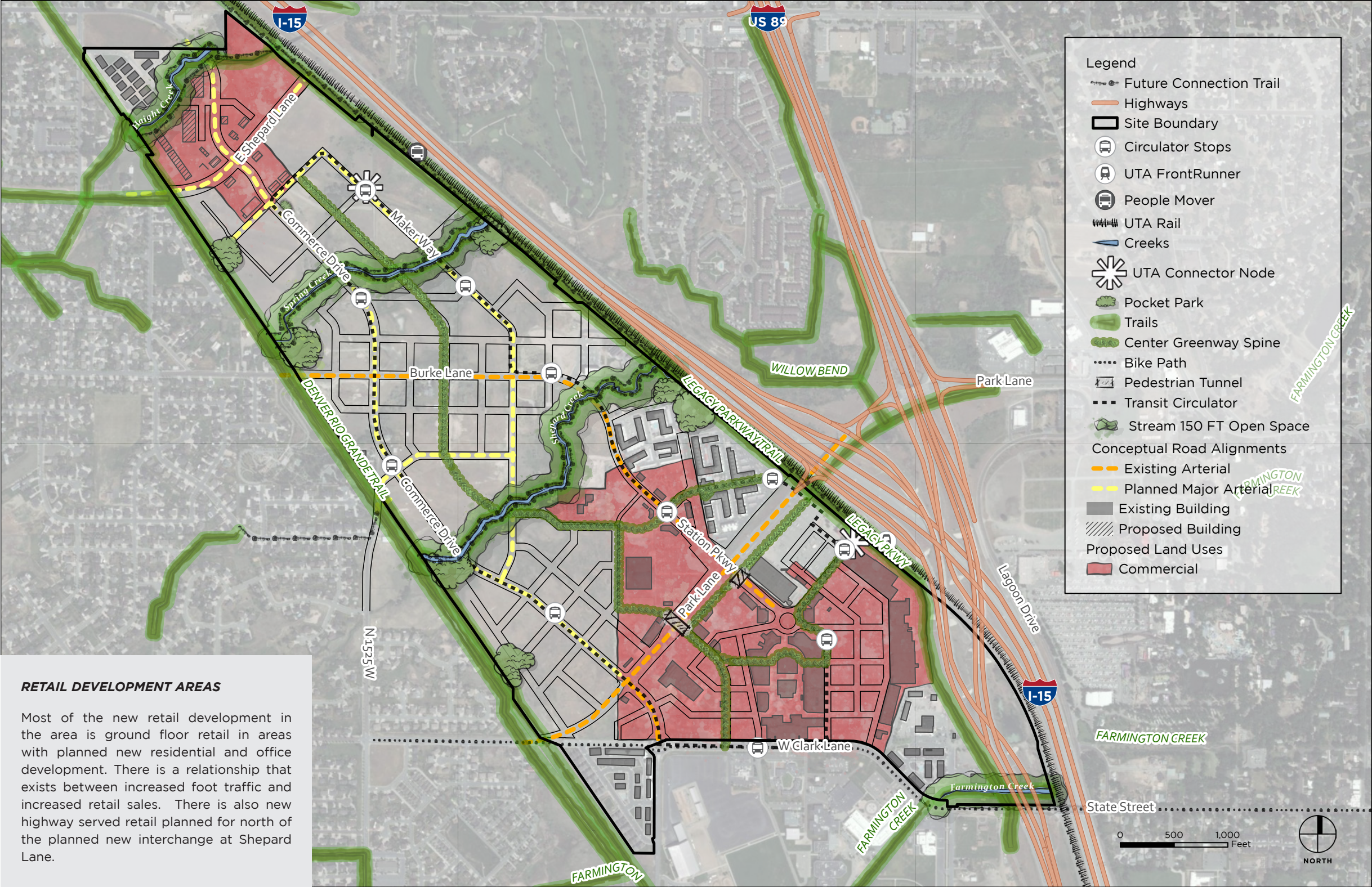


Figure 9 - North Farmington Station Retail/General Commercial Development Areas

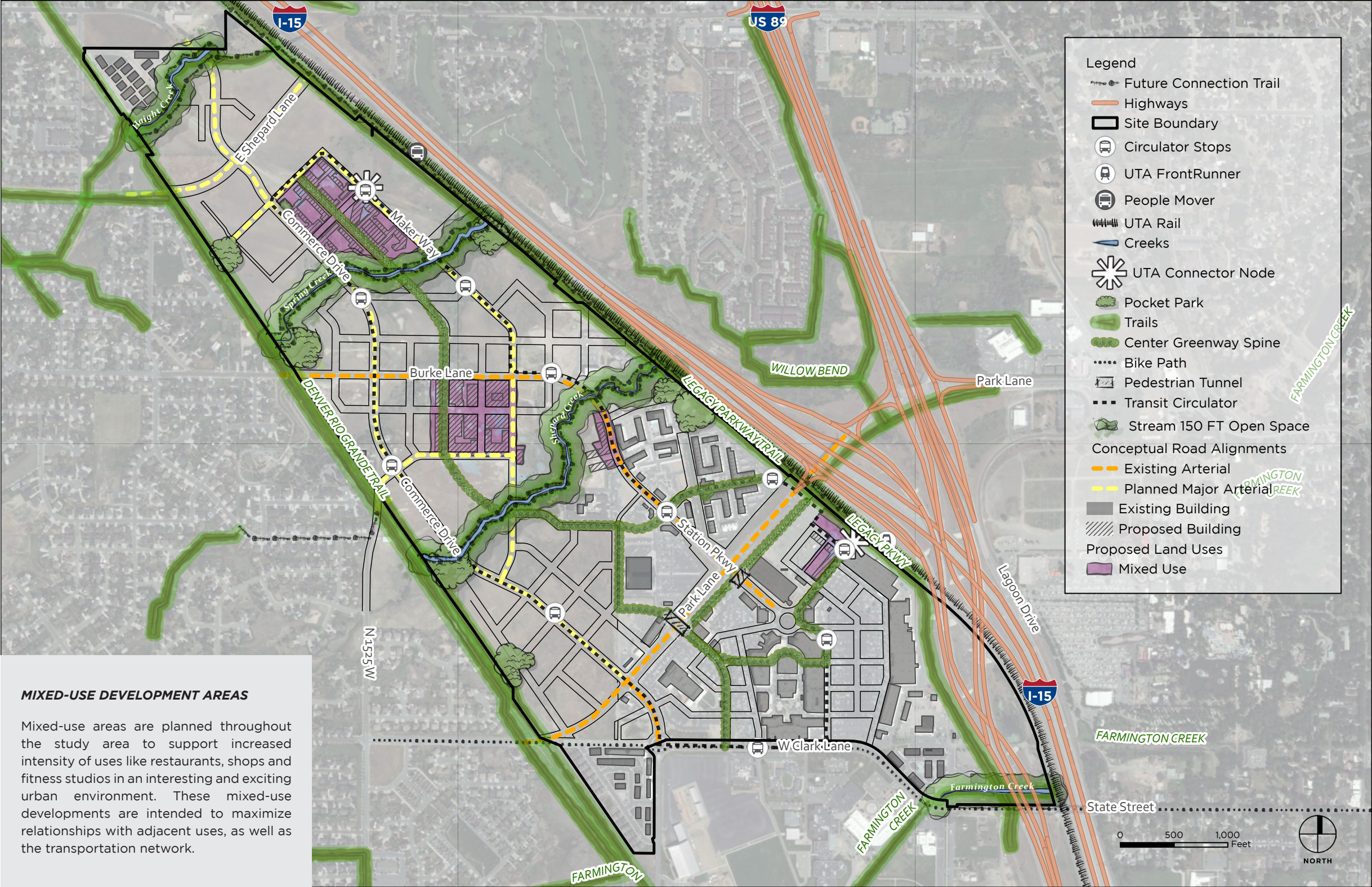


Figure 10- North Farmington Station Mixed-Use Development Areas



Figure 11 – North Farmington Station Residential Development Area

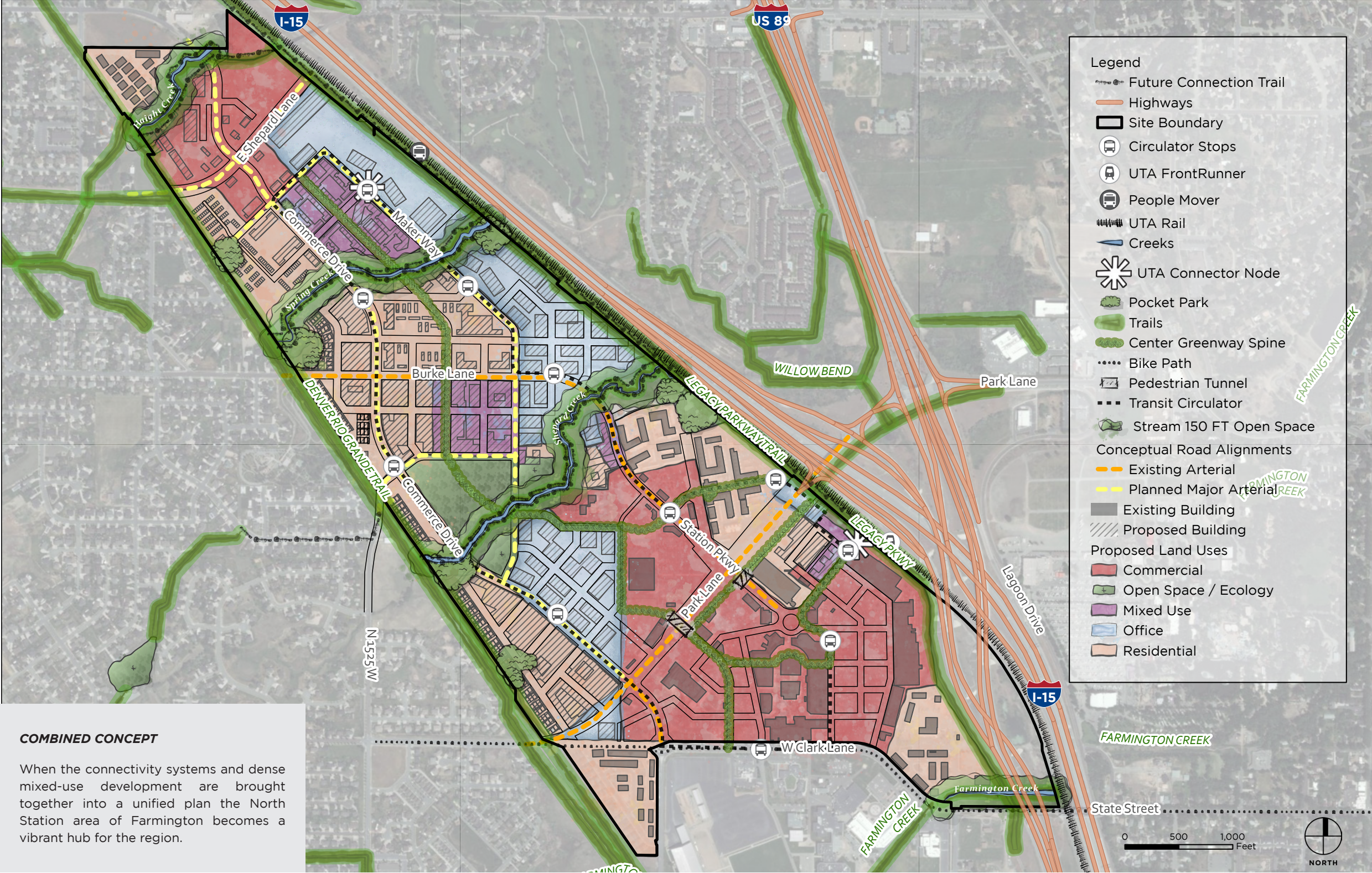


Figure 12 - North Farmington Station Combined Concept

NEIGHBORHOODS & URBAN DESIGN

OVERALL URBAN DESIGN CONCEPT

The North Station is a large area with an opportunity to unify the potential development area on the north with the successful mixed-use area on the south while creating distinct neighborhoods within the more than 500-acre planning area. A hierarchy of signage, wayfinding, massing and building design elements, and streetscape combine to let residents and visitors know that they are in the North Station Area but also in a distinct neighborhood.

MIXED-USE NEIGHBORHOOD

The Mixed-Use Neighborhood is the northern most neighborhood. This area includes the new Shepard Lane interchange with I-15 as well as the autonomous people mover stop, the northern terminus of the Greenway, the northern loop of the proposed circulating trolley, an employment center, and a multi-modal street to include outdoor dining and other service retail.

The proposed development program is identified in Table 2.

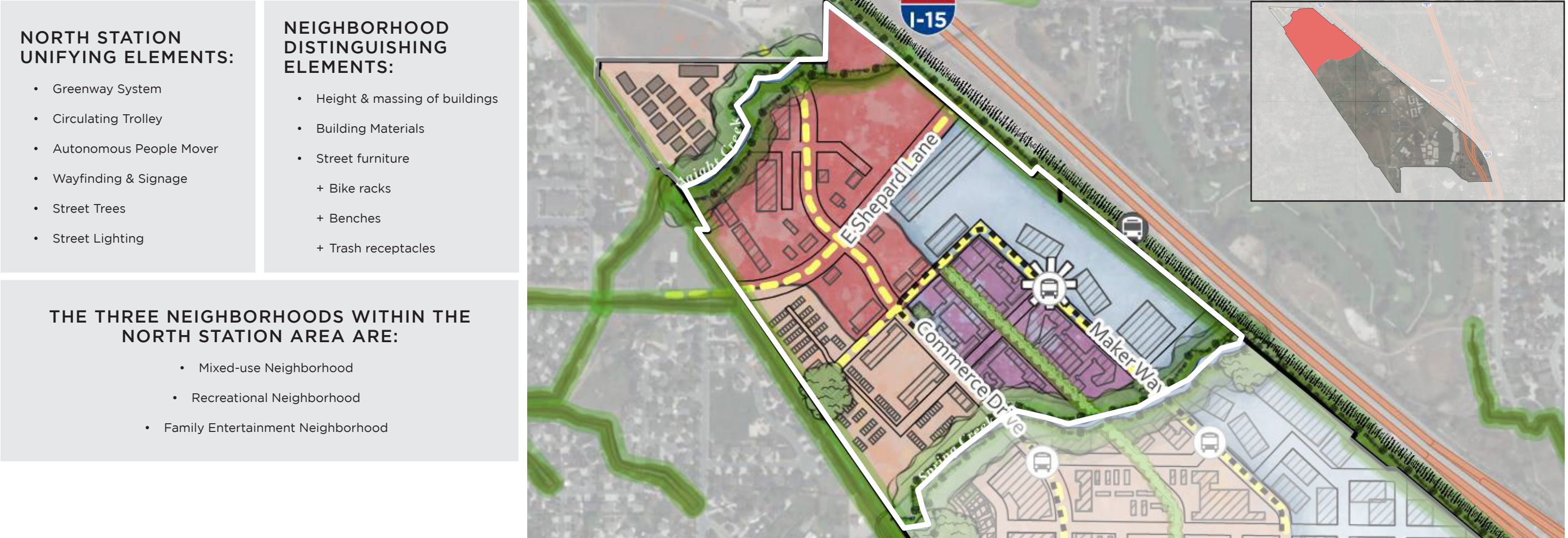
The mixed-use neighborhood is an area with the necessary intensity of uses to support restaurants, shops, and fitness studios in an interesting and exciting urban

environment. Center Street is a key urban element in this neighborhood that serves as the northern terminus of the Greenway and, similar to other segments of the Greenway, serves as the primary pedestrian connection to other areas of the Station Area.

All streets within the neighborhood are pedestrian friendly and encourage walking biking and rolling.

The neighborhood is also the terminus of the autonomous people mover that will connect the FrontRunner Station with the office park on the eastern edge of the neighborhood.

Figure 13 - North Farmington Station Mixed-Use Neighborhood



NORTH STATION UNIFYING ELEMENTS:

- Greenway System
- Circulating Trolley
- Autonomous People Mover
- Wayfinding & Signage
- Street Trees
- Street Lighting

NEIGHBORHOOD DISTINGUISHING ELEMENTS:

- Height & massing of buildings
- Building Materials
- Street furniture
 - + Bike racks
 - + Benches
 - + Trash receptacles

THE THREE NEIGHBORHOODS WITHIN THE NORTH STATION AREA ARE:

- Mixed-use Neighborhood
- Recreational Neighborhood
- Family Entertainment Neighborhood

Table 2: Mixed-use Neighborhood Development Program - 122 Acres*

	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	0	0	0	0	0	0	0	0			
2025 - 2027	360,000	1,260	290,000	217.5	230	782	150	510			
2028 - 2032	180,000	630	31,000	23.25	890	3,026	0	0			
2033 - 2042	180,000	630	20,000	15	194	660	0	0			
2043 +	120,000	420	15,000	11.25	-	0	0	0	Residential Units Total	Residents Total	Acres
TOTAL	840,000	2,940	356,000	267	1,314	4,468	150	510	1,464	4,978	122
Entitled/Agreement	840,000	2,940	346,000	259.5	1,314	4,468	150	510	1,464	4,978	119
% of TOTAL	100.0%		97.2%		100.0%		100.0%		100.0%		97.8%
Market Study Capacity	2,341,800		406,900		1,504		175		1,679		



Figure 14 - North Farmington Station Mixed-Use Area Streetscape Concept



Figure 15 - North Farmington Station Mixed-Use Area Streetscape Concept

RECREATION NEIGHBORHOOD

The Recreation Neighborhood includes the new public park. This 13-acre amenity is a key feature of the Greenway system creating an intersection of the north south greenway with the Spring Creek Trail. This neighborhood is ideally situated to take advantage of the trail network that connects the North Station area with the regional system.

Development in the area should take advantage of the recreational and open space assets that form the centerpiece of the whole area. Existing development in the area includes several multi-family residential developments as well as Cabela’s in the neighboring Family Entertainment Neighborhood east of Shepard Creek. The proximity and access to Cabela’s fits with the recreation, outdoor theme of the neighborhood.



Figure 16 – North Farmington Station Recreation Neighborhood Design Concept

There are several property owners in the Recreation Neighborhood planning a mix of office, retail, and residential development. Table 3 is the planning-based development program for the neighborhood. The square footages and units represent new developments and do not include the existing multi-family or retail assets in the area.

Table 3: Recreation Neighborhood Development Program - 150 Acres*

Figure 17 – North Farmington Station Recreation Neighborhood



	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	-	-	-	0	122	415			
2025 - 2027	37,500	131	10,000	8	548	1,863	188	639			
2028 - 2032	540,000	1,890	26,000	20	400	1,360	25	85			
2033 - 2042	240,000	840	-	-	-	0	80	272			
2043 +	-	-	-	-	-	0	45	153	Residential Units Total	Residents Total	Acres
TOTAL (Build-out)	817,500	2,861	36,000	27	948	3,223	460	1,564	1,408	4,787	150
Entitled/Agreement	757,500	2,651	22,000	17	760	2,584	213	724	973	3,308	100
% of TOTAL	92.7%		61.1%		80.2%		46.3%		69.1%		66.7%
Market Study Capacity	3,988,800		47,600		3,997		175		4,172		

FAMILY ENTERTAINMENT NEIGHBORHOOD

This neighborhood is characterized by proximity to Lagoon on the east side of the freeway, the planned recreational amenities at the Davis County Fairgrounds, and the amenities of Station Park. Station Park includes restaurants and shops, a movie theater, hotel, and a public gathering space with children’s playground and water fountain. New development in the area should take advantage of the amenities already in place.

The neighborhood is also the location of the FrontRunner Station which will become an important multi-modal hub bringing together the Greenway, Autonomous People Mover, and Circulating Trolley systems. Currently the station is served by a park and ride lot and a trolley that links the station to Lagoon.



Figure 18 – North Farmington Station Family Entertainment Neighborhood Design Concept

There is limited vacant property for development in the Family Entertainment Neighborhood. Most new development will occur by converting existing surface parking lots. The plan recommends that the current park and ride lot be redeveloped as multi-family housing with ground floor office and retail.

Figure 19 – North Farmington Station Family Entertainment Neighborhood



Table 4: Family Entertainment Neighborhood Development Program - 278 Acres*

	OFFICE		RETAIL/OTHER		MULTI FAMILY		TOWNHOMES				
	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Homes	Residents			
2022 - 2024	-	-	82,500	62	480	1,632	64	218			
2025 - 2027	210,000	735	22,500	17	316	1,074	-	0			
2028 - 2032	180,000	630	37,500	28	650	2,210	35	119			
2033 - 2042	180,000	630	7,500	6	-	0	-	0			
2043 +	180,000	630	-	-	-	0	-	0	Residential Units Total	Residents Total	Acres
TOTAL (Build-out)	750,000	2,625	150,000	113	1,446	4,916	99	337	1,545	5,253	278
Entitled/Agreement	540,000	1,890	10,000	8	796	2,706	59	201	855	2,907	232
% of TOTAL	72.0%		6.7%		55.0%		59.6%		55.3%		83.4%
Market Study Capacity	1,699,200		76,500		2,408		0		2,408		

Table 5: Family Entertainment Neighborhood Development Parking Program

	SQ. FT.	UNITS	REQ. PARKING WITHIN 1/8 MI. OF STATION
Office	151,200		227
Retail	36,000		72
Multi-family Residential	329,550	330	366
Total Required Parking for Development Program			665
Approx. Total Required Parking for Park-n-Ride (156-368 stalls)			264
Total Required Parking (To Service Development Program and Park-and-Ride)			930

Table 6: Off Street Parking Reductions

OFF STREET PARKING REDUCTIONS	WITHIN 1/8 MI. OF A RAIL STATION
Office	50%
Retail/commercial	50%
Residential	40%
Civic/public	50%

Off Street Parking Reductions within 1/8 mile of Rail Station per Farmington Code of Ordinances (11-18-100 Off Street Parking Space Standards)

There is additional opportunity in the Family Entertainment Neighborhood when the owners of Station Park choose to redevelop existing surface parking lots into more intense uses. The block size and road network utilized in implementing development of the Mixed-Use and Recreational Neighborhoods north of Park Lane are appropriate for redevelopment of the current Station Park surface parking lots. Care should be taken to create a pleasant pedestrian environment connecting the FrontRunner Station to Station Park by providing a 10-foot pedestrian way, activating the street level, and providing street furniture and amenities.

To estimate the ridership impacts and future park and ride needs, a parking and ridership analysis was completed by Fehr & Peers and subsequently utilized to determine the total parking needed to service the proposed development within the Family Entertainment Neighborhood development program and park-n-ride.

Table 7: Family Entertainment Neighborhood Parking Totals

PROPOSED PARKING TYPOLOGY	PROPOSED PARKING TOTALS (STALLS)
Surface Parking	180
Structured Parking	760
Total Provided Parking	940

According to Farmington City code of ordinances, parking requirements for any use in the mixed-use districts may be reduced by up to twenty five percent (25%) through the project master plan process, while parking within 1/8th mile of the rail station qualifies for the following reductions:

To accommodate the proposed development at the front runner station site, the proposed parking totals are included below as part of the development program:

KEY TAKEAWAYS FROM THE PARKING DEMAND ANALYSIS

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development's proximity to rail transit.

While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 930 parking stalls of demand at this location. Development of the FrontRunner park and ride lot as well as other potential development within the area is reflected in Table 4 of Appendix X.

KEY TAKEAWAYS FROM THE TRANSIT PARKING UTILIZATION AND RIDERSHIP SPLIT ANALYSES

Since at least 2017, the average parking utilization at the Farmington FrontRunner Station park-and-ride lot is on average less than half the total stall count. The average parking utilization is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses. The park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of the Layton and Woods Cross park-n-ride lots and, therefore, is not useful as a direct comparison.

Between 2019 and 2021, FrontRunner had the highest proportion of ridership share, often more than half of the total riders. Route 667 Lagoon / Station Park Shuttle typically had the second-highest proportion of riders, and route 473 SLC - Ogden Hwy 89 Express had the third-highest proportion of riders. Some of these boardings will be accounted for by transfers. For instance, there is likely a high amount of transferring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA's boardings data doesn't account for them. As a result, riders may be counted twice.

Note on Situational Impacts: Travel patterns and transit ridership in Utah have been impacted by the ongoing COVID-19 pandemic. Transit ridership has declined across heavy rail, light rail, and bus. As of the date of this plan, it remains to be seen how much or how long impacts may persist. For information regarding UTA's COVID-19 Safety and Recovery plan, visit <https://arcg.is/1yOK4j>.



Denver and Rio Grande Western Rail Trail located along the western boundary of the planning area.

IMPLEMENTATION & PHASING

The development program that underlies the plan assumes a 20-year implementation period. The infrastructure, amenities, and regulatory tools needed to successfully implement the plan should be planned for in advance and put in place as development of the area progresses.

PHASING THROUGH 20-YEAR IMPLEMENTATION PERIOD				
2 YEARS	LESS THAN 5 YEARS	5 YEARS	10 YEARS	20 YEARS
Commercial will come in 3-5 years. Interchange will take 2 years to complete. New utility infrastructure and major road network (Commerce and Maker) will be built. Pedestrian Crossing over Park Lane to be completed shortly after improvements to Shepard Lane. West Davis Corridor will be completed within this time frame and 950 North connection to new Shepard Lane Intersection will be completed inclusive of shared use path.	In the short term, office development in the Mixed-Use neighborhood, multi-family housing immediately south of Spring Creek and townhome development near Spring Creek and along the Denver and Rio Grande Western Trail will occur in the next few years.	Redevelopment of the FrontRunner Park and Ride lot, housing and office development near the new park in the Recreational Neighborhood, and housing and additional office development in the Mixed-Use Neighborhood will occur in the 5- to 10-year range. I-15 reconstruction from Salt Lake to Farmington will be completed improving interchanges and crossings.		Remaining developable areas throughout the North Station area will develop in response to market demand.

REGULATING PLAN

CURRENT REGULATING PLAN

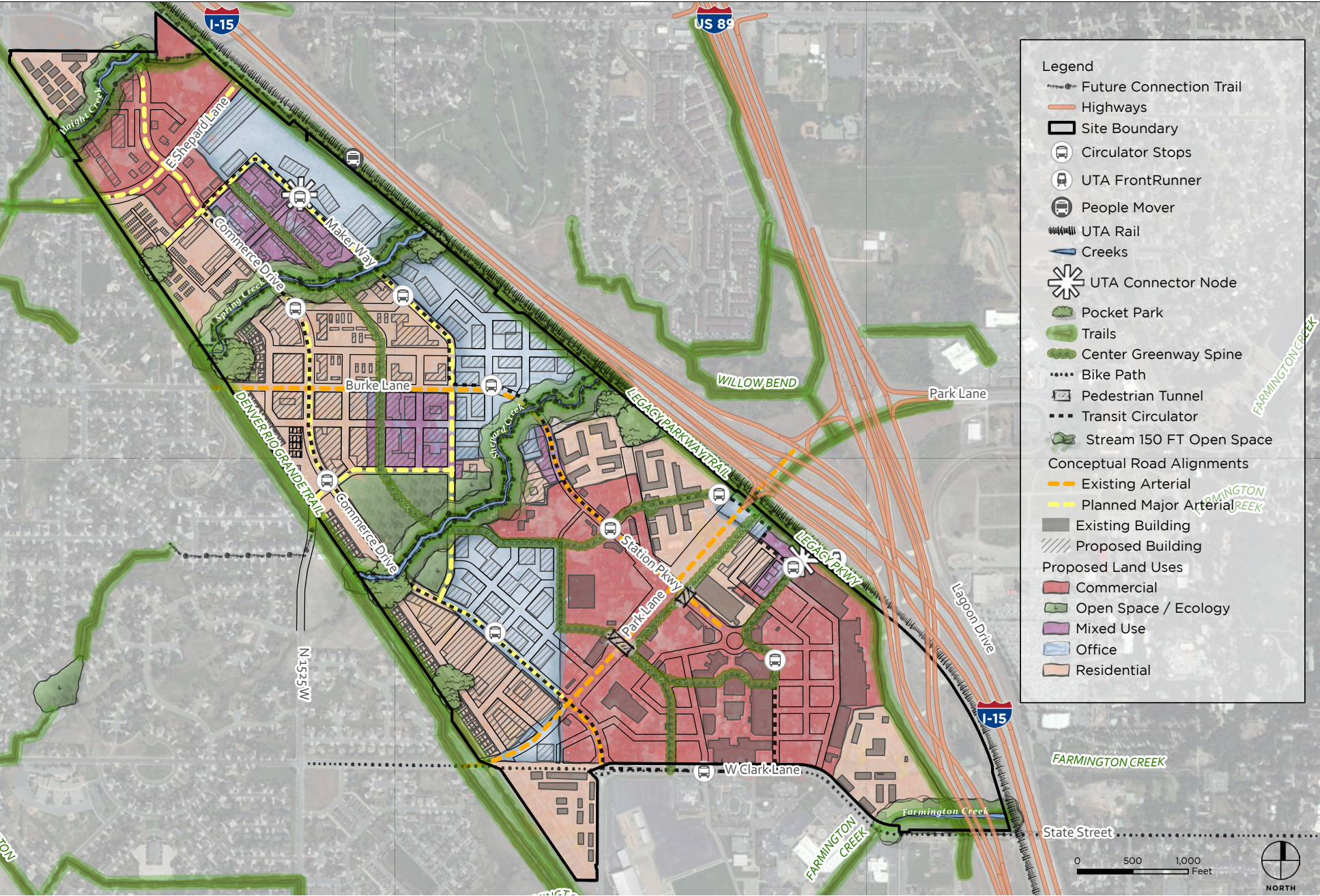
Based on the findings and concepts included in the two plans completed in 2016, the city adopted a regulating plan that identified the roadway and block network to support the contemplated development. The regulating plan has been amended to reflect decisions relating to major infrastructure investments, market changes, and updated development goals of the city and area property owners. Figure 21 is the most current version of the regulating plan and reflects the planned alignment of the backbone infrastructure for the area and an urban block network.

PROPOSED REGULATING PLAN

The following updates are recommended for the regulating plan:

- **Center Street** – a northern extension and the terminus of the Greenway System, Center Street may function as a shared use street with sidewalk dining, on street parking, and a shared lane that is a key element to enhancing pedestrian connectivity within the mixed-use neighborhood.
- **Greenway System** – a north south element connecting Station Park on the south with Center Street on the north and linking the trails and parks found throughout the North Station area. The Greenway is a key connectivity element in the plan. It provides opportunity to walk, bike, or roll to the neighborhoods and amenities throughout the area.
- **Circulating Trolley** – a transit element linking all current and proposed development areas with the FrontRunner Station.
- **Urban Block Network** – The plan proposes 264’ block lengths to provide a flexible framework allowing a phased approach to implementation of proposed land uses. The smaller block network enhances the pedestrian environment and allows for efficient circulation of people and vehicles.

Figure 20 – North Farmington Area Regulating Plan 04/2022



ZONING UPDATES

CURRENT ZONING

The planning area is divided into several mixed-use zoning districts. The provisions of the mixed-use districts provide a broad range of uses in order to encourage the development of diverse, interesting neighborhoods. All uses and structures will be sited and designed to be compatible with one another. Figure 22 is the current zoning.

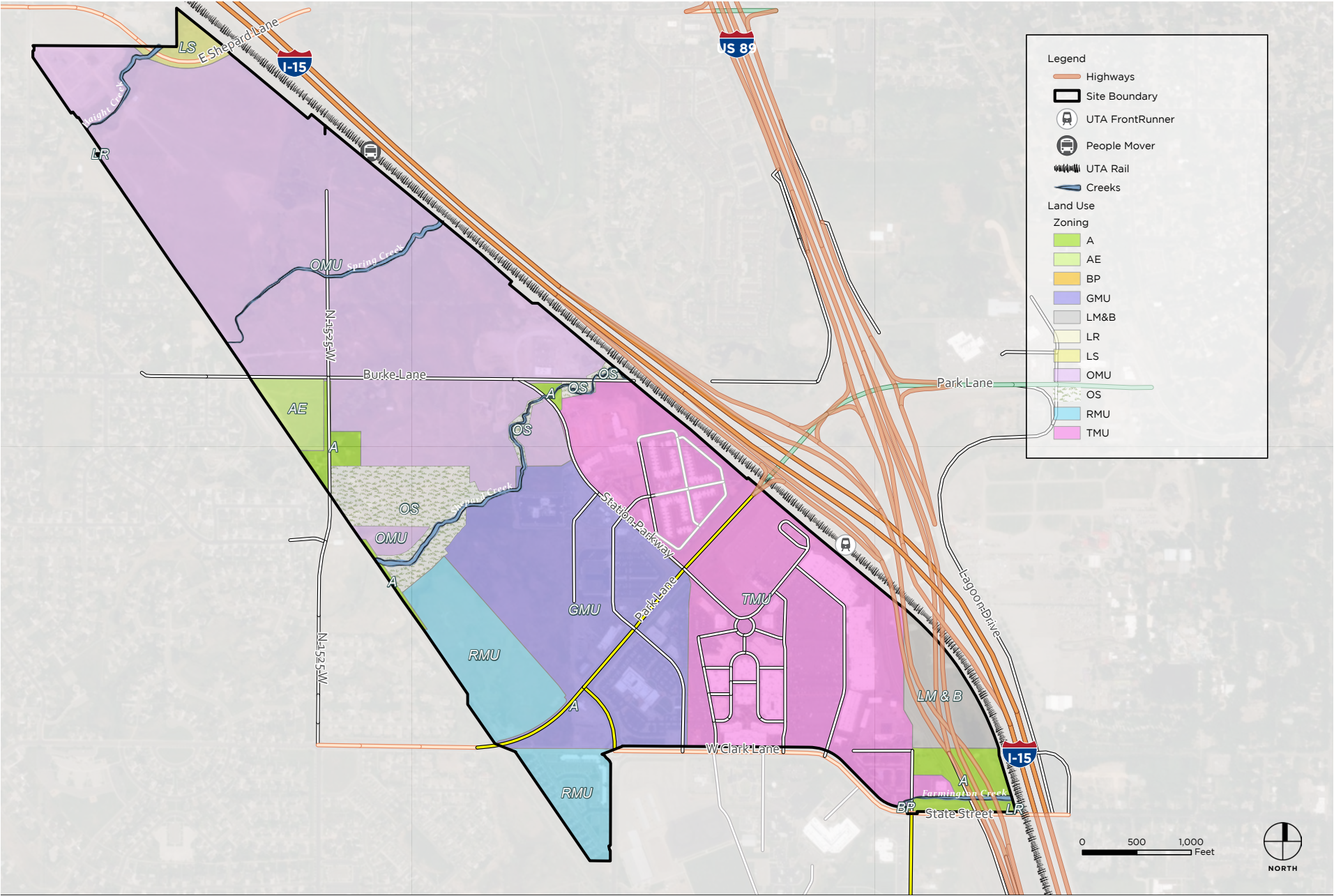
The majority of the North Station sub area is zoned **Office Mixed-Use** (“OMU”). The OMU district is intended to be primarily office and commercial, with multiple-unit dwellings allowed as a secondary use. It includes commercial uses appropriate for high visibility locations such as general office, campus uses, and employment centers near collector or arterial streets. The purpose of the district is to encourage office uses in general, allow for a higher intensity of commercial uses than in residentially focused areas, create definition along street frontages, encourage higher site and building standards, and create an attractive pedestrian environment. Uses that are incompatible with this purpose, including auto related uses, such as repair shops, and industrial uses are not allowed. Detached, single-family dwellings are also not allowed.

The next largest zoning district in the planning area is the **Transit Mixed-Use** (“TMU”) district that includes most of the Station Area sub area and the developed area north of Park Lane. The TMU district consists of the approved station park regional retail and mixed-use project and other land within proximity to the transit station. TMU district projects promote walkability and enhance the desirability of transit use, allowing residents, workers, and shoppers to walk to transit and other destinations within the district. Retail uses in addition to station park are allowed; provided, that they can be designed without compromising walkability within the district. This district promotes the highest intensity of use due to its proximity to mass transit.

A significant percentage of the planning area is currently zoned **General Mixed-Use** (“GMU”). The GMU district provides for a mix of commercial, office, retail and multiple unit and attached residential uses of a higher density along or near arterials or major and minor collectors. Developments in the GMU district are required to include site and building design that enhances the character of the streets. A wide range of commercial and residential uses are allowed, including regional scale retail; provided, that it is compatible with the overall sustainable character of the area by fitting into an interconnected street network and conforms to block size, connectivity and other the development standards.

Areas along the western boundary of the planning area are currently zoned **Residential Mixed-Use** (“RMU”). The RMU district is primarily residential, allowing single-, two- or multiple-family dwellings. Along collector or arterial streets, development may be either residential or mixed-use, combining residential with

Figure 21 – North Farmington Station Area Zoning – January 2022



neighborhood serving retail, office or service uses. Commercial uses should be located on collector or arterial streets or in areas that already have commercial uses. No maximum residential density is prescribed; instead, the scale of buildings is determined by building form, site envelope and open space standards, and parking ratios. The intent is to encourage a full range of housing types, including affordable housing options.

There are also areas of **Open Space** (“OS”) in the planning area. The OS district is intended for publicly and privately owned parks, open space, natural habitats, trails, and a limited range of other uses. OS uses are intended to occur throughout the mixed-use districts to enhance the use and enjoyment of open space, especially the Shepard Creek corridor.

Current densities in all zones are constrained by height, building form, and parking regulations that relate to the type of road. Table 8 identifies the current height requirements.

Table 8: Current Mixed-use Zone District Height Requirements

ZONE	LOCAL ROAD	LOCAL PRIMARY	COLLECTOR/ ARTERIAL	I-15 TRANSITION AREA
RMU *	2		3	
GMU	3		4	
OMU **	4	3	6	5
TMU **	6		8	5
OS ***	1		1	1

* In addition to the number of stories, the RMU zone district includes building height limitations in feet.

** The I-15 Transition Area requirement is a height minimum for the OMU & TMU zone districts.

*** In addition to the number of stories, the OS zone district includes building height limits in feet.

Farmington’s Project Master Plan (PMP) process is intended to establish the framework for development of large or phased projects, and an approved PMP constitutes an approved master plan for guiding all future development within the defined area. The PMP process seeks to proactively address topics surrounding transportation, mobility, connectivity, water management and quality, drainage and grading, utilities, open space and wetlands allocations, and land use areas through submittal of a conceptual plan.

A PMP is required if any part of a development is within the TMU district, or if a proposed development in the RMU, GMU, or OMU zones anticipate any resulting change in the regulating plan, establish or cause change in water drainage, or anticipate changes in the amount of open space pursuant to section 11-18-106. Design guidelines and development standards shall be required for development in the mixed-use districts, which will be reviewed by the Site Plan and Architectural Review Committee (SPARC) and may be approved as part of the PMP process. However, the PMP process allows for flexibility with regards to development standards and design guidelines as the PMP may be approved without development standards and design guidelines prior to the development plan approval.

An approved PMP may be amended at any time using the process, and may be amended simultaneously with the processing of a site plan application or a site plan amendment. The City Planner/Zoning Administrator shall determine the significance of the amendment and may seek a recommendation by SPARC to make such a determination. Major amendments may include modification of allowable height, mix of uses, or density; the changes to the amount of land dedicated to parks, trails, open space, etc.; significant changes to the location of land uses, or any other aspect of the PMP that would significantly change its character.

PROPOSED ZONING

Current zoning allows for implementation of the North Station Area plan with some minor adjustments. Some of the boundaries of the various zone districts may need to be adjusted to more closely align with proposed development type.

In addition, design standards for signage, streetscape, street lighting and street furniture should be added to criteria for development approval in order to create and maintain an identifiable urban environment.

Other zoning provisions to be considered include standards relating to automobile-oriented uses such as drive throughs and gas stations. Generally, these types of uses are discouraged in mixed-use areas and gas stations should be minimized in the North Station area. However, the pandemic has blurred the line between fast-food and fast-casual food service. Where, before March 2020, the distinctions included real estate choices and dine-in vs dine-away options, both types of food service are now emphasizing dine-away options and, increasingly, fast casual restaurants are looking at stand alone or end cap options to facilitate curb side food pick up. Zoning provisions for the North Station neighborhoods should recognize this trend and facilitate the inclusion of restaurants throughout the area. Restaurant uses requesting dine-away focus should be required to include online ordering and timed curb side pickup. This will eliminate the need for an ordering speaker and car stacking space on site. These two elements – speakers and stacking – have a negative impact on mixed-use areas by disrupting the pedestrian environment and creating noise issues for adjacent residents.

APPENDICES

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Farmington Station Transit Ridership Split Analysis 39

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Purpose

The North Farmington Station Transit-Oriented District (TOD) functions as the northern gateway to the greater Salt Lake metropolitan area due to its location at the apex of Interstate 15 and Highway 89. Being sandwiched between The Great Salt Lake and the Wasatch Mountains creates a unique benefit; all consumers entering and existing to the north must pass through Farmington. The North Farmington Station also serves Farmington and greater Davis County commuters with a light rail station that provides connection to the greater Salt Lake region via the Frontrunner Rail and additional stations to the north serve Layton, Clearfield, Roy, and Ogden. The North Farmington Station Transit Oriented District includes approximately 300 acres of undeveloped land, one of the largest TOD development sites on the system. This area is also anchored by Station Park, an award-winning¹ regional mixed-use development with national retail, restaurants, office, and residential. These concerted assets create a recipe for economic growth and prosperity, which must be planned and guided to ensure the district vision and potential is reached.

A Masterplan was completed in 2016 with the Utah Transit Authority (UTA) and the City of Farmington for this area, however since 2016 The North Farmington Station Area has undergone dynamic changes. During this period, ownership has changed, most of whom have consolidated with mixed-use developers or have formed partnerships with developers to take advantage of the location and development potential. In addition, the market has shifted, and each of these proposed developments has uncoordinated programs and unresolved infrastructure issues. In response, the city amended the regulating plan, addressing block structure and infrastructure to accommodate a new planned interchange and development patterns.

Going forward the city must make significant investment to align the area. Future City investment must be aligned with development opportunities to ensure that future development is sustainable and fiscally responsible. Coordinating these efforts will maximize fiscal impact and quality of life for all residents, attract a greater share of the corporate opportunities, and ensure balanced land uses. Therefore, UTA has provided funding to update the Masterplan to align development to take advantage of corporate potential, coordinate multi-modal trails and connections to rail, harness quality development along limited interstate frontage, and leverage future opportunities to create high-quality amenities to increase the quality of life for Farmington residents and increase economic development.

¹ <https://www.randoco.com/2013/station-park-receives-most-outstanding-project-award/>



Benefits of Mixed-Use TOD's

Farmington is an established community with a diverse distribution of land uses, but there is still significant opportunity to bolster sustainability by taking advantage of first-class, mixed-use development, especially within the TOD context. Mixed-use environments generate much greater operational efficiencies than traditional suburban development and can leverage existing infrastructure to enhance a vibrant, mixed-use destination for the community at large.

According to the American Planning Association (APA), mixed-use districts, including TOD's, create greater value because they can create increased livability. To achieve increased levels of livability, developments should encourage walkability, integrate multi-modal transportation options, increase public and open spaces, create active/programmed places (street dining, pop-up shopping, food trucks, etc.), optimize development potential, and provide a context-sensitive housing mix to support residents of various life stages.

By optimizing land use and accessibility, TODs decrease traffic congestion, improve air quality and public health, lower the cost of living, and make opportunities more accessible (tod.org). Beyond that, successful TODs are destinations designed for people that reflect the core values and priorities of the community. They occur within the existing urban context and compliment the surrounding area. Streets, paths, buildings, open space, and other aspects of the environment are organized to optimize access to and from public transit, making it convenient for people to get where they want to be.

According to Robert Grow, CEO of Envision Utah, "TODs may become economic generators for their communities because of their variety and intensity of land use." Additionally, research shows that thirty-seven percent of new office buildings are around TOD's. This activity can be attributed to places that are situated on or near rail stations.

This Market Assessment will enable the planning team to create a market-based development program, understand timing of and capacity for phasing purposes, and accommodate phased development of various ownership parcels within one cohesive development that will maximize values for the property owners, the City, and future occupants within the district.

Executive Summary

Retail Demand - The existing retail at Station Park, connectivity via interstate and rail, as well as synergy with the Lagoon has allowed the site to establish itself as a significant regional retail destination. As a result, the retail trade area serves a significant geographic area with a population of 387,731. The result of the large regional population is significant purchasing power, and ultimately a need for a significant variety of retail goods and services. The site is ideally positioned to capitalize on the significant amount of retail demand, with the ability to support 483,183 square feet of unmet demand.



Corporate Demand - With strong regional talent, connectivity to the greater region, and market fundamentals to support development, the study area is positioned to capture a significant amount of office development. A corporate campus of ~250,000 square feet could be absorbed on an annual basis, assuming appropriate planning and context are integrated into the larger development (housing, goods and services, infrastructure, etc.)

Residential Demand - Based on current and anticipated home ownership and rental rates, there is demand for 900 rental units and 708 owner-occupied housing units that the North Farmington Station TOD area can capture on an annual basis. The total demand for units is broken down further by income-qualified rent and home prices by age groups. The analysis assumes a moderate capture rate of the regional demand, designed to reflect the study area’s potential portion of capture.

Emerging Objectives:

Based upon planned developments and input from stakeholders and staff, the following economic development-oriented objectives have been outlined as critical steps to achieving the envisioned first-class development:

- Balanced and purposeful integration of mixed-use - Creating high-quality mixed-use developments through thoughtful merchandising with the appropriate scale and density. The integration and utilization of well-defined development principles will be critical to maximize economic development opportunities. These developments should be mindful of the existing uses throughout the community and seek to leverage the existing and desired character set forth while creating a unique feel.
- Create sustainable development that continues to increase in value over time - Creating high-density districts with first-class amenities will help create the context to attract a wide range of choice talent and corporate users. Developments should relate to both the built and natural environments to maximize the value of the human experience. As properties are developed, they should relate to adjacent commercial development and incorporate appropriate transitions so that as the district develops future projects are thoughtful of adjacent uses.
- Create a phased approach that minimizes risk and maximizes returns for the city and its neighbors - Future development should be balanced so that it does not diminish the value of existing development but scales with density to achieve the greatest amount of economic impact. Quality development generally develops over time across multiple economic cycles; therefore, having strong standards in place will allow for incremental growth over time that increases in value.



- Encourage development that maximizes the tax benefits for the City of Farmington - Quality development requires substantial public and private infrastructure. These include roads, sewer, water, drainage, parks, open space, and cost to provide public services. In addition, these facilities must be maintained and eventually replaced. Future growth, therefore, must accommodate revenues that service the public investment. Quality development will create opportunities to attract additional businesses, grow a vibrant population, and provide exciting destinations for the community; however, the city should encourage quality developments that ensure long-term growth of the tax base and quality of life to maintain fiscal sustainability and resiliency.
- Preserve natural areas and protect open space. - Open space can include public and private property. It can be active, passive, recreational, or nonrecreational. Open space has proven not only a valued amenity for human psychology, but study after study has shown that developments that integrate open space demand greater returns.



Market Demand

Residential

To understand residential demand for the Farmington Station Area, Catalyst calculated residential demand for the competing region, defined as Davis County. The resulting regional demand was calibrated based upon Farmington Station Area’s potential capture rate to arrive at a realistic absorption rate on an annual basis. The capture rate used to inform Farmington Station Area’s potential capture of regional demand was informed through the utilization of historical building permits and future household projections. Demand for residential units within the Farmington Station Area is a function of projected growth across the greater region, meaning the station area will compete to capture these households amongst other communities, as well as other locations within Farmington.

To configure and better understand the potential demand, it was broken down not only by income categories, but also by age groups. This level of analysis allows for a significantly greater understanding of the potential product types in demand as the associated groupings tend to represent different preferences in terms of home typologies.

Our analysis indicates that the region is projected to gain over 1,850 total new households on an annual basis over the next five years due to net migration and natural increase (residents entering the homebuying life stage). The annual household growth is anticipated to generate potential demand for 1,195 new households based on the number of qualified earners coupled with the existing ownership propensity throughout the region. However, potential demand for new households is also significantly influenced by potential capture of those in turnover; represented by both existing owner (3,524) and renter-occupied (3,525) households who anticipate purchasing a new household upon moving. The total potential demand for new households in the region is anticipated to exceed 4,700 on an annual basis for the region. The tables below represent the relationship of qualified household income to attainable home value/affordable monthly rental rate.

Owner-Occupied	
Qualifying Household Income	Home Value
Less than \$35,000	Less than \$100,000
\$35,000 - \$50,000	\$100,000 - \$150,000
\$50,000 - \$75,000	\$150,000 - \$200,000
\$75,000 - \$100,000	\$200,000 - \$250,000
\$100,000 - \$150,000	\$250,000 - \$350,000



\$150,000 - \$200,000	\$350,000 - \$450,000
Greater than \$200,000	Greater than \$450,000

Renter-Occupied	
Qualifying Household Income	Monthly Rent
Less than \$35,000	\$500 - 750
\$35,000 - \$50,000	\$750 - \$1,000
\$50,000 - \$75,000	\$1,000 - \$1,500
\$75,000 - \$100,000	\$1,500 - \$2,000
Greater than \$100,000	Greater than \$2,000

The Farmington Station Area is positioned to capture a sizable portion of potential future development based on existing gravity, access to jobs/population, transportation, and a variety of other factors. Limiting factors include physical constraints, zoning, drainage and floodplain, and ownership goals.

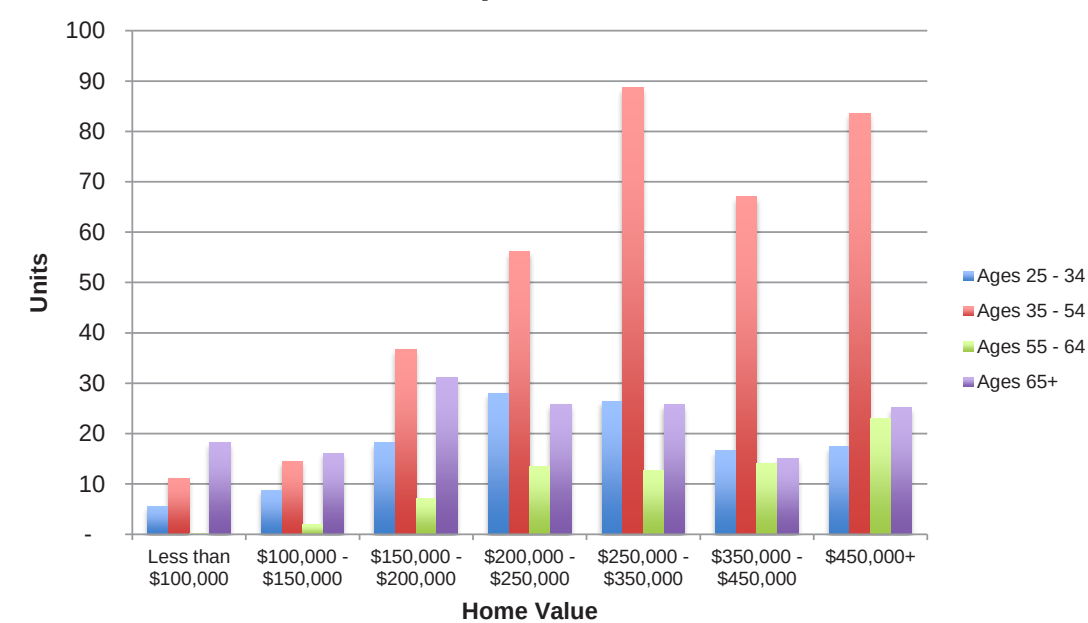
Owner-Occupied Demand

With regards to owner-occupied demand, across all income categories, our projections show that the Farmington Station Area has the potential to capture more than 700 new owner-occupied units annually based on a conservative capture rate (15% of regional demand), of which, there is demand for over 59% of total new homes valued above \$250,000. To better understand, the owner-occupied residential demand was broken down not only by income categories, but also by age groups.

Most of the potential demand is anticipated to be generated by the 35 – 54-year-old age group (51%), while there is also moderate demand (22%) for the age 65+ group and 25-34 age group (17%). The consumer preferences between age groups illustrate a desire and ability for the station area to offer a variety of home typologies and product types, based on context and location among other factors. The chart below illustrates the potential annual demand for owner-occupied housing by age group within the station area.



Farmington Station Area Annual Owner-Occupied Demand



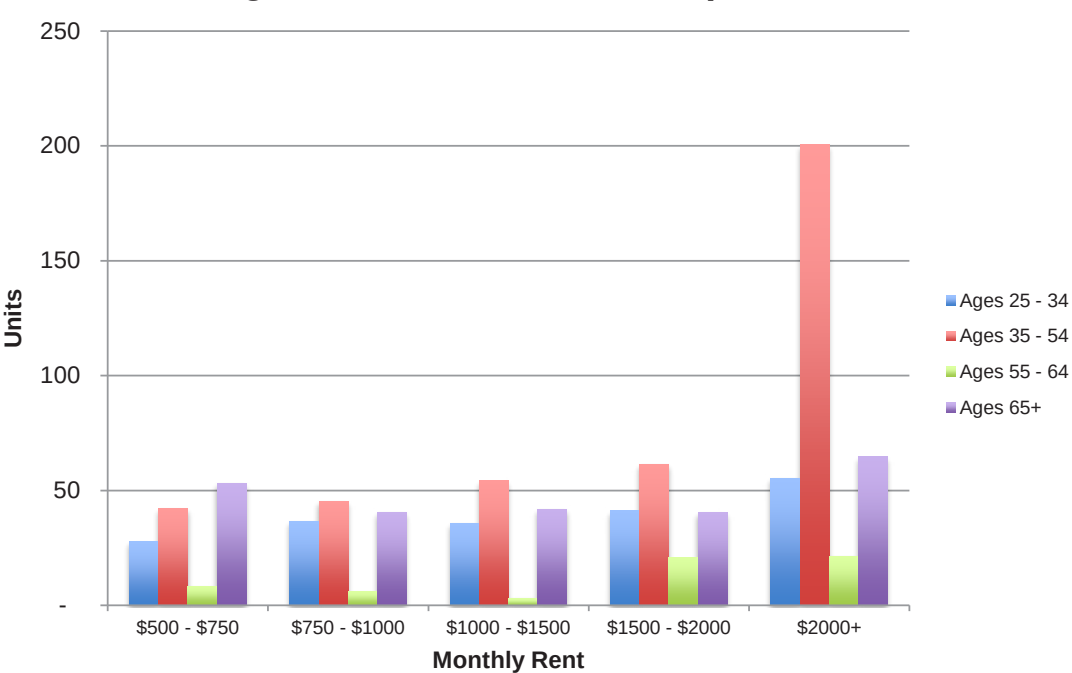
Renter-Occupied Demand

The analysis of renter-occupied demand shows most of the total 900/annual unit demand (56%) is anticipated to accommodate units that support the market rate of \$1,500 + monthly rent. The age group anticipated to generate the most demand is the 35 – 54-year-old age group (45%). The second largest amount of renter-occupied demand is generated by the 65+ age group (27%). The product typology for each of these age groups and price points can vary based on context.

According to Robert Grow, “Since 2010, 43% of all new multifamily units built in the Wasatch Front have been built within half a mile of a rail station, which is about a thousand steps. So that means we’re building lots of housing which is transit-oriented development where people can have housing right near the station and be able to use the transit system and avoid using a car and lower the cost. “



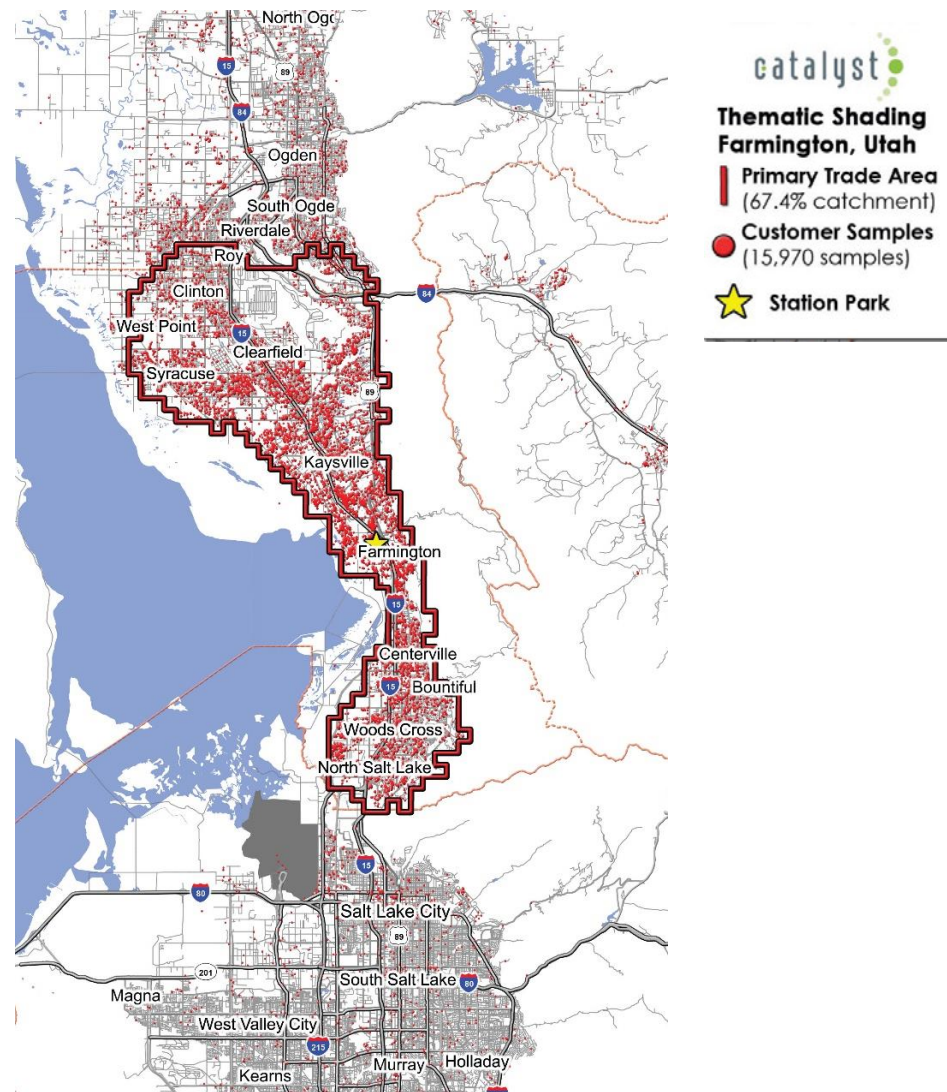
Farmington Annual Renter-Occupied Demand





Retail

In February 2021, Catalyst conducted a customer intercept study that included nearly 16,000 unique samples. These samples were collected from the Farmington Station using Common Evening Locations (C.E.L). These samples were geocoded to statistically construct the PTA. Catalyst utilized a conservative 67.4% capture rate of the total samples to define the Primary Trade Area. Due to the regionality and gravity of Station Park, the resulting trade area is reflective of a large destination-based population served by an area covering much of the metro area. The population of the PTA is greater than 387,731 residents.



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Trade Area Summary

- Population – 378,731
- Households – 116,661
 - Owner-occupied – 75%
 - Renter-occupied – 22%
 - Vacant – 4%
- Median Household Income - \$85,544
- Average Household Income - \$101,242
- Median Home Value - \$316,218
- Per Capita Income - \$31,215
- Median Age – 31
- % Population 18+ - 68%

To calculate potential demand in square footage, Catalyst analyzed leakage within the PTA (potential demand in dollars less the existing supply in dollars). The result is retail gap or “leakage”, the amount of dollars being spent on retail categories outside of the community. To calculate demand in square footage, Catalyst analyzed retail leakage within the PTA including the estimated individual demand generated from the regional student population, local workforce, commuter traffic, visitor, and residential drivers, and converted the amounts to square footage based on extensive industry knowledge and experience.

Population growth and the resulting household growth is generally the largest driver of retail demand for communities, especially in communities that are not served by disproportionate amounts of employees (major employment centers, central business districts, etc.). The residential component of the community often provides up to 80% of total retail demand in each market. Purchasing power represents the ability of a specified geography to purchase goods and services based upon the relationship of population and median household income. Research conducted by the International Council of Shopping Centers (ICSC) indicates that individuals spend 24% of their income on retail goods and services. The resulting retail goods and services purchasing power for the PTA is nearly \$2.4 Billion, which equals out to 6,000,000 square feet of supportable retail goods and services (assuming \$400/square foot). While the amount of retail leakage within the PTA indicates oversaturation in several categories, the undersupplied categories accrue a total 422,799 square feet of potential unmet retail demand. This potential demand accounts for categories that are currently underserved, although some oversaturate categories prove to be more resilient towards market factors and oversaturation, inducing additional demand.

With connectivity to the rest of the region via I-15, and FrontRunner rail, the site is uniquely positioned to funnel and capture destination retail gravity along these transportation routes. According to the UTA, roughly 157 people on average board the FrontRunner at Farmington Station. According to the Utah Department of Transportation (UDOT), nearly 125,000 vehicles pass by the site along I-15 daily. The resulting demand generated by commuters totals just shy

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of 15,000 square feet of demand. Gateway features and a pronounced street edge can be an integral part of attracting potential visitors and can help establish and define boundaries and celebrate an identity. The perception of a development and its ability to attract and retain interest is often shaped by the quality and experience-related key thoroughfares.

Workforce generated demand represents a strong opportunity and existing component of the overall retail demand, especially with regards to daytime population and goods and services that facilitate the workers' life. Increased corporate presence will allow the study area to remain active throughout the day, supporting goods and services, while creating partnerships between the community and employer. Typical goods and services that are driven by workforce and commuters generally include: grocery stores, health and beauty stores, gas stations, general merchandise stores, office supply stores, sporting goods stores, and restaurants and eating establishments. Workforce generated demand accounts for more than 42,000 square feet of the total potential demand for the station area.

While existing demand may be satiated by future development, future population and household growth within the PTA will continue to generate additional demand for goods and services. For example, households with a median income of \$100,000 are anticipated to generate an additional \$24,000 in purchasing power. At a 70% capture, each additional household making \$100,000 can be estimated to generate 42 square feet of demand for retail goods and services. If the PTA adds an additional 1,000 households, this will generate demand for 4,200 square feet of retail development. Similarly, increased regional employment and traffic volumes will only increase demand as well.

According to the Urban Land Institute’s (ULI) Emerging Trends in Real Estate (2021), several thousand interviewees and survey respondents indicated that “one of the most oft-mentioned themes that we heard was that COVID-19 did not create new trends but accelerated those that were already underway.” To continue growing and thriving, cities will be tasked with creative adaptation. While there is no prescribed response, it’s mentioned numerous times by professionals and industry experts that additional green space and outdoor activities should continue to improve livability for existing residents while retaining and attracting residents who continue to value an urban lifestyle.

The role of mixed-use, pedestrian-focused developments in cities continues to evolve from the historical perspective as a community’s retail shopping hub to a cultural and entertainment destination providing a variety of uses and cultural events within a walkable context. Building upon and enhancing a walkable urban environment within Farmington will enhance and fortify its long-term well-being and sustainability. Both the immediate context and character of these environments are characterized by a street grid pattern with walkable blocks, and a variety of land uses.



Potential Supportable Retail Square Footage by Retail Category					
Category	NAICS	Workforce	Commuter	Residential	Total
Auto Parts, Accessories & Tire Stores	4413	-	457	-	457
Furniture Stores	4421	-	-	23,715	23,715
Home Furnishings Stores	4422	-	-	12,876	12,876
Electronics & Appliance Stores	4431	1,762	575	686	3,023
Bldg. Material & Supplies Dealers	4441	-	-	54,829	54,829
Lawn & Garden Equip & Supply Stores	4442	-	-	818	818
Grocery Stores	4451	3,684	1,635	94,885	100,246
Specialty Food Stores	4452	-	-	26,350	26,350
Beer, Wine & Liquor Stores	4453	-	-	1,463	1,463
Health & Personal Care Stores	446,4461	7,109	575	92	7,798
Gasoline Stations	447,4471	-	7,613	8,414	16,028
Clothing Stores	4481	1,326	628	142	2,119
Shoe Stores	4482	1,823	1,150	-	3,016
Jewelry, Luggage & Leather Goods Stores	4483	1,389	548	8,949	10,907
Sporting Goods/Hobby/Musical Instr. Stores	4511	790	575	-	1,365
Book, Periodical & Music Stores	4512	-	-	7,441	7,441
Department Stores Excluding Leased Depts.	4521	2,370	575	-	2,945
Other General Merchandise Stores	4529	10,937	863	37,271	49,071
Florists	4531	-	-	1,545	1,545
Office Supplies, Stationery & Gift Stores	4532	2,674	575	1,402	4,651
Used Merchandise Stores	4533	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	46,363	46,363
Full-Service Restaurants	7221	3,474	967	77,791	82,279
Limited-Service Eating Places	7222	4,679	1,370	-	6,114
Special Food Services	7223	-	-	7,165	7,165
Drinking Places - Alcoholic Beverages	7224	-	-	10,602	10,602
Total Demand (SF)		42,016	18,107	422,799	483,183



Office

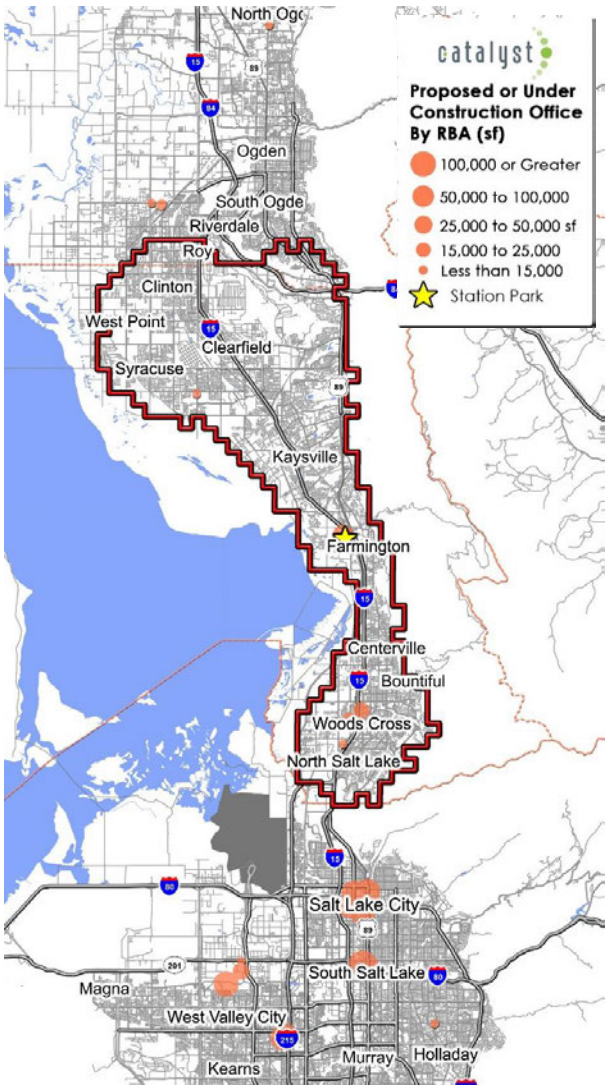
Utah's thriving tech sector is driving much of the state's economic success, sourcing from its deep talent pool and relative affordability, especially compared with other growing tech hubs of the west coast. Examples of this phenomenon can be seen through a variety of developments, but perhaps none more pronounced than the Silicon Slopes, the hub of Utah's startup and tech community, and the University of Utah Research Park, also known as Bionic Valley, a bioengineering epicenter on the campus of the University of Utah in Salt Lake City.

Site Selection Magazine discusses how the success of mixed-use developments has changed the relationship between major employment and retail in an urban area, stating that “the once-discrete markets of office and retail” now share an “interwoven nature of value” in context of planning and development, meaning it is important to strike a balance between attracting new major employers and establishing new retail hubs.

Regional Characteristics

According to the Davis County Community & Economic Development department, nearly 1 in 4 jobs in the county are in government. Most of those jobs are a result of Hill Air Force Base, which constitutes over 20,000 jobs related to military, civil services, and private contracting. There are several other large regional employers located in Davis County. Davis County is home to a total of 99,735 employees, of which Farmington constitutes roughly 9.5% of total employment. A breakdown of local employment by industry is in the Appendix.

The acronym “STEM” (Science, Technology, Engineering, and Mathematics) is widely used in discussions across government, academia, and business, to characterize employment with an increased emphasis on innovation and its implications for the economy and labor market. Another



implication of STEM employment is the utilization of office space, as these employment categories tend to rely on office employment to carry out daily activities. Of the total employment in Davis County, an estimated 39% fall within the STEM category (Information, Finance & Insurance, Real Estate Rental & Leasing, Professional, Scientific & Tech Services, Management of Companies & Enterprises, Educational Services, Health Care & Social Assistance, and Arts, Entertainment & Recreation) compared to more than 51% in Farmington. According to the Utah STEM Action Center, 10% of Utah's \$150 billion economic activity is directly related to STEM activities. Concerted efforts throughout the state provide opportunities for kids to learn the necessary skills and develop them into viable employment opportunities. Regional partnerships and opportunities related to STEM make the state a premier destination for tech start-ups and local employers invested in the community. Local employers that have previously supported the STEM Awareness Campaign included Comcast, Merit Medical, Nelson Labs, IMFlash, L3, NuSkin, and ATK.

Analyzing existing employment in Farmington reveals a pattern of commuter-oriented employment. According to the U.S. Census Bureau, over 90% of people who work in Farmington live outside of the community, leaving less than 10% of the City's workforce as both residents and workers. Opportunities exist to create employment that serves the highly-educated, white-collar workforce that exists in Farmington. A table of the existing workforce characteristics in Farmington is found in the Appendix.

Corporate Attraction Factors

Corporate attraction requires satisfactory access to workforce characteristics. Some key characteristics that help inform the (re)location of corporate campus' are characterized below:

- Access to talent
- Distance to airports
- Access to a variety of transportation networks (multimodal)
- Synergies with the existing or similar industry employment (clustering)
- Availability of infrastructure (water, sewer, fiber, rail, etc.)
- Physical design and features
- Housing that supports the workforce
- Entertainment / community components

Access to Talent:

Under most circumstances, within 20 minutes of Farmington you can be at Weber State University, Hill Air Force Base, Downtown Ogden, Downtown Salt Lake City, or University of Utah.

Distance to Airport:



Farmington is only 20 minutes away from Salt Lake International Airport via car and due to the Farmington Station, commuters can access the airport via the Green Line and Front Runner within 1 hour.

Access to multi-modal transportation:

With regards to prospective development, transportation was top of mind for most of the developers and corporate end users interviewed in the 2020 Gensler US Workforce study. Almost all participants were involved in local or regional initiatives to reduce the friction for their employees to travel and to get to work daily. Examples of efforts to improve transportation connectivity ranged from integration of high-speed rail to more direct flights, to shuttle services, to transportation as a service. Farmington is ideally positioned to support a variety of transportation methods including auto, commuter rail, and pedestrian (walking/biking).

Capturing a regional office market

The greater Ogden office market is home to over 14 million total square feet of office space product, distributed across 981 buildings. Of the total office space in the market, only 9.3% (1,308,126 square feet) is Class A.

Since 2005 Farmington has absorbed 250,777 square feet of office space compared to 2,934,223 absorbed throughout the entire Ogden market. All of Farmington’s Class A office (2 buildings) has been absorbed since 2017. Alternatively, just under 60,000 square feet of the office space in Farmington is Class A.

Currently, 7.4% of the total office space in the market is vacant, compared to 11% of the Class A. While the average absorption for the Ogden market has registered at just under 175,000 square feet since 2005, nearly 45,000 of that has been Class A. The current gross direct rent of \$24.77 in Farmington is significantly higher than the \$18.87 in the market.

The adjacent map shows office under construction or planned in the greater Farmington region.

Given the historical rate of absorption, lack of Class A product, and established regional context, it’s feasible to believe that a corporate campus of ~250,000 square feet could be absorbed on an annual basis.



Program Justification

New experiential and entertainment uses centered on one-of-a-kind activities such as art, amusements, or food, are continuing to push the boundaries of what is supportable in shopping centers. Noticeable increases in food uses across retail venues can be observed, including food halls, which now seem ubiquitous in some areas.

	Owner-Occupied Residential	Renter-Occupied Residential	Retail	Office
Demand	High	High	Moderate	High
Opportunities	Mixed-use / Planned Development. Strong population growth and regional job market create high demand for quality housing. White-collar residents can serve the local workforce. Existing neighborhoods have set precedence for high-quality development.	Mixed-use / Planned Development. High-quality product that connects and accentuates the existing neighborhood fabric. Connectivity and open space are highly desirable amenities.	Mixed-use. Access to a largely regional population, as well as neighborhood. Growing population and incomes will create demand for additional retail. Leverage existing retail gravity from Center Park.	Corporate Campus. Access to a high-quality local population that can provide an employment pool. Multimodal transportation allows for draws from the entire region. Interstate frontage. Few owners make development more plausible. Access to vast trail network and regional interstate with corporate visibility



Challenges	Providing wide range of housing to accommodate local workforce without creating adjacency issues.	Creating balanced neighborhoods and placement of strategic higher density product to activate developments and above commercial to maximize yield	Competing with area planned centers and second-generation space (if available)	Location is a greater distance from the SLC urban core. The Salt Lake region is a secondary market in the US.
Target	Market rate. Moderate rate. High-density	Mixed- high density product	Regional retail, entertainment, restaurants, local service, and daily needs	Class A corporate campus, co-working, regional satellite office space to cater to suburban population.
Target Market Values	\$250K + home values. Mix of market with affordable mix.	\$2 +/-SF rental rate	\$20+/-SF rental rate	+/- \$30/SF rental rate in market
Absorption	Demand for 708 units annually	Demand for 900 units annually	Demand for over 480,000 SF across all categories	Demand for +/- 250,000 SF annually



Fiscal Summary

The proposed concept plan includes over 8M square feet of commercial/office, approximately 531,000 square feet of retail, and more than 8.25M square feet of residential product supporting 8,259 residential units including 350 townhomes. In addition, there are 49 additional parking facilities to accommodate the proposed program. The remainder is proposed for parks, open space, and public facilities and amenities.

Proposed Building Square Footage/Units	SF/Units	Unit Size	SF
Commercial Office	8,029,800		
Retail (1 level)	531,000		
Residential Multi Family Sq. Ft.	8,259,000		
Residential Units (1 DU / 1k sf)	8,259	2,500.0	17,238,000
Townhomes Units (west-side buffer)	264	1,800.0	475,200
Townhomes - Wasatch Properties (9.41 acres)	86	1,800.0	154,800
Apartments - Wasatch Properties (7.67 aces)	459	800.0	367,200

The proposed program creates over \$5.6B in net new proposed development, and \$349M in additional parking facilities. The total project value at build-out is estimated at nearly \$6B.

Based upon local tax rates, the project would generate over \$75M in annual net new fiscal benefits to the City of Farmington, Davis County, and local taxing entities.

PROPERTY TAXES:	Tax Rate	Annual Taxes
	Effective Rate:	
Total Property Tax	0.012537	\$75,085,333

In addition, the additional commercial would create an estimated \$106M in additional commercial revenue that would equate to an additional \$7.7M in additional property taxes.

Estimated Gross Sales		\$106,200,000
Utah	4.85%	\$5,150,700
Davis Co	1.80%	\$1,911,600
City of Farmington	0.10%	\$106,200
Davis Co Tr	0.50%	\$531,500
Total	7.25%	\$7,699,500

Note: Assumptions are based upon similar projects and current tax rates. Results are subject to change and limited to the amount of actual future development that occurs. Future development could be affected by changing market conditions, entitlement, availability of infrastructure, and other uncontrollable or unforeseen events.

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APPENDIX B



Memorandum

Date: January 21, 2022

To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff

From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers

Subject: Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis

UT21-2264

Introduction

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
 - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

Key Takeaways from the Parking Demand Analysis

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development’s proximity to rail transit.

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While the current park-and-ride demand is currently much lower than it was before the ongoing COVID-19 pandemic, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-2020 levels. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

Key Takeaways from the Transit Parking Utilization and Ridership Split Analyses

Since at least 2017, the average parking utilization at the Farmington FrontRunner Station park-and-ride lot is on average less than half the total stall count. The average parking utilization is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses. The park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of the Layton and Woods Cross park-n-ride lots and, therefore, is not useful as a direct comparison.

Between 2019 and 2021, FrontRunner had the highest proportion of ridership share, often more than half of the total riders. Route 667 Lagoon / Station Park Shuttle typically had the second-highest proportion of riders, and route 473 SLC - Ogden Hwy 89 Express had the third-highest proportion of riders. Some of these boardings will be accounted for by transfers. For instance, there is likely a high amount of transferring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA’s boardings data doesn’t account for them. As a result, riders may be counted twice.

Note on Situational Impacts: Travel patterns and transit ridership in Utah have been impacted by the ongoing COVID-19 pandemic. Transit ridership has declined across heavy rail, light rail, and bus¹. As of the date of this memo, it remains to be seen how much or how long impacts may persist. For information regarding UTA’s COVID-19 Safety and Recovery plan, visit <https://arcg.is/1yOK4j>.

Study Site

The Farmington FrontRunner station is located just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane/I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable². The park-and-ride is primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner.

A Chic-Fil-A fast food restaurant is located within the same parcel and provides 33 of its own parking stalls.

During the COVID-19 pandemic, transit ridership was observed to decline, so the park-and-ride was studied to understand the ongoing effects of the pandemic and the likely future parking demand at the station.

¹ Source: UTA Ridership Portal: <https://rideuta.maps.arcgis.com/apps/dashboards/43fc692872714c418a83343f481c2e99>

² As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.

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Park-and-Ride Parking Demand

Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed pre-COVID-19 aerial imagery from Google Earth and counted the occupied parked vehicles.

- 6/4/2013: 368
- 6/16/2015: 298
- 9/10/2018: 328
- 7/18/2019: 264

The peak parking demand of 368 occupied stalls was observed on June 4, 2013; approximately 43% of total capacity.

In-Person Parking Occupancy Counts

Fehr & Peers visited the Farmington FrontRunner station on the afternoon of November 10th to observe parking occupancy at the park-and-ride. We visited the park-and-ride lot during the afternoon to observe the assumed commuter peak parking demand – after the morning commuters had all departed for work and before they had returned from work. Approximately 156 occupied parking stalls were observed in the park-and-ride facility. However, it should be noted that 38 of those parked vehicles appeared to be parked to work at the construction site to the south of the park-and-ride. Even including the construction-related parking demand, parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

Infill Development Parking Analysis

Since a large portion of the parking space in the Farmington Station park-and-ride remains unused all year long, UTA intends to redevelop a portion of the area into a transit-oriented development. The goal of this development is to activate and energize the area with housing, retail, and job opportunities while increasing transit ridership at the nearby commuter rail and express bus station.

The infill development is proposed to include the following land uses:

- General office space: 151,200 square feet
- Retail space: 36,000 square feet
- Mid-rise multifamily housing: 330 units

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Literature Review

To understand the parking demand of the proposed infill redevelopment, Fehr & Peers reviewed and compared parking rates from the following sources to calculate the required number of parking spaces for the project site:

- Farmington, UT Code of Ordinances, 11-12-040, *Minimum Parking Spaces Required*
- Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition
- Urban Land Institute (ULI) *Shared Parking*, 3rd Edition

Farmington’s minimum parking space requirements were reviewed to provide local context for the level of parking that would typically be expected of a development of this nature within the City. The ITE and ULI manuals were also reviewed to provide national-level context.

The most recent edition of ITE’s *Parking Generation Manual* also includes standardized parking generation rates for 121 different land uses and differentiates the levels of parking demand observed at rural, general urban/suburban, dense multi-use urban, and center city core sites based on nation-wide data collected between 1980 and 2017.

Shared Parking is the result of a collaboration between ULI, the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) to publish national guidelines for estimating, planning, and implementing parking for mixed-use developments. The most recent *Shared Parking* edition was published in 2020 and provides parking reduction recommendations for 32 different land uses in mixed-use developments. The manual also includes recommendations for parking reductions based on time-of-day, month-of-year, non-captive ratio (parking at a single space for multiple purposes), and mode shift (drivers shifting to walk/bike/transit) factors.

Due to the large, consistently updated bodies of data in both ITE’s *Parking Generation Manual* and in ULI’s *Shared Parking*, both documents are considered national state-of-the-practice resources when performing parking studies and were reviewed to provide additional insight into the potential parking demands of the development.

Table 1 shows the parking requirement rates from each source listed above for the proposed future land uses.



Table 1: Parking Requirement Rates

Source	Land Use	Units	Required Parking Rates	
			Weekday	Saturday
Farmington ¹	Studio	Dwelling Unit	1.85	1.85
	1 Bedroom	Dwelling Unit	1.85	1.85
	2 Bedroom	Dwelling Unit	1.85	1.85
	3+ Bedroom	Dwelling Unit	1.85	1.85
	Office	ksf (1,000 sq ft)	3	3
	Retail	ksf (1,000 sq ft)	4	4
ITE ²	Studio	Dwelling Unit	1.31	1.22
	1 Bedroom	Dwelling Unit	1.31	1.22
	2 Bedroom	Dwelling Unit	1.31	1.22
	3+ Bedroom	Dwelling Unit	1.31	1.22
	Office	ksf (1,000 sq ft)	2.39	0.28
	Retail	ksf (1,000 sq ft)	3.77	4.58
ULI ³	Studio	Dwelling Unit	0.95	1
	1 Bedroom	Dwelling Unit	1	1.05
	2 Bedroom	Dwelling Unit	1.75	1.8
	3+ Bedroom	Dwelling Unit	2.6	2.65
	Office	ksf (1,000 sq ft)	3.32	0.34
	Retail	ksf (1,000 sq ft)	3.6	4

1. Parking ratio requirements from Farmington, UT Code of Ordinances, 11-32-040, *Minimum Parking Spaces Required*.
2. ITE Parking rates from the *ITE Parking Generation, 5th Edition, 2019*, for multifamily housing (mid-rise) (land use 221), general office building (land use 710), and shopping center (land use 820).
3. ULI parking rates from *Shared Parking, 3rd Edition, 2020*, for residential (studio efficiency, 1 bedroom, 2 bedrooms, and 3+ bedrooms), office (100 to 500 ksf), and retail (<400 ksf).



The required number of parking stalls for the proposed land uses was calculated using parking rates displayed in **Table 1**. The calculated required parking spaces for the different sources are shown in **Table 2**. It should be noted that the Farmington Code of Ordinances, Title 11-18-100, includes a table with off-street parking reductions for developments near rail stations. The required parking spaces per the Farmington requirements are listed in the table, both with and without the reduction.

Table 2: Required Parking Spaces

Source	Land Use	Unit Quantity	Required Parking Spaces	
			Weekday	Saturday
Farmington	Multifamily Housing	330 Dwelling Units	611	611
	Office	151.2 ksf	454	454
	Retail	36 ksf	144	144
	Total		1209	1209
Farmington ¹	Multifamily Housing	330 Dwelling Units	366	366
	Office	151.2 ksf	227	227
	Retail	36 ksf	72	72
	Total		665	665
ITE	Multifamily Housing	330 Dwelling Units	107	100
	Office	151.2 ksf	361	42
	Retail	36 ksf	136	165
	Total		929	610
ULI	Studio	82 Dwelling Units	78	82
	1 Bedroom	82 Dwelling Units	82	86
	2 Bedroom	83 Dwelling Units	145	149
	3+ Bedroom	83 Dwelling Units	216	220
	Office	151.2 ksf	502	51
	Retail	36 ksf	130	144
	Total		1153	732

1. Farmington, UT Code 11-18-100 Table 18.4 includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station.

This literature review was performed to summarize parking supply recommendations from various sources before any reductions. As shown in the table, the Farmington Code of Ordinances includes recommendations to reduce residential parking by 40%, retail parking by 50%, and office parking by 50% for developments within 1/8 miles of a rail transit station, so Farmington would only require the infill development to provide 665 total parking stalls due to its proximity to the UTA transit station.

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Shared Parking Analysis

Since the proposed infill development includes multiple uses, Fehr & Peers also performed a shared parking analysis using the methodology outlined in ULI's *Shared Parking, Third Edition* manual. *Shared Parking* contains guidelines that are considered the national state-of-the-practice for determining shared parking reductions. The methodology in *Shared Parking* "provides a systematic way to apply appropriate adjustments to parking ratios for each use in a mixed-use development" (ULI, 2020) based on nationally collected data. The shared parking analysis accounts for the following factors:

- the unit count of each proposed land use,
- traffic shifting to walk/bike/transit modes,
- trips captured internally to the development site,
- changing parking patterns by time of day,
- changing parking patterns by month of the year,
- differing patterns between employees, visitors, and residents.

The primary benefits of sharing parking are that multiple land uses can use the same parking space during different times of the day. For example, residential and office uses typically have very little overlap in parking demand (people typically are parked at home or at work, but not both), so sharing parking between the two uses reduces the need for excess parking stalls. Therefore, this analysis assumes that all parking is shared between the residential, office, and retail land uses since reserving parking for any particular land use significantly reduces the benefits of shared parking and inflates the amount of parking required by the development.

The ULI methodology requires a base parking rate and uses various reduction factors to determine the likely demand during weekday and weekend peak parking periods. To provide a range in parking demand estimates based on local and national parking demand projections, Fehr & Peers performed the analysis using the parking rates listed previously in **Table 1** from ULI's *Shared Parking* manual, Farmington's parking code, and ITE's *Parking Generation*.

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Shared Parking Analysis – ULI Parking Rates

Table 3 outlines the results of the parking analysis that was performed using parking rates from ULI's *Shared Parking* manual. The "Driving Adjustment" and "Non-Captive Ratio" columns in the table show the modifications made to the base parking assumptions to account for people walking, biking, or taking transit to work, as well as parking demand captured internally within the site. **Figure 1** and **Figure 2** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 3**, the shared parking analysis using ULI's parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station's park-and-ride would result in 834 stalls of demand during weekday peak parking periods and 505 stalls of demand during weekend peak parking periods.

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Table 3: Shared Parking Demand Summary – ULI Parking Rates

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Project: Farmington Small Area Plan
Description: Shared Parking Analysis: No Reserved Residential

Table 3: Shared Parking Demand Summary																			
Peak Month: DECEMBER -- Peak Period: 10 AM, WEEKDAY																			
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
	Quantity	Unit											10 AM	December		12 PM	December		
Retail																			
Retail (<400 ksf)	36,000	sf GLA	2.90	95%	97%	2.67	ksf GLA	3.20	95%	99%	3.00	ksf GLA	55%	100%	53	100%	100%	109	
Employee			0.70	95%	96%	0.64		0.80	95%	96%	0.73		75%	100%	18	100%	100%	26	
Food and Beverage																			
Entertainment and Institutions																			
Hotel and Residential																			
Residential, Urban															0%				
Studio Efficiency	82	units	0.85	95%	100%	0.81	unit	0.85	95%	100%	0.81	unit	60%	100%	40	68%	100%	45	
1 Bedroom	82	units	0.90	95%	100%	0.86	unit	0.90	95%	100%	0.86	unit	60%	100%	42	68%	100%	48	
2 Bedrooms	83	units	1.65	95%	100%	1.57	unit	1.65	95%	100%	1.57	unit	60%	100%	78	68%	100%	89	
3+ Bedrooms	83	units	2.50	95%	100%	2.38	unit	2.50	95%	100%	2.38	unit	60%	100%	119	68%	100%	134	
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-	
Visitor	330	units	0.10	95%	100%	0.10	unit	0.15	95%	100%	0.14	unit	20%	100%	6	20%	100%	10	
Office																			
Office 100 to 500 ksf	151,200	sf GFA	0.24	95%	100%	0.23	ksf GFA	0.03	95%	100%	0.03	ksf GFA	100%	100%	35	90%	100%	4	
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-	
Employee			3.08	95%	100%	2.93		0.31	95%	100%	0.29		100%	100%	443	90%	100%	40	
Additional Land Uses																			
														Customer/Visitor	94	Customer	123		
														Employee/Resident	739	Employee/Resident	382		
														Reserved	-	Reserved	-		
														Total	834	Total	505		
														Shared Parking Reduction				28%	31%

Figure 1: Weekday Peak Month Daily Parking Demand by Hour (ULI Rates)

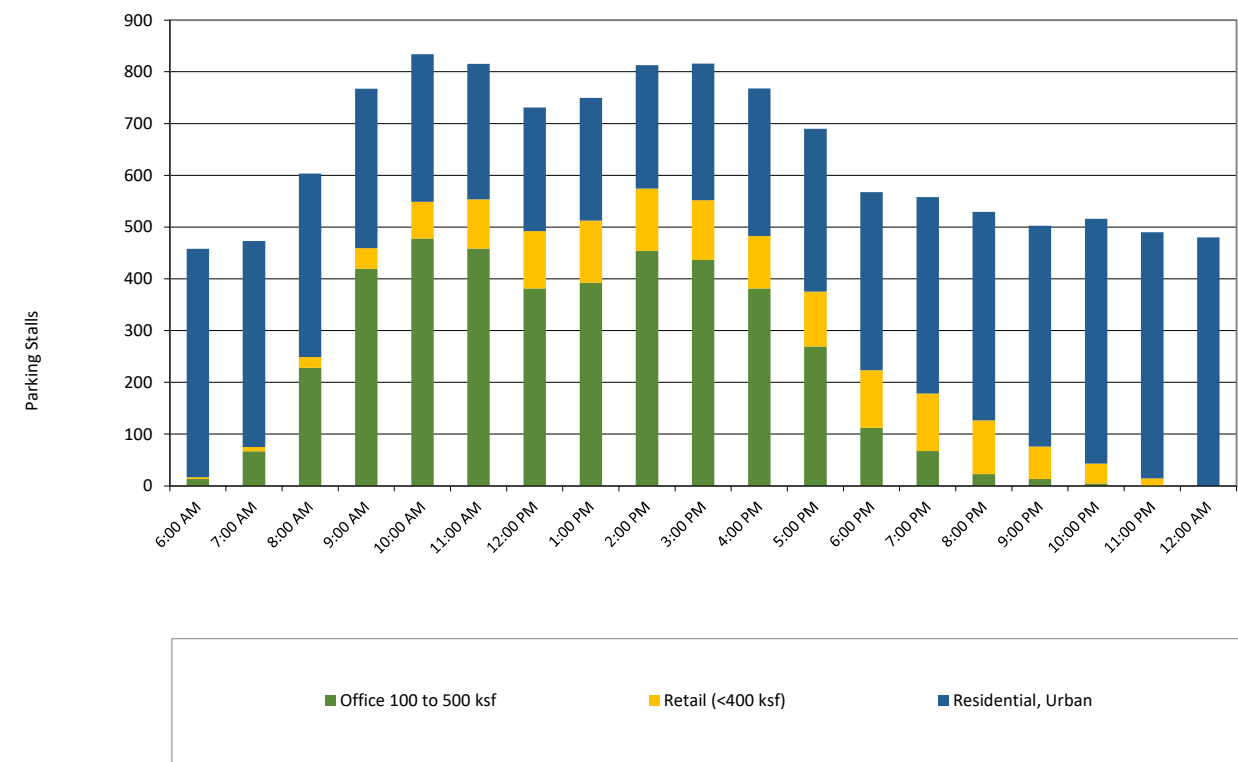
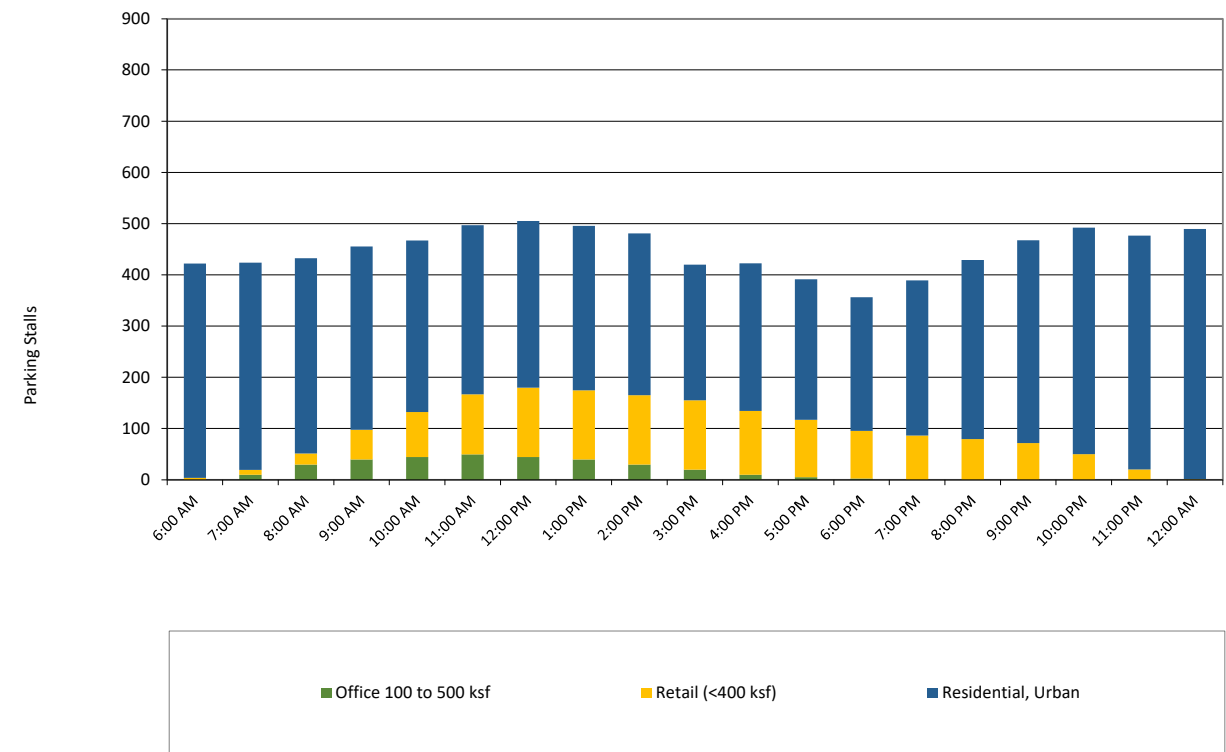


Figure 2: Weekend Peak Month Daily Parking Demand by Hour (ULI Rates)





Shared Parking Analysis – Farmington City Parking Rates

Table 4 outlines the results of the parking analysis that was performed using Farmington City’s minimum parking requirements as the parking rates. It should be noted that these rates did not include any of Farmington’s reductions for proximity to rail transit to avoid “double counting” any reductions. **Figure 3** and **Figure 4** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 4**, the shared parking analysis using Farmington’s parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station’s park-and-ride would result in 829 stalls of demand during weekday peak parking periods and 557 stalls of demand during weekend peak parking periods.



Table 4: Shared Parking Demand Summary – Farmington City Parking Rates

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Project: Farmington Small Area Plan
Description: Shared Parking Analysis: Farmington Rates, No Reserved Residential

Table 4: Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 10 AM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											10 AM	December		10 PM	December	
Retail																		
Retail (<400 ksf)	36,000	sf GLA	3.22	95%	97%	2.98	ksf GLA	3.20	95%	99%	3.01	ksf GLA	55%	100%	59	35%	100%	38
Employee			0.78	95%	97%	0.72		0.80	95%	97%	0.74		75%	100%	19	45%	100%	12
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
1 Bedroom	82	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	75	85%	100%	107
2 Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
3+ Bedrooms	83	units	1.60	95%	100%	1.52	unit	1.60	95%	100%	1.52	unit	60%	100%	76	85%	100%	107
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	330	units	0.25	95%	100%	0.24	unit	0.25	95%	100%	0.24	unit	20%	100%	16	100%	100%	79
Office																		
Office 100 to 500 ksf	151,200	sf GFA	0.22	95%	100%	0.21	ksf GFA	0.03	95%	100%	0.02	ksf GFA	100%	100%	32	0%	100%	-
Reserved			0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-
Employee		emp	2.78	95%	100%	2.64		0.27	95%	100%	0.26		100%	100%	400	0%	100%	-
Additional Land Uses																		
													Customer/Visitor	107	Customer	117		
													Employee/Resident	721	Employee/Resident	440		
													Reserved	-	Reserved	-		
													Total	829	Total	557		
													Shared Parking Reduction					
													32%		31%			

Figure 3: Weekday Peak Month Daily Parking Demand by Hour (Farmington Rates)

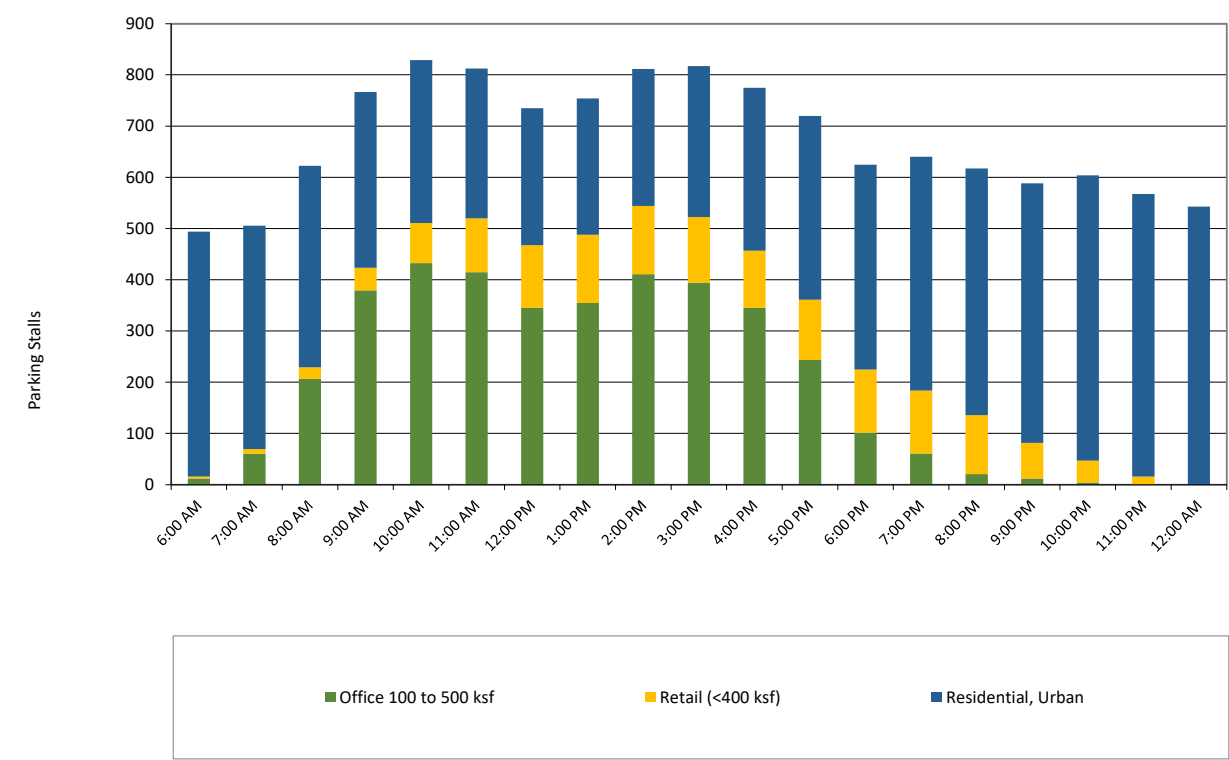
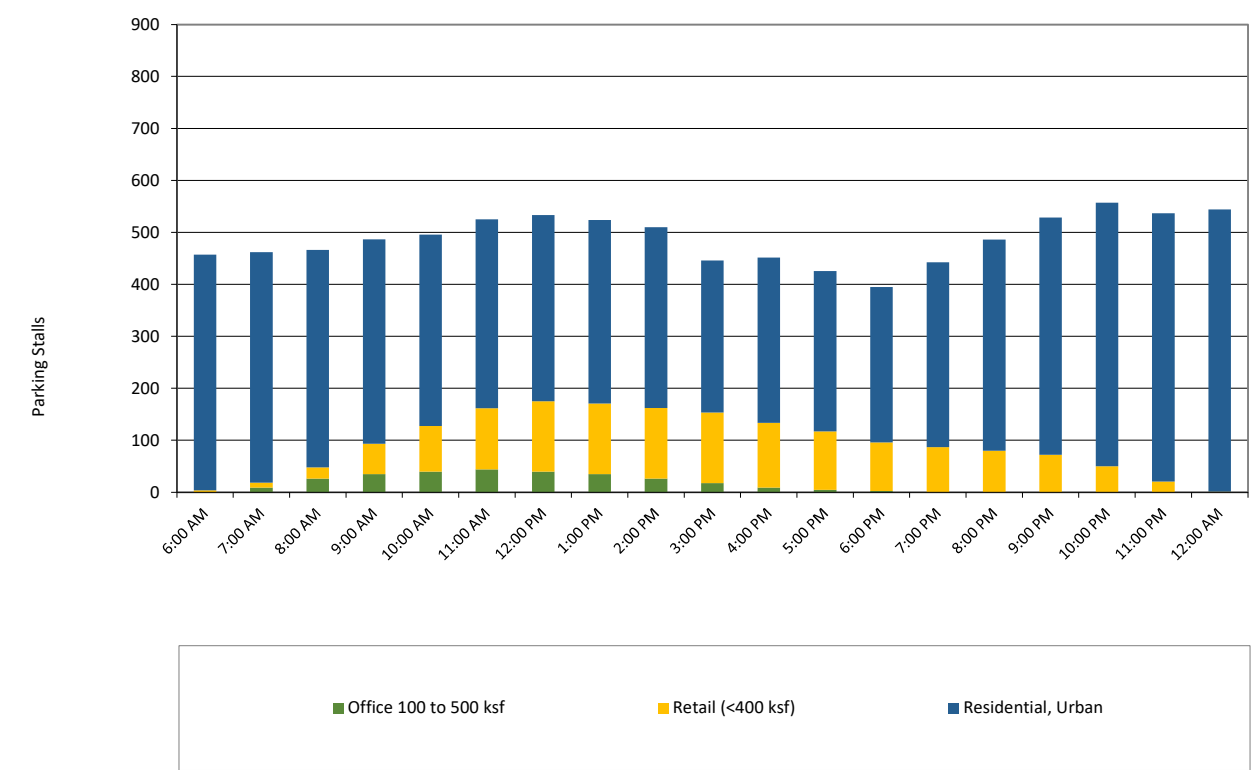


Figure 4: Weekend Peak Month Daily Parking Demand by Hour (Farmington Rates)



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Shared Parking Analysis – ITE Parking Rates

Table 5 outlines the results of the parking analysis that was performed using parking rates from ITE’s *Parking Generation* manual. **Figure 5** and **Figure 6** show the peak month daily parking demand by hour for weekdays and weekends, respectively.

As shown in **Table 5**, the shared parking analysis using Farmington’s parking rates indicates that, after shared parking adjustments are accounted for, the proposed land use plan for the infill development in Farmington Station’s park-and-ride would result in 677 stalls of demand during weekday peak parking periods and 433 stalls of demand during weekend peak parking periods.

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Table 5: Shared Parking Demand Summary – ITE Parking Rates

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Project: Farmington Small Area Plan
Description: Shared Parking Analysis: ITE Rates, No Reserved Residential

Table 5: Shared Parking Demand Summary																			
Peak Month: DECEMBER -- Peak Period: 3 PM, WEEKDAY																			
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
	Quantity	Unit											3 PM	December		12 PM	December		
Retail																			
Retail (<400 ksf)	36,000	sf GLA	3.69	95%	98%	3.44	ksf GLA	3.66	95%	99%	3.45	ksf GLA	95%	100%	118	100%	100%	124	
Employee			0.89	95%	98%	0.83		0.92	95%	98%	0.85		100%	100%	31	100%	100%	31	
Food and Beverage																			
Entertainment and Institutions																			
Hotel and Residential																			
Residential, Urban															0%				
Studio Efficiency	82	units	1.17	95%	100%	1.11	unit	1.11	95%	100%	1.06	unit	55%	100%	51	68%	100%	59	
1 Bedroom	82	units	1.18	95%	100%	1.12	unit	1.12	95%	100%	1.07	unit	55%	100%	51	68%	100%	60	
2 Bedrooms	83	units	1.24	95%	100%	1.17	unit	1.20	95%	100%	1.14	unit	55%	100%	54	68%	100%	65	
3+ Bedrooms	83	units	1.26	95%	100%	1.20	unit	1.24	95%	100%	1.17	unit	55%	100%	55	68%	100%	67	
Reserved		res spaces	0.00	95%	100%	0.00	unit	0.00	95%	100%	0.00	unit	100%	100%	-	100%	100%	-	
Visitor	330	units	0.05	95%	100%	0.05	unit	0.07	95%	100%	0.07	unit	20%	100%	3	20%	100%	5	
Office																			
Office 100 to 500 ksf	151,200	sf GFA	0.18	95%	100%	0.17	ksf GFA	0.02	95%	100%	0.02	ksf GFA	45%	100%	12	90%	100%	3	
Reserved		emp	0.00	95%	100%	0.00		0.00	95%	100%	0.00		100%	100%	-	100%	100%	-	
Employee			2.21	95%	100%	2.10		0.22	95%	100%	0.21		95%	100%	302	90%	100%	29	
Additional Land Uses																			
													Customer/Visitor	133		Customer	133		
													Employee/Resident	545		Employee/Resident	310		
													Reserved	-		Reserved	-		
													Total	677		Total	443		
													Shared Parking Reduction					28%	28%

Figure 5: Weekday Peak Month Daily Parking Demand by Hour (ITE Rates)

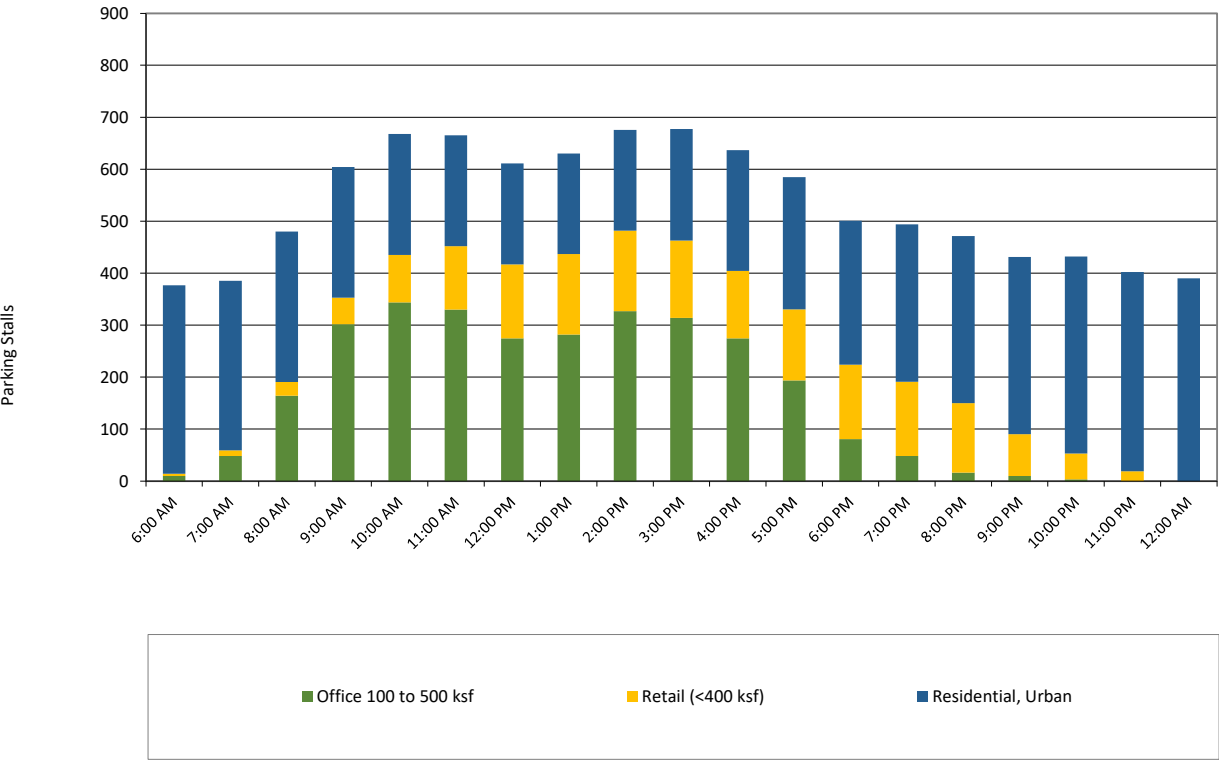
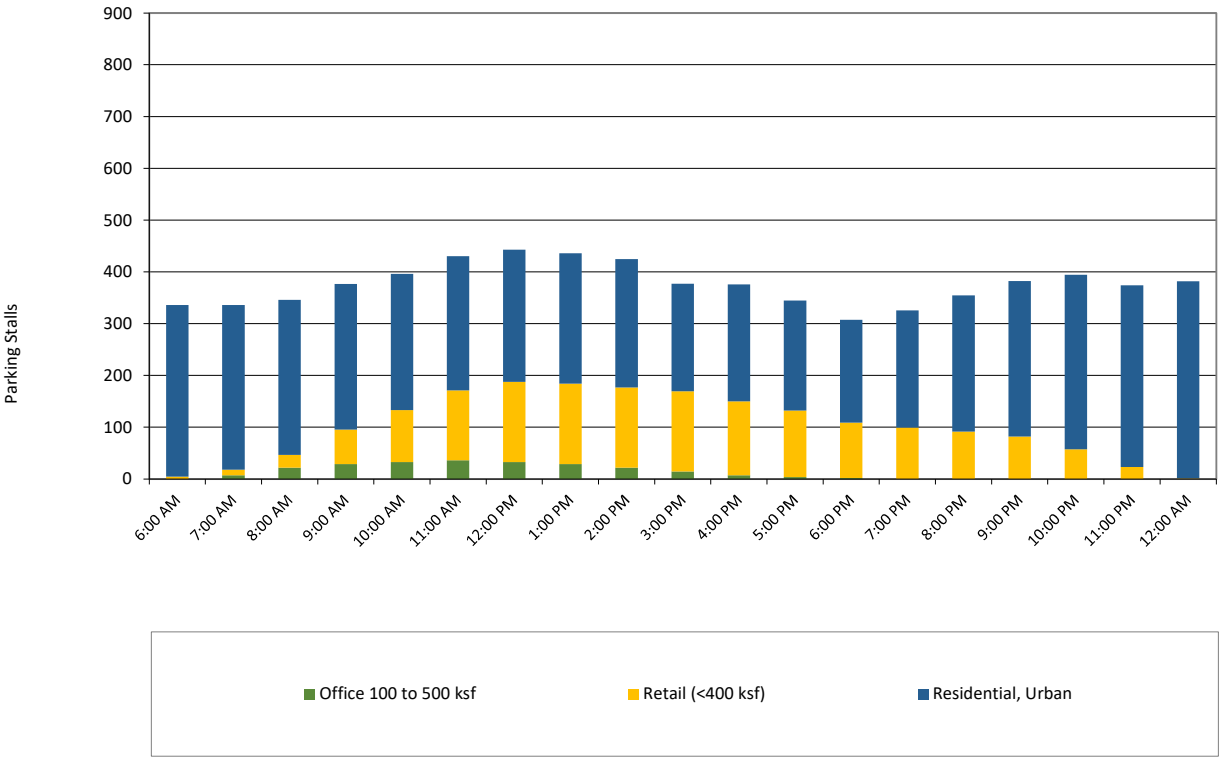


Figure 6: Weekend Peak Month Daily Parking Demand by Hour (ITE Rates)



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Shared Parking Analysis – Summary

Using ULI, Farmington, and ITE parking requirement rates, as well as reductions for non-captive ratio, mode shift, month of year, and time-of-day, the shared parking analyses indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends. The Farmington and ULI analysis results were fairly close due to their similar parking rates, whereas the ITE analysis provided the lowest results of the three due to their lower parking generation rates for residential and office uses.

Parking Recommendation

The previous park-and-ride demand counts indicated that parking demand for the transit station ranged from 156 to 368 parking stalls. While the park-and-ride demand is currently much lower than it was before 2020, UTA has indicated that ridership, and therefore park-and-ride demand, is anticipated to return to pre-COVID-19 levels. Therefore, Fehr & Peers recommends preserving approximately 264 park-and-ride stalls for transit users, which represents the low-end of the samples from before 2020, but over 100 stalls more than the 2021 sample.

Due to its close proximity to a rail transit station, the Farmington Code of Ordinances specifies that parking requirements for the proposed infill development would be reduced, so the infill development would only be required to provide 665 total parking stalls. Therefore, Fehr & Peers recommends meeting parking requirements from Farmington City by providing 665 spaces for the proposed infill development and providing an additional 264 spaces to meet the pre-COVID park-and-ride demand at the transit station; that equates to approximately 929 parking stalls of demand at this location.

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Comparison of Parking Utilization at Four FrontRunner Station Park-and-ride Lots

For this analysis, four parking lots at FrontRunner stations in Davis County, Utah, were evaluated: Farmington, Clearfield, Layton, and Woods Cross. Park-n-ride lots in this context are rail-adjacent, primarily used by commuters who drive their passenger vehicles to the parking lot and then commute to other locations via FrontRunner or bus. A summary of these lots is provided in **Table 6**.



Farmington



Clearfield



Layton



Woods Cross

Imagery source: Google Earth. Image date: August 28, 2021

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- The **Farmington FrontRunner station** is located at 450 N. 800 W., just north of the Station Park shopping center in Farmington, Utah, just south of the Park Lane I-15 interchange. The park-n-ride facility provides 872 total parking stalls, with 853 stalls currently usable³.
- The **Clearfield FrontRunner station**, located at 1250 S. State St., is west of the Freeport Center. The park-n-ride facility provides 890 total parking stalls⁴.
- The **Layton FrontRunner station**, at 150 S. Main St., is located south of the Kays Crossing Apartment complex, just north of the Layton Parkway I-15 interchange. The park-n-ride facility provides 391 total parking stalls⁴.
- The **Woods Cross FrontRunner station** is located at 750 S. 800 W., southwest of the 500 South I-15 interchange. The park-n-ride facility provides 233 total parking stalls⁴.

Table 6. Parking Inventory

FrontRunner Station	Address	Parking Lot Type	Parking Stalls		
			Regular Stalls	Handicap Stalls	Total Stalls
Farmington	450 N. 800 W., Farmington 84025	<i>Park-and-ride lot with extended parking</i>	854	18	872
Clearfield	1250 S. State St., Clearfield 84015	<i>Park-and-ride lot with extended parking</i>	870	20	890
Layton	150 S. Main St., Layton 84041	<i>Park-and-ride shared lot with free day parking only</i>	379	12	391
Woods Cross	750 S. 800 W, Woods Cross 84087	<i>Park-and-ride lot with extended parking</i>	219	14	233

Source: UTA, Google Earth, and Fehr & Peers.

Parking Occupancy Counts

Fehr & Peers conducted parking occupancy counts via two methods: reviewing aerial satellite imagery from Google Earth and analyzing park-and-ride lot count and utilization data collected by UTA.

Historical Aerial Imagery Parking Occupancy Counts

Fehr & Peers reviewed aerial imagery from Google Earth and calculated the occupied parking stalls to help determine pre-pandemic parking utilization. The dates of the aerial imagery reviewed were chosen because they are weekdays and were taken during the daytime. The results are in **Table 7**.

³ As of the date of this memo, approximately 19 stalls were occupied by construction equipment. 853 stalls is the number that is used in the utilization analysis memo.

⁴ Data source: UTA

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Table 7. Historical Parking Occupancy Counts

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls
Tuesday, June 4, 2013	368	318	317	155
Tuesday, June 16, 2015	298	397	306	118
Monday, September 10, 2018	328	461	345	210
Thursday, July 18, 2019	264	308	267	111

Source: Google Earth, and Fehr & Peers.

UTA-Collected Parking Occupancy Counts and Utilization Data

Typically, rail conductors take UTA’s monthly park-and-ride lot count and utilization data midweek and on Saturdays after approximately 10:00 am at FrontRunner stations. These are close approximations as it is not always possible for conductors to count every passenger vehicle. Therefore, they may not accurately reflect the exact parking occupancy. For the purpose of this analysis, 2017 through 2021 weekday occupancy counts were used.

The results are in **Table 8**, with peak parking demands at each lot in bold.

Table 8. UTA Weekday Parking Occupancy Counts

Date	Station			
	FARMINGTON	CLEARFIELD	LAYTON	WOODS CROSS
	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls	# of vehicle-occupied stalls
2017				
<i>Wednesday, January 4, 2017</i>	341	462	401	216
<i>Wednesday, February 8, 2017</i>	336	454	394	229
<i>Wednesday, March 8, 2017</i>	331	455	378	210
<i>Wednesday, April 5, 2017</i>	339	436	381	228
<i>Wednesday, May 3, 2017</i>	331	402	391	228
<i>Wednesday, June 7, 2017</i>	329	394	381	227
<i>Tuesday, July 11, 2017</i>	437	318	410	227
<i>Wednesday, August 2, 2017</i>	350	391	337	176
<i>Tuesday, August 8, 2017</i>	437	318	410	227
<i>Wednesday, September 6, 2017</i>	341	402	399	221
<i>Wednesday, October 11, 2017</i>	392	315	410	184
<i>Wednesday, November 1, 2017</i>	415	402	401	206
<i>Wednesday, December 6, 2017</i>	403	317	415	289
2018				
<i>Wednesday, January 3, 2018</i>	438	349	425	291
<i>Wednesday, February 7, 2018</i>	425	338	394	288
<i>Wednesday, March 7, 2018</i>	402	359	394	187
<i>Wednesday, April 4, 2018</i>	402	334	413	177
<i>Wednesday, May 2, 2018</i>	415	306	394	206
<i>Wednesday, June 6, 2018</i>	446	297	401	193
<i>Wednesday, September 5, 2018</i>	395	334	416	219

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Wednesday, October 3, 2018	388	429	412	306
Wednesday, November 7, 2018	391	411	409	299
2019				
Tuesday, February 5, 2019	383	410	417	280
Tuesday, March 5, 2019	411	419	416	299
Wednesday, April 3, 2019	441	439	410	229
Wednesday, May 1, 2019	497	415	350	196
Wednesday, June 5, 2019	503	302	401	199
Wednesday, July 10, 2019	499	285	390	203
Wednesday, August 7, 2019	481	324	410	227
Wednesday, September 4, 2019	511	339	411	301
Wednesday, October 2, 2019	503	340	409	294
Wednesday, November 6, 2019	503	340	409	294
Wednesday, December 4, 2019	497	330	417	302
2020				
Wednesday, January 8, 2020	419	419	403	207
Wednesday, March 4, 2020	409	355	399	302
Wednesday, April 1, 2020	60	26	51	28
Wednesday, May 6, 2020	49	31	59	19
Wednesday, June 3, 2020	39	37	47	23
Wednesday, July 1, 2020	54	50	66	19
Thursday, September 3, 2020	70	63	92	44
Wednesday, November 4, 2020	130	62	158	78
Wednesday, December 2, 2020	182	130	158	84
2021				
Wednesday, January 6, 2021	70	54	81	35
Wednesday, February 3, 2021	77	65	89	41
Wednesday, March 3, 2021	75	49	82	31
Wednesday, April 7, 2021	71	75	101	42
Wednesday, May 5, 2021	95	45	109	41
Wednesday, June 2, 2021	72	34	29	31
Thursday, July 8, 2021	77	35	22	33
Wednesday, August 4, 2021	113	110	135	69
Wednesday, September 1, 2021	97	37	83	17
Wednesday, October 13, 2021	221	135	141	121
Wednesday, November 3, 2021	196	156	137	90
Thursday, December 9, 2021	122	141	161	98

Source: UTA

Parking Occupancy Utilization Counts

Parking occupancy utilization was calculated by dividing the total number of vehicle-occupied stalls observed in the parking occupancy counts by the total capacity in the same parking lot.

At the Farmington FrontRunner station, the peak parking demand of occupied stalls was observed on June 4, 2013, with 368 vehicle-occupied stalls, approximately 42% of the total capacity⁵. That same day, for Clearfield, Layton, and Woods Cross FrontRunner Stations, the total parking demand was 41%, 81%, and 67% of their total capacities, respectively.

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The peak parking demand for Clearfield, Layton, and Woods Cross FrontRunner Stations, was observed on September 10, 2018, with an approximate total parking demand that day of 52%, 88%, and 90%, respectively. **Table 9** gives an overview of the capacity and utilization results.

Table 9. Occupancy Volume and Total Capacity

FrontRunner Station	Total Stalls	2013 % of Total Capacity	2015 % of Total Capacity	2016 % of Total Capacity	2017 % of Total Capacity	2018 % of Total Capacity	2019 % of Total Capacity	2020 % of Total Capacity	2021 % of Total Capacity	Average Parking Utilization
Farmington	872	42%	45%	45%	42%	46%	52%	15%	12%	37%
Clearfield	890	41%	45%	49%	44%	41%	40%	12%	9%	35%
Layton	391	81%	78%	98%	96%	88%	86%	18%	25%	71%
Woods Cross	233	67%	78%	83%	92%	85%	83%	22%	23%	67%

Source: UTA, Google Earth, and Fehr & Peers

As noted in this memo’s park-n-ride parking demand section, Fehr & Peers conducted in-person parking occupancy counts at the Farmington FrontRunner station park-n-ride on the afternoon of November 10, 2021. Approximately 156 occupied parking stalls⁶ were observed in the park-and-ride facility. Parking occupancy was observed to be less than half of the peak parking demand observed in the pre-COVID-19 aerial imagery counts.

The Farmington FrontRunner Station park-and-ride lot typically has a lower overall average utilization than the park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations. The occupancy volume and total capacity show that Farmington has one of the lowest pre-COVID average utilization of all the evaluated park-and-ride lots. However, of the four lots evaluated, it was more than double the area size of Layton and Woods Cross park-n-ride lots and, therefore, is not necessarily useful as a direct comparison. However, the average parking utilization for the Farmington FrontRunner Station park-and-ride lot is approximately 37%. As a result, the Farmington park-and-ride lot has approximately 63% of its stalls that could be repurposed for other uses.

⁶ 28 parked vehicles appeared to be parked to work at the construction site to the south of the lot

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Transit Ridership Split Analysis

Background

At the Farmington FrontRunner station, the City wants to know approximately how many riders who park in the park-and-ride lot ride FrontRunner versus the other modes of transit that serve the station.

Stops and Routes that Serve the Farmington FrontRunner Station

As of December 2021, four transit stops serve the Farmington FrontRunner station. Three are bus stops, and one is a heavy rail stop.

- » **BB301055:** Farmington Station (Bay D)
- » **BB301056:** Farmington Station (Bay E)
- » **BB301057:** Farmington Station (Bay F)
- » **FR301084:** Farmington FrontRunner (Heavy Rail)

These stops and the routes they serve are listed in **Table 11**.

Table 11. Stops and Routes served at the Farmington FrontRunner Station

Stop Name	Stop ID	Routes Served	Route Line Name	Route Type	Mode
Farmington Station (Bay D)	BB301055	667	Lagoon / Station Park Shuttle	Local	Bus
Farmington Station (Bay E)	BB301056	455	U of U/Davis County/WSU	Local	Bus
Farmington Station (Bay F) ⁷	BB301057	473	SLC - Ogden Hwy 89 Express	Express	Bus
Farmington FrontRunner	FR301084	750	FrontRunner	Heavy Rail	Rail

Source: UTA.

Note Regarding Route 667

Route 667 runs year-round with additional late-evening service during the summer for Lagoon summer hours, as shown in **Figure 7**. Because UTA’s stop-level data is not broken down by hour, it cannot be determined precisely how many riders are taking 667 in the extended summer hours compared to the rest of the day. Thus, an approximation was made for this analysis based on the previous data.

⁷ On weekdays until the route’s suspension in July 2020, Farmington Station (Bay F) stop BB301057 served route 456 Ogden-Unisys-Rocky Mountain Express, with an average daily weekday boarding of 47 riders between January 2020 to July 2020. As there currently is no ridership data available prior to January 2020, this route was omitted from the analysis.

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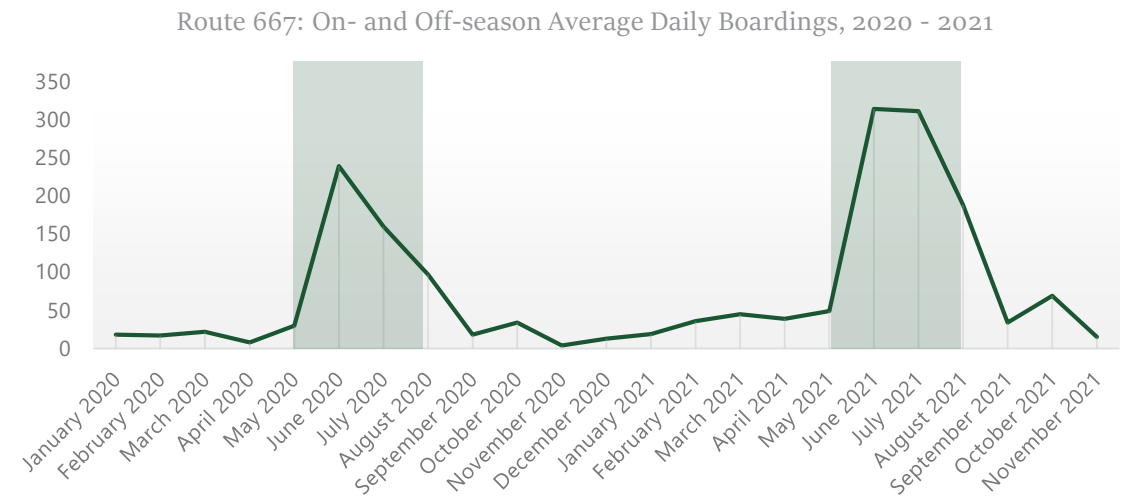


Figure 7: On- and off-season average daily boardings for 2020-2021. Peak on-season is highlighted in green. Source: UTA

Methodology

Fehr & Peers compiled and evaluated the average daily weekday boardings at all four stops from 2017 to 2021. Then, using the parking occupancy utilization counts from the first part of this memo, Fehr & Peers developed an estimated proportion of people riding each transit type. The details of which are outlined in the following sections.

It is important to note that this analysis doesn’t account for transfer activity, accounting for some boardings between different routes. For instance, there is likely a high amount of transferring occurring between route 667 and FrontRunner. However, UTA currently has no available data on transfers, and UTA’s boardings data doesn’t account for them. As a result, riders may be counted twice in this portion of the analysis.

Average Daily Weekday Ridership

The average daily weekday ridership is a key metric to help determine ridership split. In the UTA system, passengers are counted via automated passenger counters. The most recent data is made accessible via the Utah Transit Authority Data Portal⁸.

What data is available has been pulled from the UTA Transit Portal and from data provided by UTA staff. There exists gaps in the pre-pandemic stop-level boarding data for the bus. For the purpose of this analysis, the 2017 through 2021 data is used for **Tables 12, 13, and 14**.

⁸ <https://data-rideuta.opendata.arcgis.com/>

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Table 12. Average Annual Weekday Boardings at the Farmington FrontRunner Station

	Stop ID	Rte #	Route Line Name	Average Weekday Boardings				
				2017	2018	2019	2020	2021
Farmington Station (Bay D)	BB301055	667	Lagoon / Station Park Shuttle	248	284	113	77	102
Farmington Station (Bay E)	BB301056	455	U of U/Davis County/WSU	57	86	45	20	27
Farmington Station (Bay F)	BB301057	473	SLC - Ogden Hwy 89 Express	363	475	218	24	31
Farmington FrontRunner	FR301084	750	FrontRunner	447	567	564	245	247

Source: UTA.

Transit Ridership Split

From Table 9, the Farmington FrontRunner station park-and-ride lot has an average number of passenger-vehicle-occupied stalls at approximately 37% or 315 stalls. However, there is not enough data at this point to consider this a usable number for determining ridership split. Hence, the data is broken down into individual years in Table 13.

Fehr & Peers looked at the average daily boardings for each route and each year and divided it over the total average daily boardings for all routes to determine ridership split. The ridership split for 2017 through 2021 was calculated based on data provided by UTA, as seen in Table 13.

Table 13. Farmington FrontRunner Station Occupancy Volume and Ridership Split

Stop ID	Route #	2017		2018		2019		2020		2021	
		Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders	Avg Daily Boardings	Boarding as a % of total riders
(Bay D) B301055	667	248	22%	284	20%	133	14%	77	21%	102	25%
(Bay E) B301056	455	57	5%	86	6%	45	5%	20	5%	27	7%
(Bay F) B301057	473	363	33%	475	34%	218	23%	24	7%	31	8%
Farmington FrontRunner FR301084	750	447	40%	567	40%	564	59%	245	67%	247	61%
TOTAL RIDERS:		1,115		1,412		960		366		407	

Source: UTA.

By looking at the stop-level average daily boardings for the available data, Fehr & Peers determined the ratio of riders for each route. On average, FrontRunner has the highest number of riders. Route 667 Lagoon / Station Park Shuttle typically has the second-highest proportion of riders. The SLC – Ogden Hwy 89 Express, route 473, has the third-highest proportion of riders. The 455 - U of U/Davis County/WSU bus typically has the lowest proportion of riders. The details of this are included in Table 14.

Memorandum

Date: January 21, 2022
To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff
From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers
Subject: Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis

UT21-2264

Introduction

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
 - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

Key Takeaways from the Parking Demand Analysis

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development’s proximity to rail transit.



Memorandum

Date: January 21, 2022

To: Christine Richman, GSBS, Jordan Swain, UTA, and Farmington City staff

From: Kathrine Skollingsberg, Fehr & Peers and Christopher Bender, Fehr & Peers

Subject: **Farmington FrontRunner Park-and-ride Parking Comparison; Farmington Station Transit Ridership Split Analysis**

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Introduction

Areas surrounding the Farmington FrontRunner Station have undergone numerous planning efforts over the past ten years and are now experiencing tremendous growth. The area directly adjacent to Farmington Station is currently controlled by UTA and is being used as a park-and-ride. UTA would like to consolidate the car storage involved in this park-and-ride, making a substantial portion available for transit-oriented development. To better understand how much space can be used to build new transit-oriented land uses, Farmington City requested that Fehr & Peers approximate the peak parking demand in the park-and-ride.

The City of Farmington is also overseeing the development of a station area plan for the Farmington FrontRunner station. As part of this plan, the City wants the following questions answered:

- How many parking stalls are needed to support transit ridership at the FrontRunner station, and how many existing parking stalls could be repurposed for another use?
 - How does parking utilization at the Farmington FrontRunner Station park-and-ride lot compare to other park-and-ride lots at the Clearfield, Layton, and Woods Cross FrontRunner Stations?
- At the Farmington station, approximately how many riders parking in the park-and-ride lot are using FrontRunner versus the express bus or the shuttle?

Key Takeaways from the Parking Demand Analysis

Fehr & Peers reviewed historical aerial imagery and measured in-person parking utilization to better understand the existing parking demand at the Farmington FrontRunner Station park-n-ride parking lot. Historical aerial imagery shows that weekday peak parking demand ranged between 264 and 368 stalls of demand during the years leading up to the COVID-19 pandemic, but recent parking demand counts showed only 156 stalls of demand in 2021. Due to social distancing measures, UTA transit demand has decreased since 2020 and has yet to scale back up to pre-pandemic levels.

Fehr & Peers also performed several parking analyses to assess the likely parking demand of a proposed infill development in the Farmington Station park-n-ride. The shared parking analysis indicated that the development would experience between 677 and 834 stalls of demand on weekdays and between 443 and 557 stalls of demand on weekends, though Farmington only requires 665 total spaces due to the development’s proximity to rail transit.

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APPENDIX C

SUSTAINABILITY • PLANNING & ECONOMICS • HEALTHCARE & MEDICAL EDUCATION



Meeting Notes
Farmington Small Area Station Plan
Internal Stakeholder Meeting #2
June 09, 2021
1:30 – 3:30 PM

#	Time	Description	Responsible
1	1:30 – 1:45	Intro	Christine Richman
2	1:45 – 1:55	Purpose	Christine Richman
3	1:55 – 2:05	Existing Conditions Review	Jason Claunch
4	2:05 – 2:15	Market Review	Jason Claunch
5	2:15 – 2:25	Visioning	Jason Claunch
6	2:25 – 2:35	Priorities/Values	Jason Claunch
7	2:35 – 2:45	Challenges	Jason Claunch
8	2:45 – 3:00	Regulatory Tools	Jason Claunch / Christine Richman
9	3:00 – 3:20	Mapping Exercise	All
10	3:20 – 3:30	Closing remarks/comments	All
	3:30	Adjourn	

ATTENDEES

- Alex Leeman, Head of Planning Commission
- Shannon Hansell – Planning / GIS Specialist
- Meagan Booth – Associate planner
- Rebecca Wayment – City Council
- Shane Pace – City Manager
- Jim Talbot – Mayor
- David Peterson – Community Development Director
- Larry Steinhorst – Planning Commission
- John David Mortensen – Planning Commission
- Scott Isaacson – City Council
- Chad Boshell – City Engineer
- Brigham Mellor – Assistant City Manager (online first half)
- Jordan Swain, UTA (online)
- Christy Dahlberg, WFRC (online)
- Christine Richman, GSBS
- Jason Claunch, Catalyst Commercial

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- Paulo Aguilera, GSBS
- Ladd Schiess, GSBS
- Kathrine Skollingsburg, Fehr & Peers
- Purpose – Understand overarching vision from City to focus on tools to ensure development success.
- Reviewed Myths: addresses perspective on density and balancing adjacencies.
- Market Review
 - One opportunity to create a thriving and efficient market, it can’t be replicated

Lightning Round – One-word answers in response to following topics.

- Vision:
 - Infrastructure (Chad Boshell)
 - Jobs / Reason to Stay (Scott Isaacson)
 - Tax revenue (Jon David Mortensen)
 - Close by living, Live near work, variety of res. (Larry Steinhorst)
 - Housing / Mixed-use integrated (not thanksgiving point) (David Petersen)
 - Ease of access – Well performing road network (Jim Talbot)
 - Gathering place (Shane Pace)
 - Beauty
 - Programming – day and night
 - Sustainability- take advantage of tech & knowledge of 2021 (Shannon Hansell)
 - Tied together w/ ribbons of greenway and urban park (not soccer park) and trees
 - Re-use (not tear down or build disposable)
- Challenges
 - Making sure development comes together as a unified vision
 - Connections- “get over busy streets”
 - How to pay for it?
 - Connection across railroads
 - Do not become like Hill Field Rd @ Layton
 - Spread out traffic
 - Timing – ‘we are already designing roads and facing applications’
 - Rely on developers to implement plan – Urban Design Standards
 - Be unique; keep Farmington unique and pride
 - Design standard – lights landscape, signage
- Values/Brand
 - Identity/pride/awareness
 - First-class
 - Trees- connected to nature – trails, Sycamore trees

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- Lagoon
- Tools: Set standard and stick to it
- Discussion on question: “Who’s the competition regionally?”
 - Competition is national.

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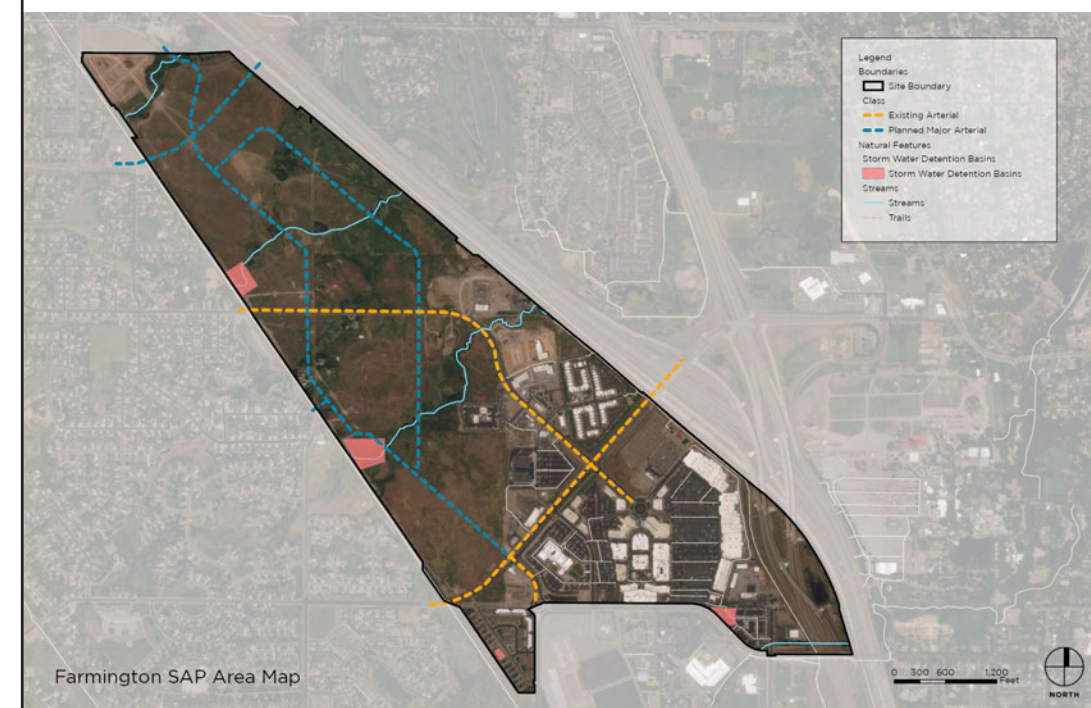


Purpose



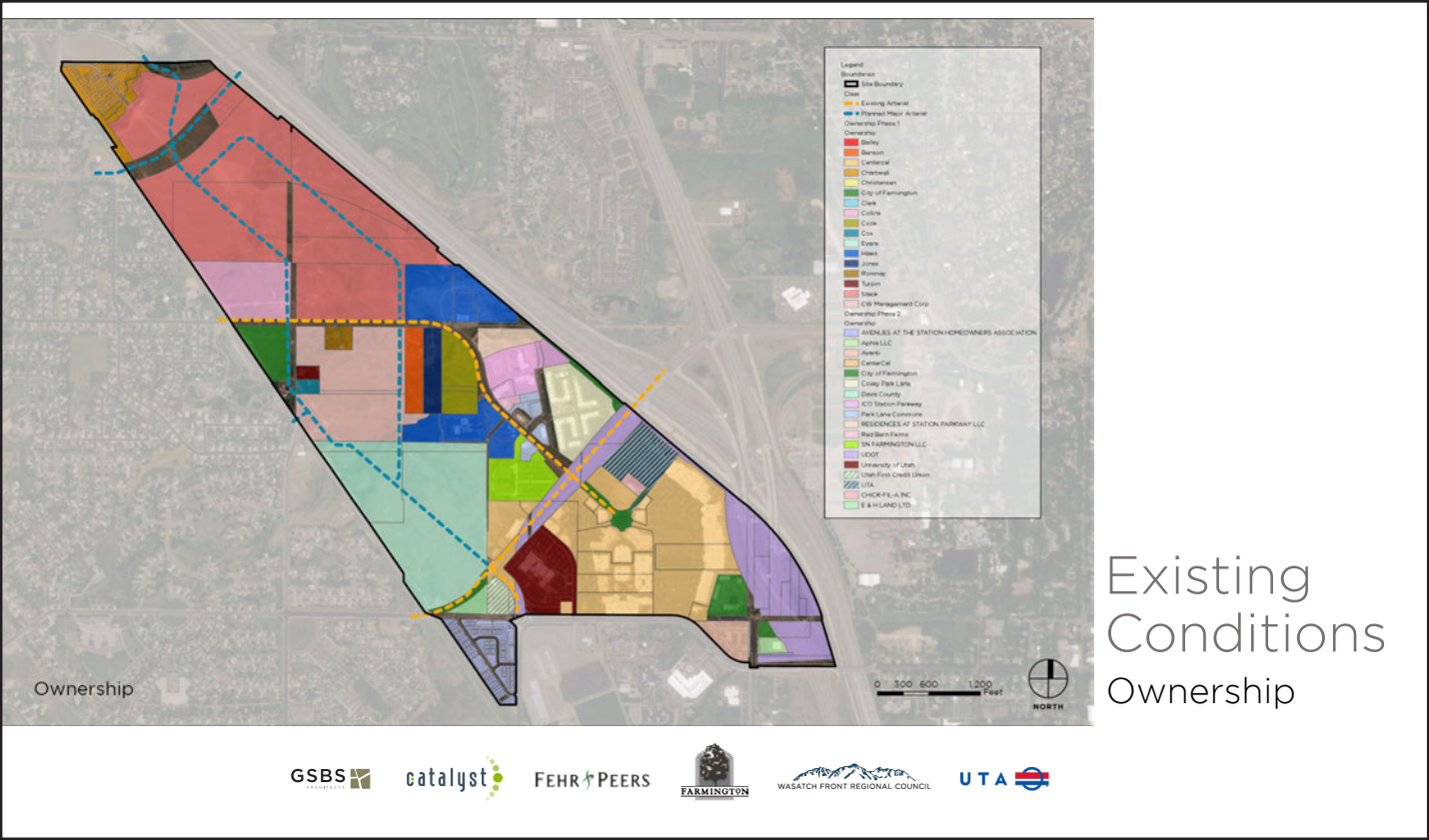
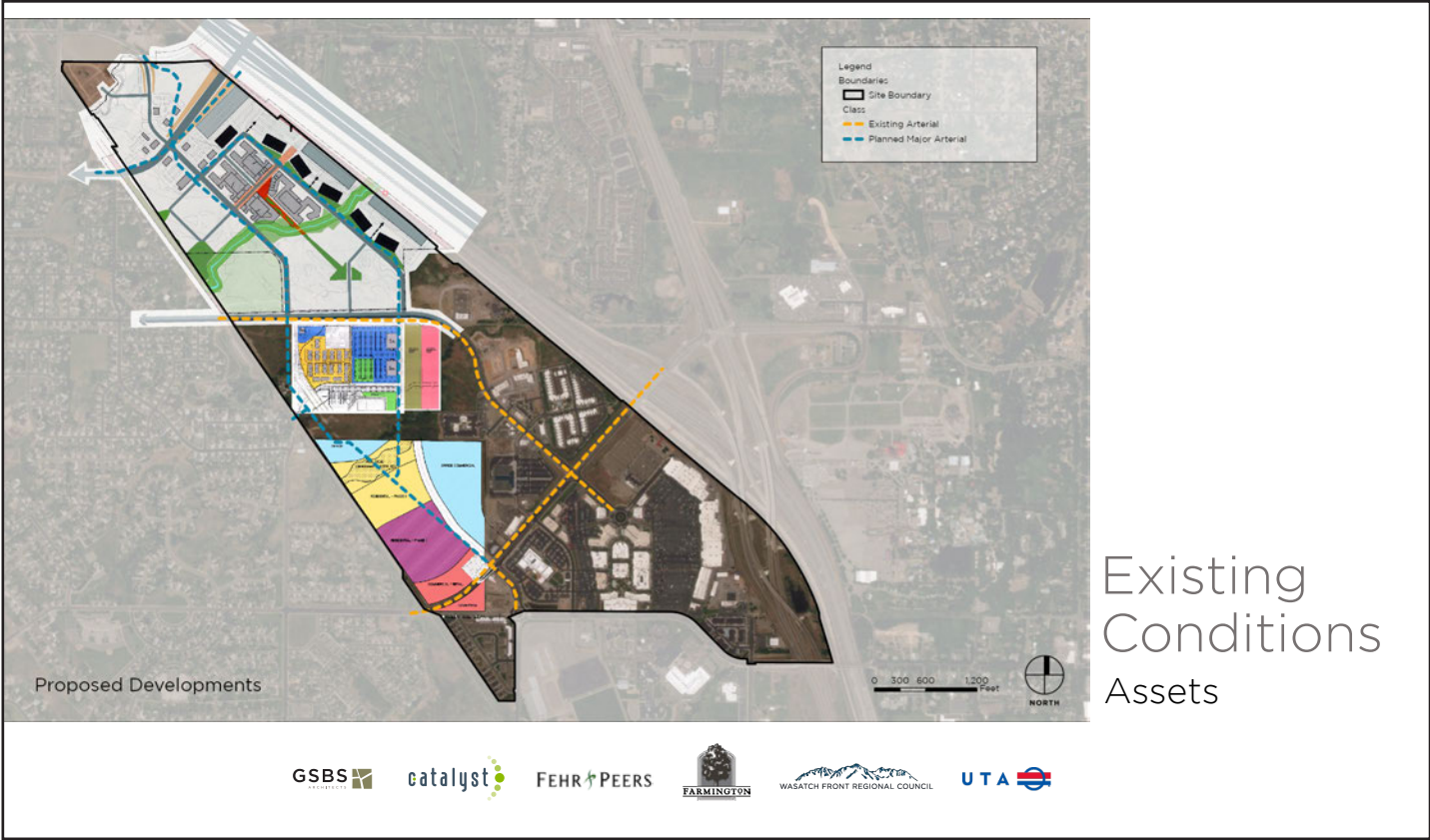
Assets

- Transportation/Transit/Trail Network
- Community Redevelopment Area
- Interested and Engaged City
- Interested and Engaged Developers
- Consolidating Land Ownership
- Market Demand



Existing
Conditions
Assets





Existing Conditions

- Myths -
- Density / Adjacency
 - Traffic / Congestion
 - No Market
 - Post - Covid
 - Retail
 - Hospitality
 - Office

Market

Vision



Priority / Values



Challenges



Tools

Protecting the Vision

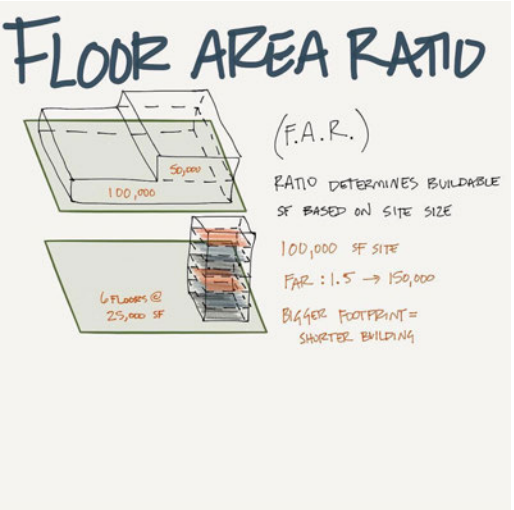
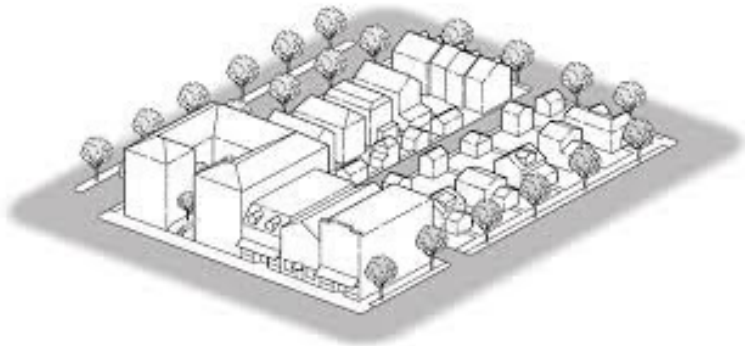
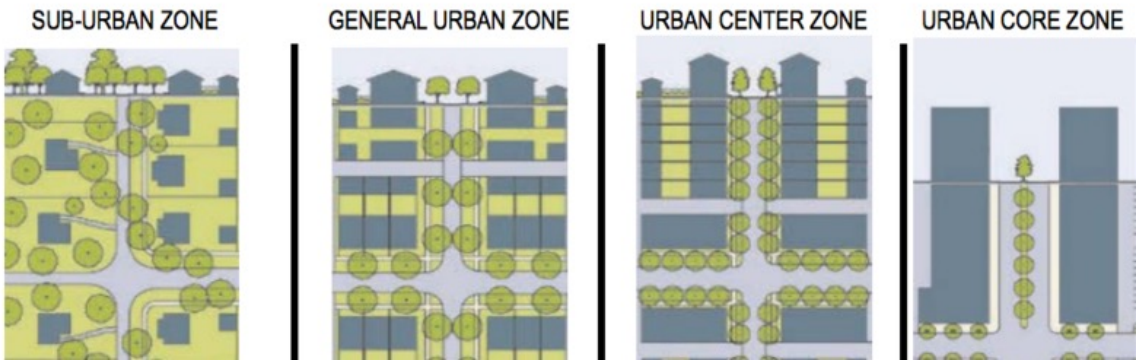


Tools

Form & Configuration

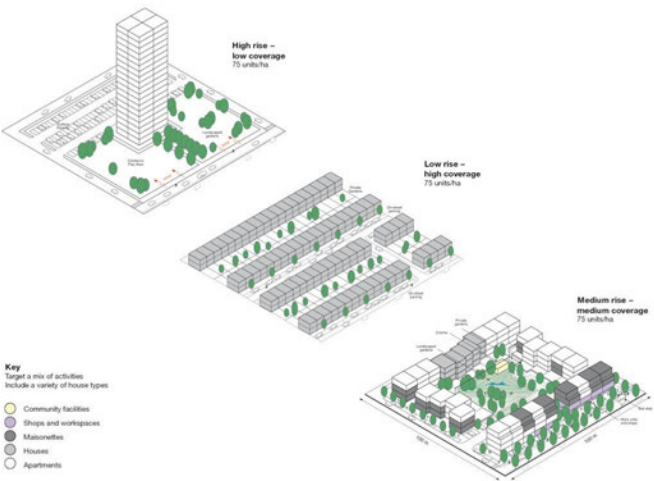


Rural to Urban



Tools

Density

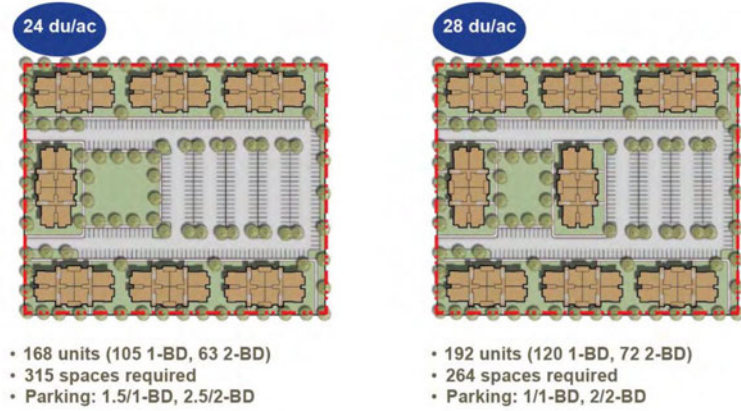


Densities & Building Typologies



Unit Size and Mix





Parking Ratios



Accommodating Density

- Invisible Densities
- Visible Densities



Invisible Densities

- Blends with neighborhood character
- Best for integration within existing neighborhoods



Invisible Densities: Accessory Dwelling Units





Big Home (New Construction)

Single Family to Condo Conversion

Invisible Densities: “Big Home” Concept



Visible Densities

- Highly visible intervention
- Should be located adjacent to services and transit
- Careful attention to edges and transitions to surrounding context



Location & Adjacency



Location & Adjacency



Tools

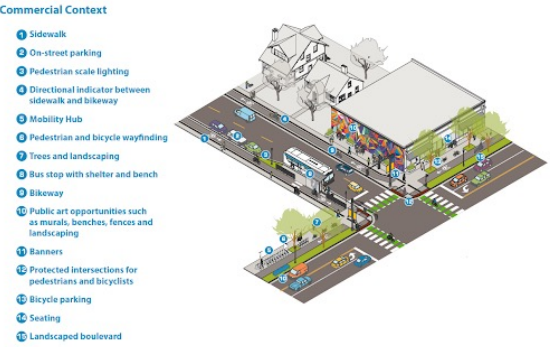
Public Realm / Civic Places



Tools

Connectivity

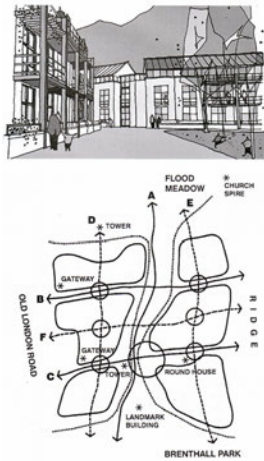
- Pedestrian
- Streets
- Parking Medians



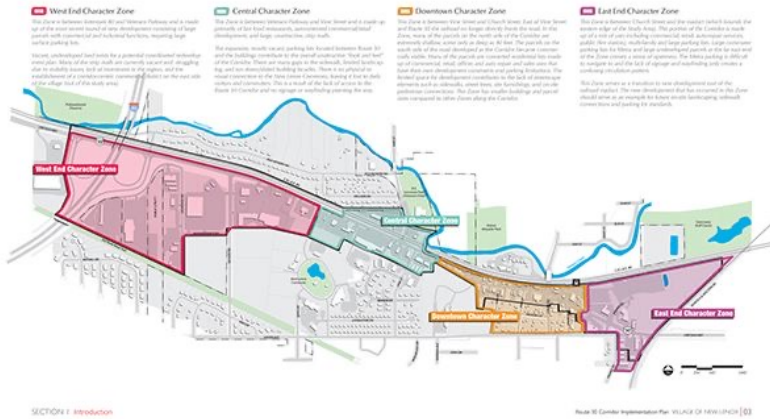


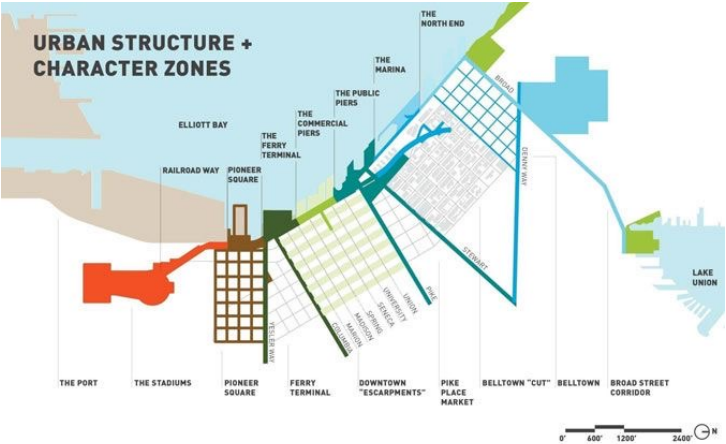
Tools

Character Zones



SECTION 1 Corridor Character Zones





Tools Uses



Mapping Exercise



Closing / Next Steps





Meeting Notes
Farmington Small Area Station Plan
Charrette
September 01, 2021
1:30 – 2:30 PM

#	Time	Description	Responsible
1	1:30-1:35	Introduction to Meeting Objectives - Understand desires for site cohesion - Understand priorities for mobility / circulation - Finding the right mix of uses	
2	1:35 – 1:50	Charrette / Market Overview Recap – Review previous efforts & market-based projections to full build out	Paulo / Reid / Jason
3	1:50 – 2:15	Discussion Key Consolidations - Review latest block map + urban design considerations - Discuss: - How we can capture market opportunities through neighborhood nodes that complement Station Park retail - Local / regional examples of similar development opportunities - Finding Right mix of uses	Ladd / Jason / Christine
4	2:15 – 3:00	Mapping Exercise Identify desired mix of uses (retail, residential, office, open space)	All
5	2:30 – 3:00	Wrap up - Review exercise material - Next Steps - prepare for the follow up meetings with stakeholders	All
6	3:00	Adjourn	

- In attendance:
- Christine Richman, Paulo Aguilera, Ladd Schiess – GSBS
 - Jason Claunch, Reid Cleeter – Catalyst Commercial
 - Kathrine Skollingsberg – Fehr & Peers
 - Jordan Swain – UTA
 - Christy Dahlberg – WFRC
 - Brigham Mellor, David Petersen, Shannon Hansell, Jim Talbot, Rebecca Wayment, Shane Pace, Scott Isaacson, Larry Steinhorst – Farmington

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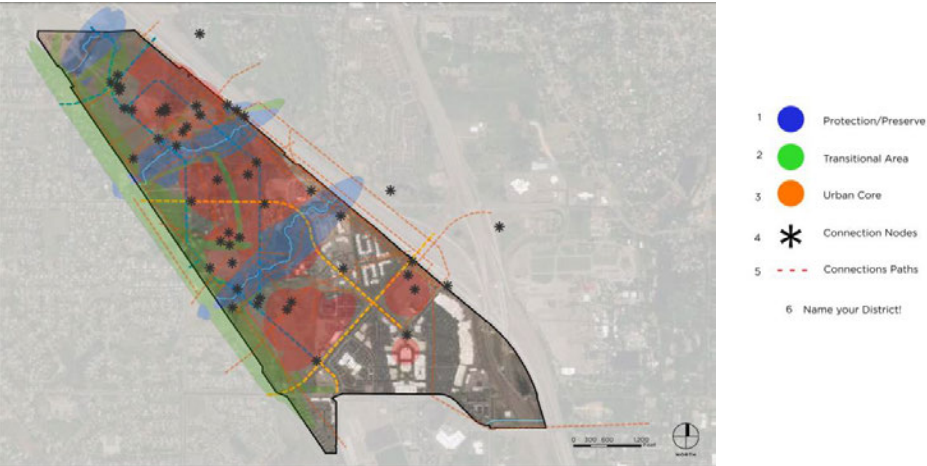
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Charrette and Market Recap

- Paulo presented a recap of the June (06/09) Farmington staff charrette meeting which included a compiled map of all sketches and comments (pictured below). This gave a preliminary look into how the city is thinking collectively in terms of future (20 years) development.



- Paulo presented a 20-year projection market overview of the site. City understands that there is large market opportunity for the area in residential (up to 58 million sf), office (up to 8 million sf), and retail (up to 1.2 million sf) categories.
 - Question for the City is what percent market growth do they want to capture?
 - Rebecca mentioned that office and retail projections look good, however residential opportunity seems too high realistically within this site.
 - Note - important to clarify that projections refer to total capacity as opposed to “target” development – it will take far less to satisfy vision, needs, and goals of station park
 - What are the regional opportunities opposed to just station area?
 - What is the right balance?

GSBS clarified that all project growth cannot occur in this site. A sense of place requires more than just growth – it requires elements of design, rhythm, streetscape, double-fronted streets, safe pedestrian experience, etc.

- Paulo presented two development scenarios (current and full build out) with the UrbanFootprint tool.
 - Demonstrated that site (at full buildout) has capacity to infill all projected retail and office growth, and up to 50% of projected residential growth.
 - The current development scenario depicts that current slated development will contribute to capturing some, but not all market opportunity across retail, office, and residential product types.
 - Next step is understanding the right balance of capturing market growth and developing a unique and vibrant place for work, live, and play.

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Sense of Place Discussion

- Mayor Tim – envisions a station park that is pleasing, unique, gathering, and fun – not so much focused on the product type. He referred to Station Park as a place that emphasizes architecture of buildings, maturity of landscape, and a comfortable nature.
- Dave – expressed the need to understand the form – current station is not cutting edge.
- Urban design considerations were a big focus here as opposed to the discussion of actual product mix.
- City prioritizes placemaking and creating the walkable context to enable good experiences.
- Mix and # or SF of product is not as important as the “feel” – needs to work for local residents, workers, and visitors/shoppers”.

Development Examples

GSBS presented different development examples to compare scale and urban design.

- Soda Row – Daybreak, UT
 - Note – “Crowded/busy streets could hamper the pedestrian experience here”
- Holladay Town Center – Holladay, UT
 - Scott – the grocery store is the strongest element
 - Food Truck area – is a good center for “energy concentration”
 - Farmington staff asked about drive-through considerations.
 - Dave – we do not want to take away from pedestrian experience, by allowing drive-throughs.
 - Location and pedestrian experience are important to consider in station park
 - Post-COVID drive through trend? - Need to make sure that the built environment reflects desired pedestrian experience.
 - Curb management for sans drive-thru developments
 - Scott | talks about Buenos Aires pre-automobile development – is it possible as a cultural shift to not develop with automobile influence?
- City Creek – SLC, UT
 - 5000 parking spaces
 - Scott compliments that vast access, mobility points, underground parking City Creek offers
- The Forge – Vineyard, UT
- Cityline, TX – has a similar framework / regional position / land use mix / scale / good analog for Farmington Station Park
- Central Park Station – Denver, UT
- redevelopment from brownfield remediation – FBI building – lower density – similar alignment of current development patterns in the Farmington SAP

Mapping Exercise

- GSBS asked city staff to think of the following as they participated in the mapping exercise:
- Think about station park and how we can build on that.
 - Stack development configuration – is it the best way to go about it?
 - How can north end complement Station Park?

Action items

- September 22, 2021 – return with mapped charrette material and two design options for the site.

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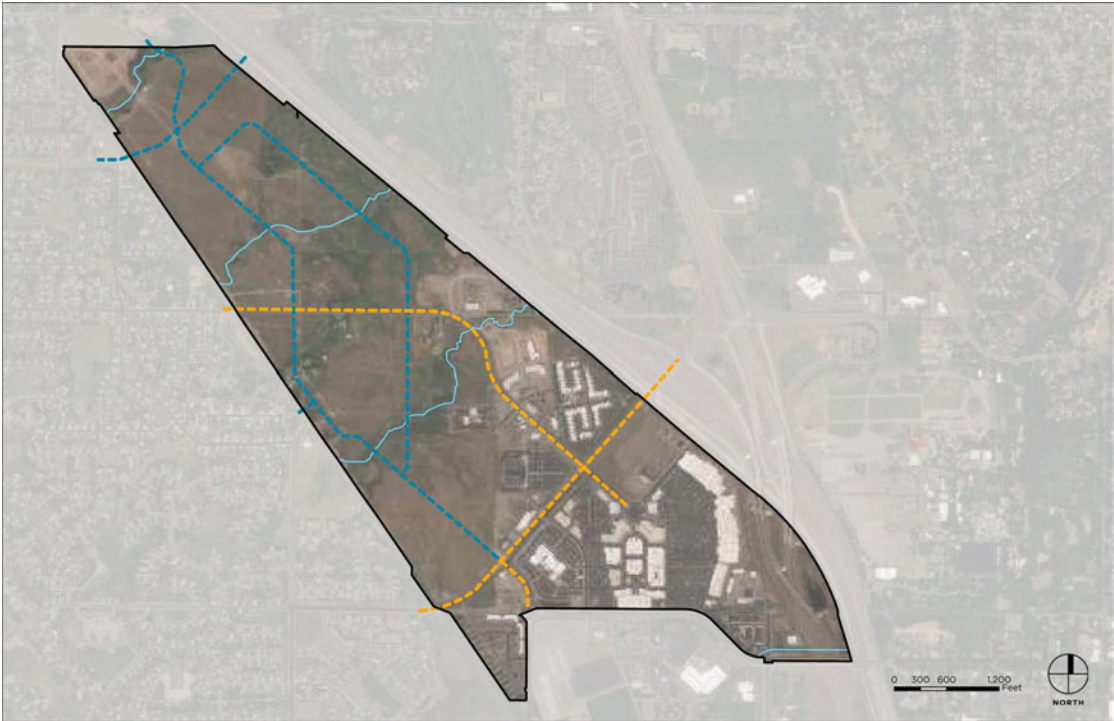
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Farmington Station Area Plan

Charrette Recap and Market Scenario Overview

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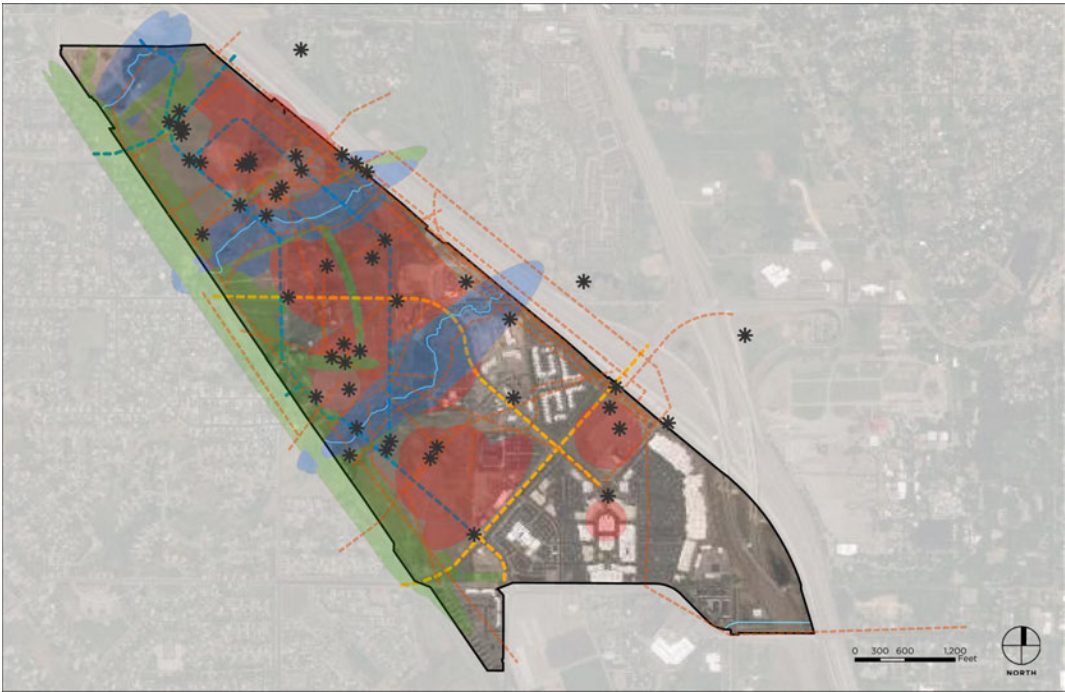
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- 1  Protection/Preserve
- 2  Transitional Area
- 3  Urban Core
- 4  Connection Nodes
- 5  Connections Paths
- 6 Name your District!

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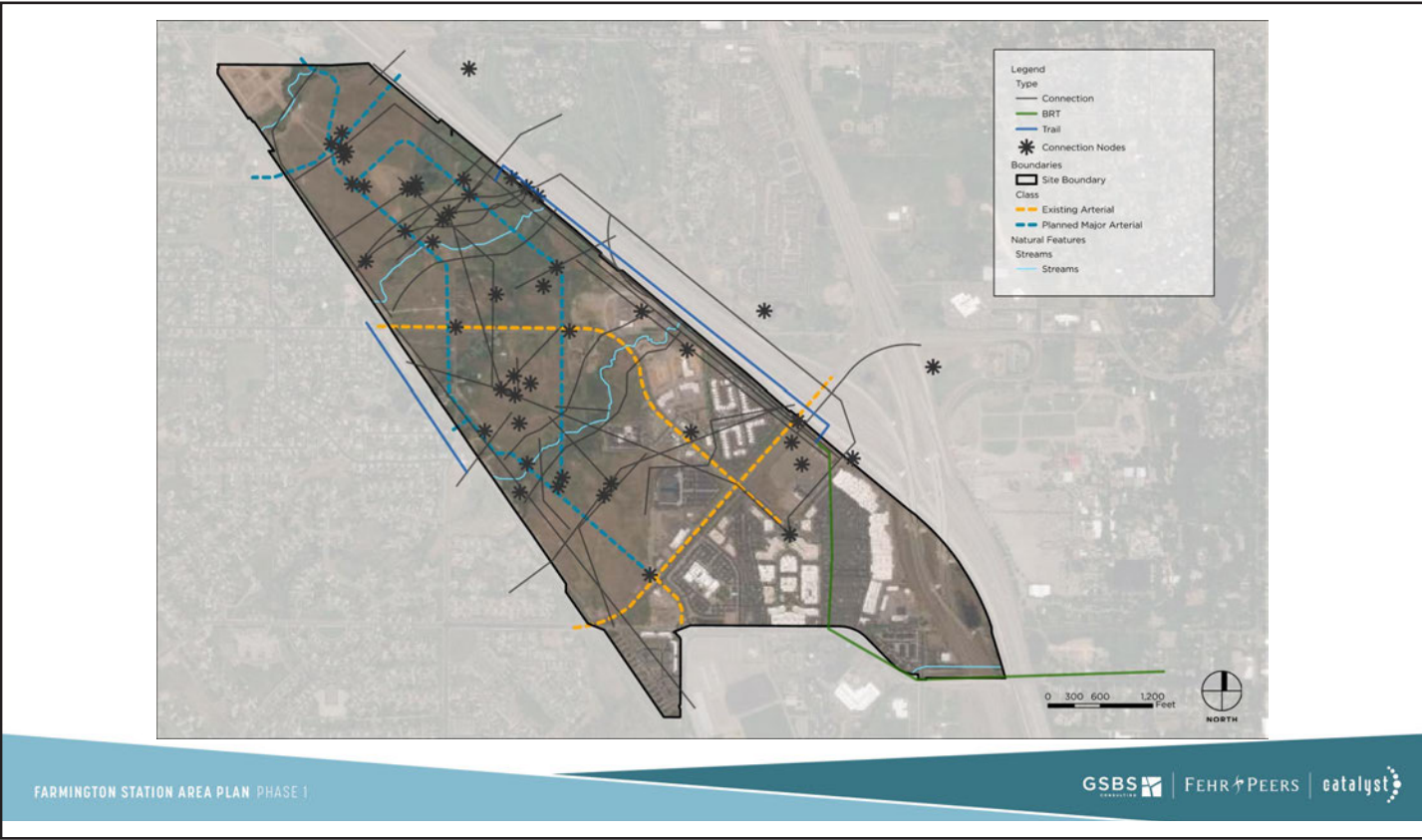
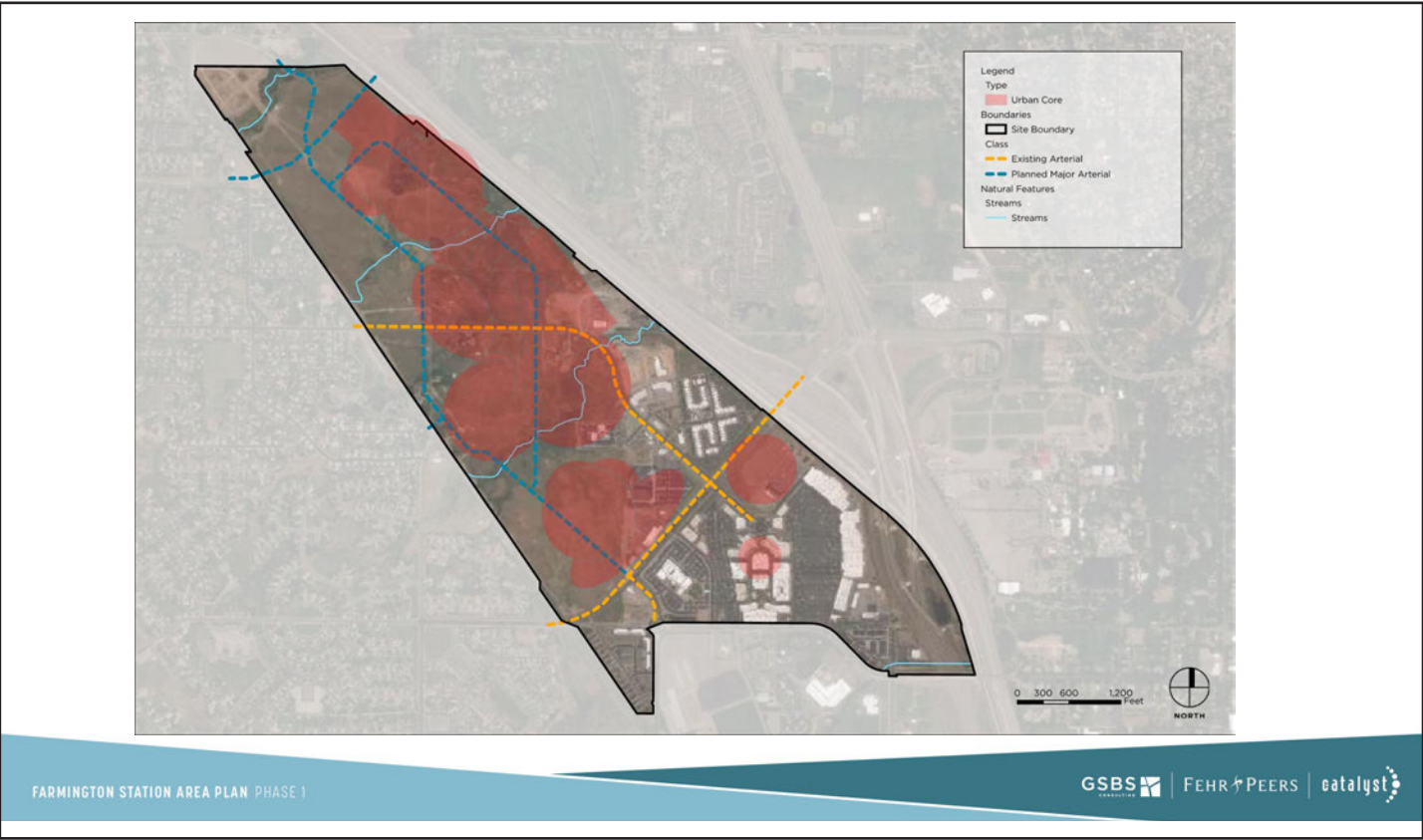
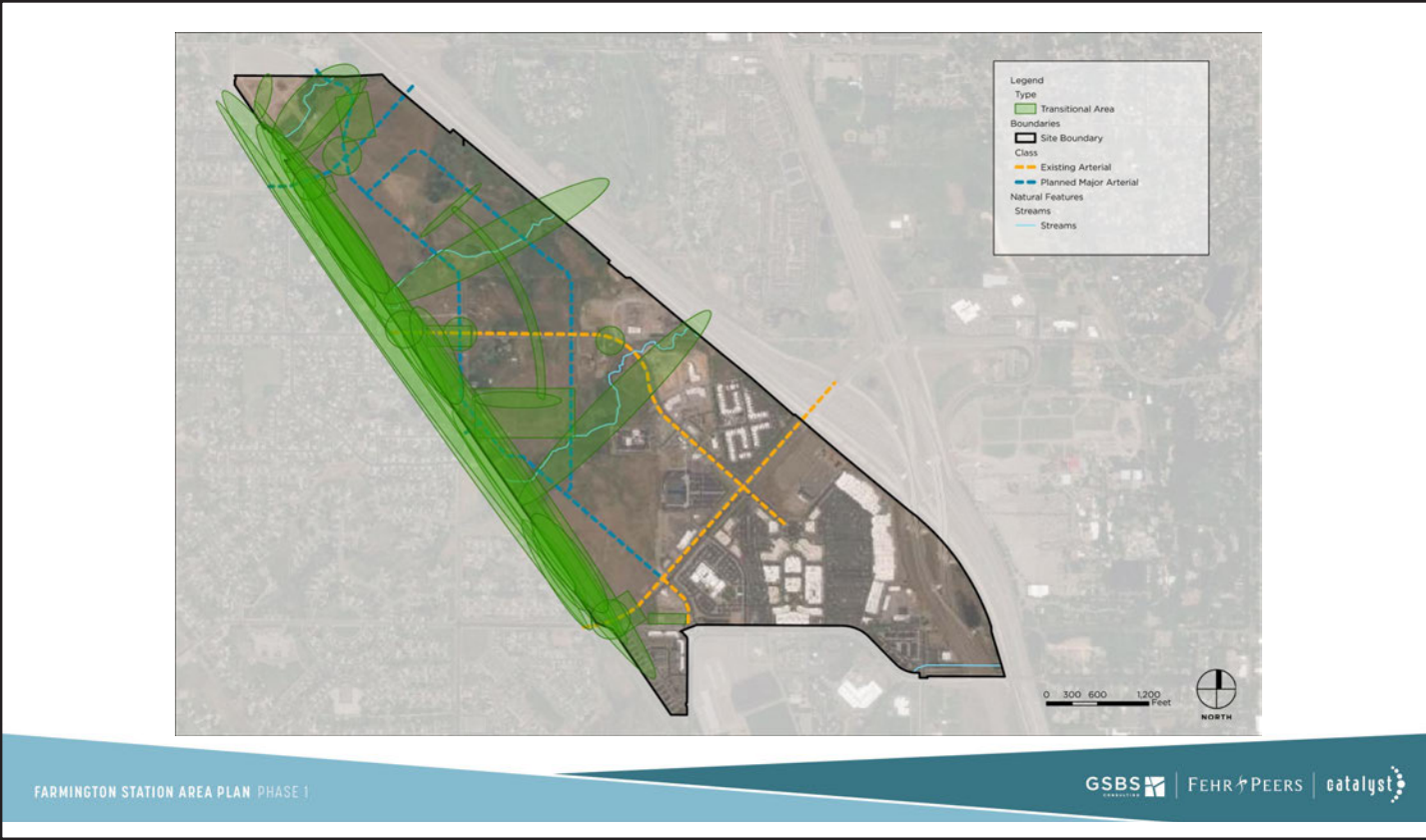
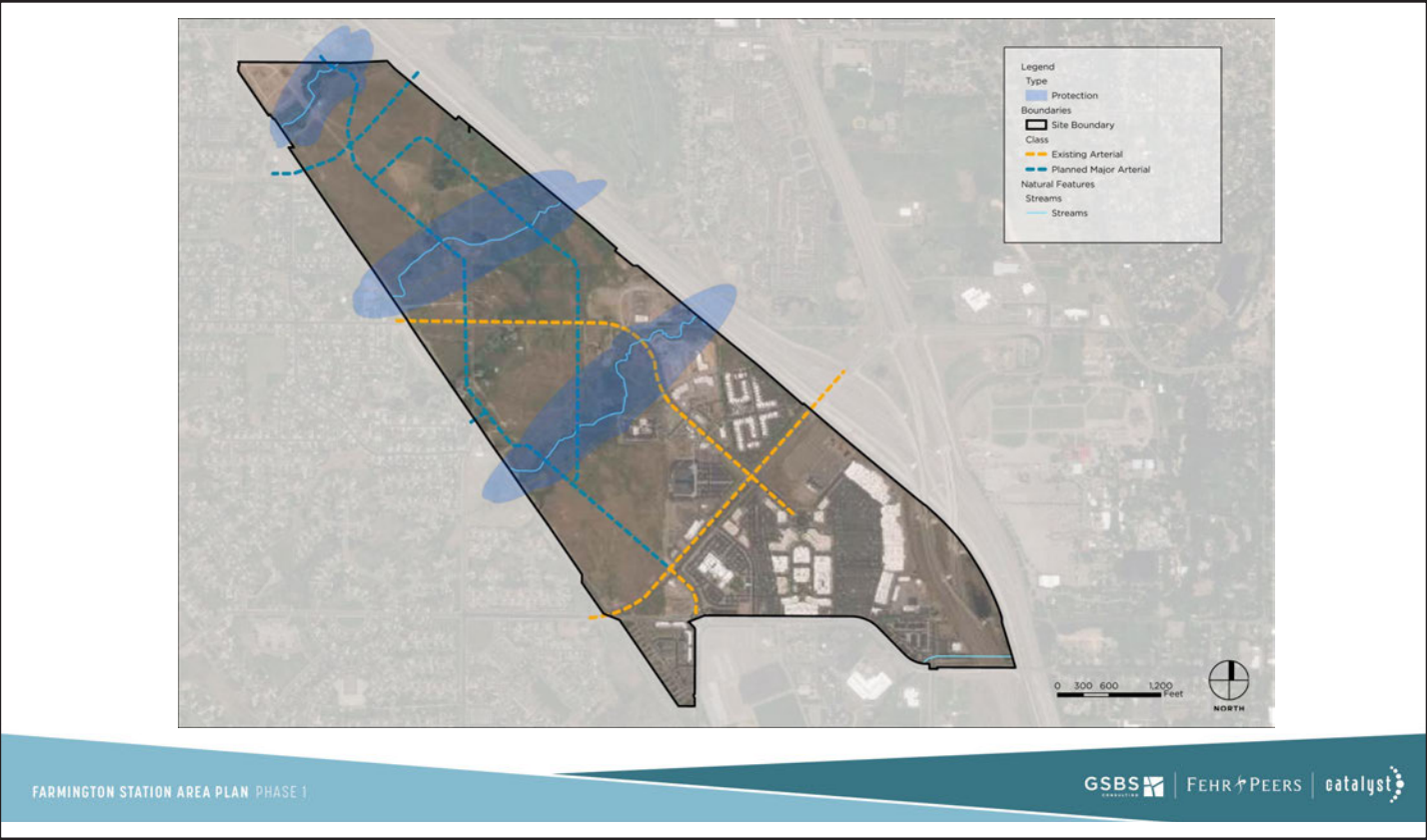
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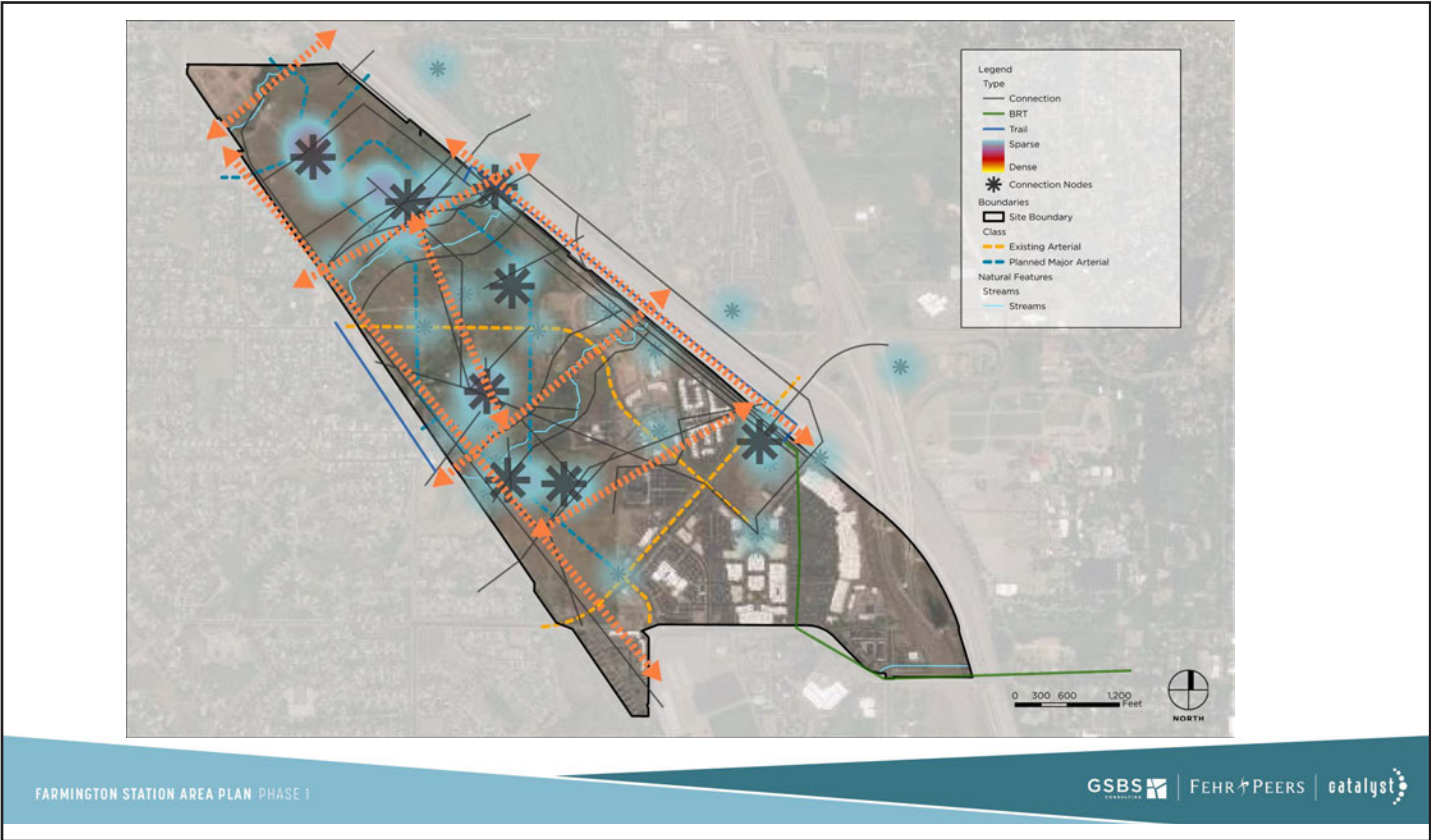
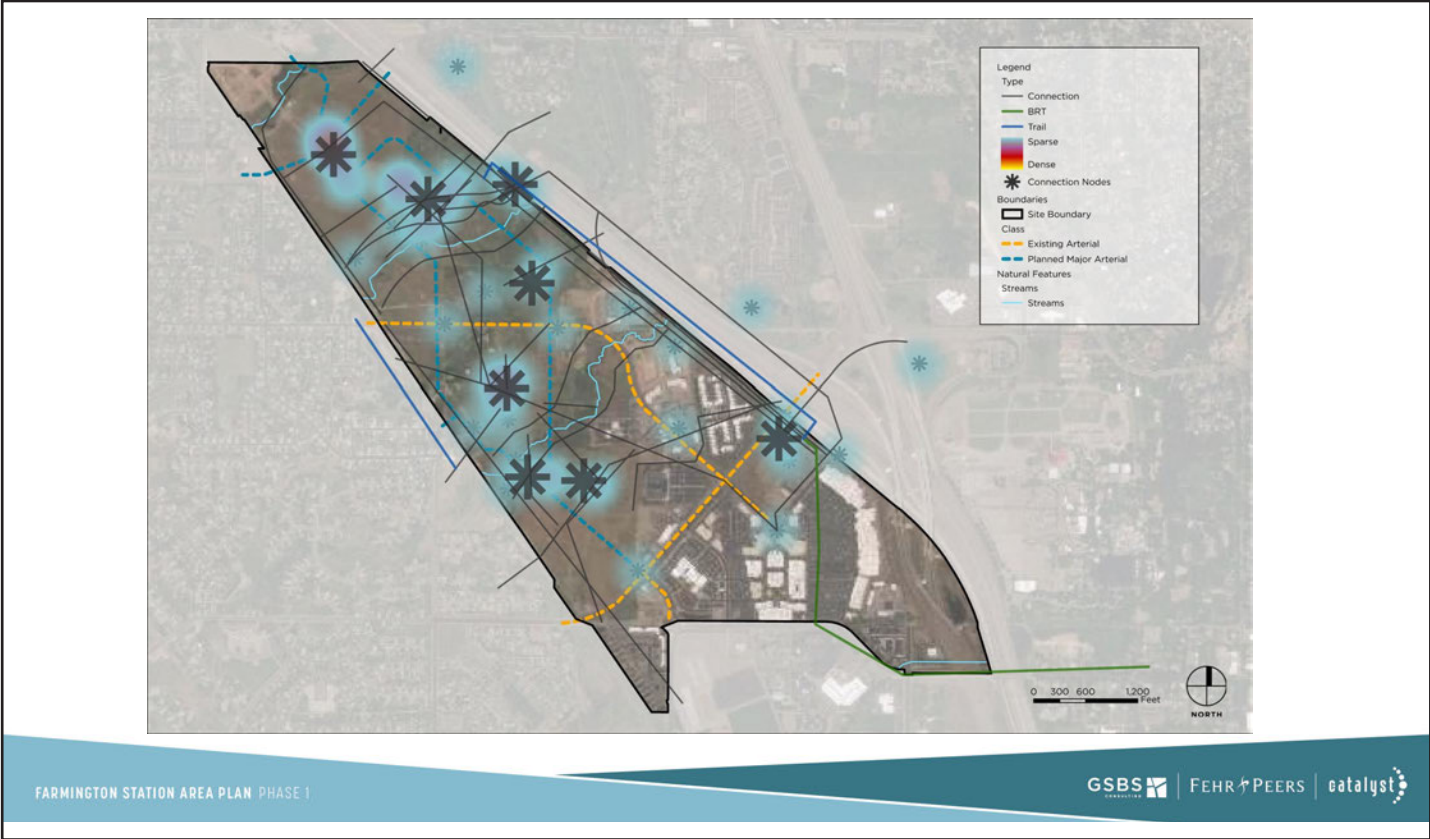
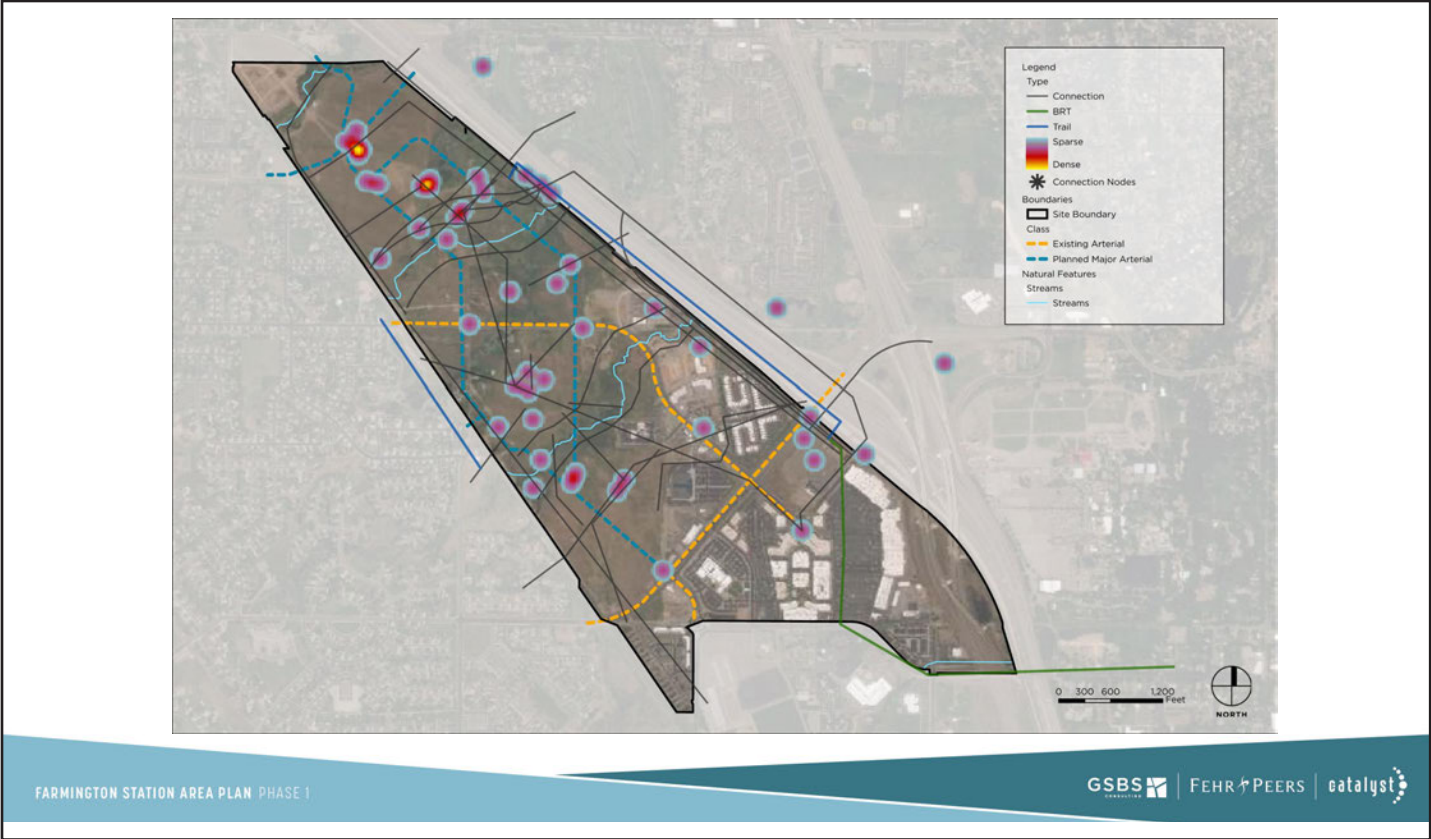


- 1  Protection/Preserve
- 2  Transitional Area
- 3  Urban Core
- 4  Connection Nodes
- 5  Connections Paths
- 6 Name your District!

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Market

Residential= up to 58 million sf
Retail = up to 1.2 million sf
Office = up to 8.2 million sf



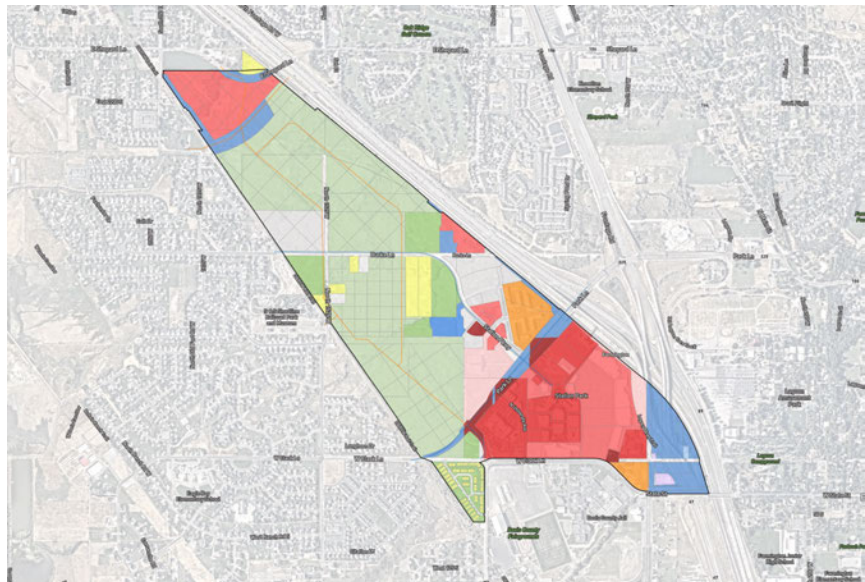
Urban footprint



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Base Scenario

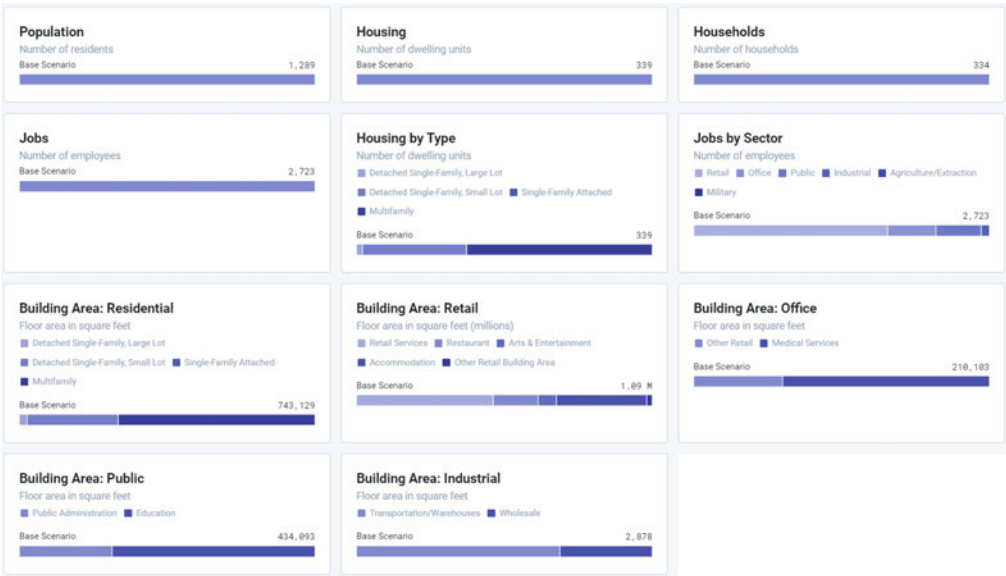


- Land Use Category (L3)**
- Base Canvas
- Single-family detached
 - Multifamily
 - Commercial centers
 - Accommodation
 - Office
 - Commercial recreation
 - Wholesale/Warehousing
 - Civic facilities
 - Special use
 - Open space
 - Vacant
 - Other
 - Agriculture
 - Water

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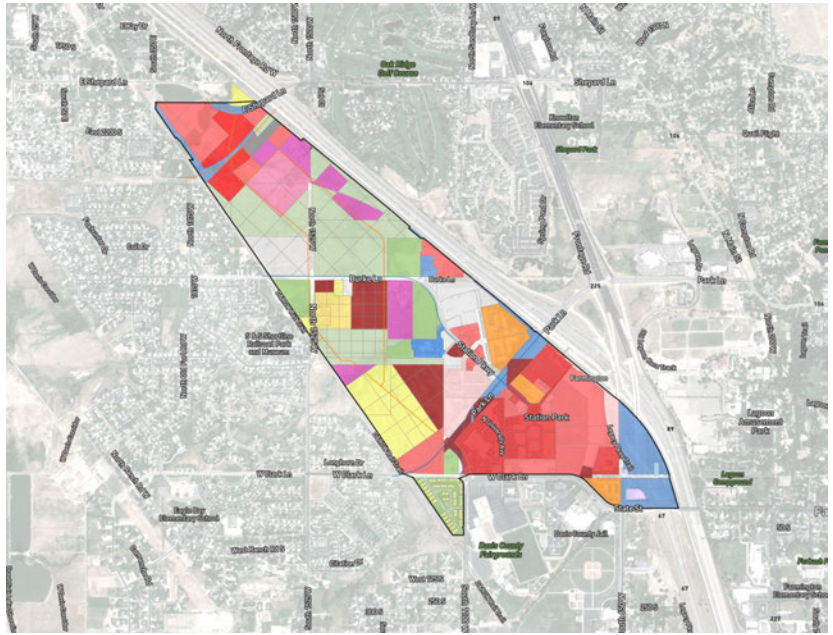
Base Scenario



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Proposed Development Scenario 1

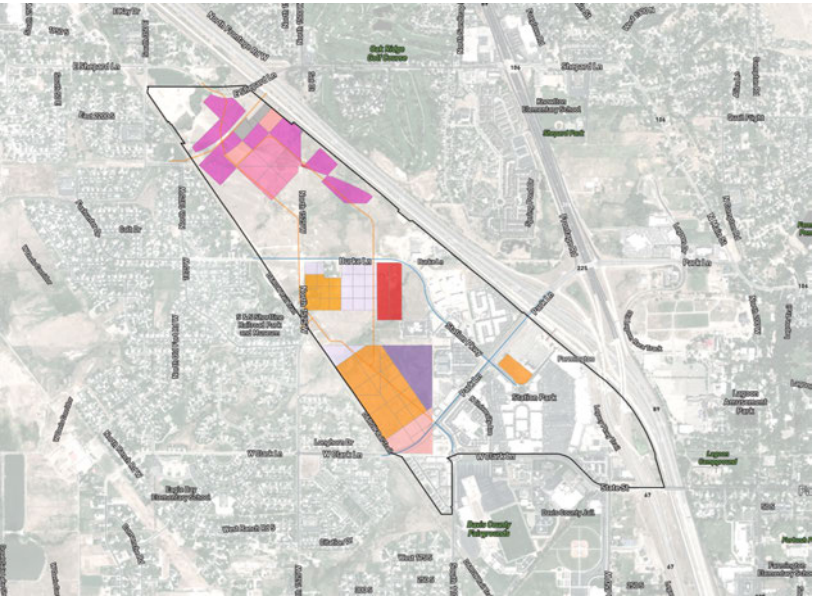


- Land Use Category (L3)**
- Scenario Canvas
- Mixed use
 - Mixed use residential
 - Mixed use commercial
 - Residential
 - Single-family detached
 - Single-family attached
 - Multifamily
 - Commercial
 - Commercial centers
 - Accommodation
 - Office
 - Commercial recreation
 - Wholesale/Warehousing
 - Civic facilities
 - Special use
 - Transportation
 - Open space
 - Vacant
 - Other
 - Agriculture
 - Water

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Proposed Development Scenario 1



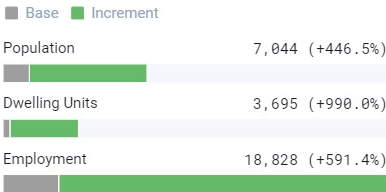
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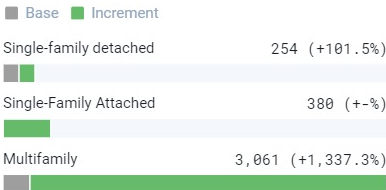
Proposed Development Scenario 1

Scenario Canvas Summary Charts

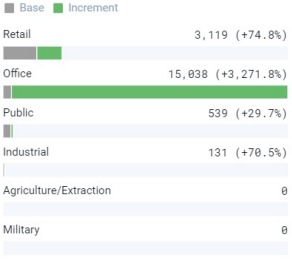
Summary



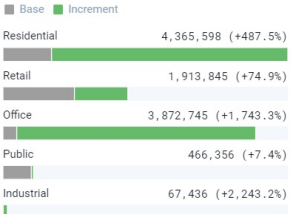
Dwelling Units by Type



Employment by Sector



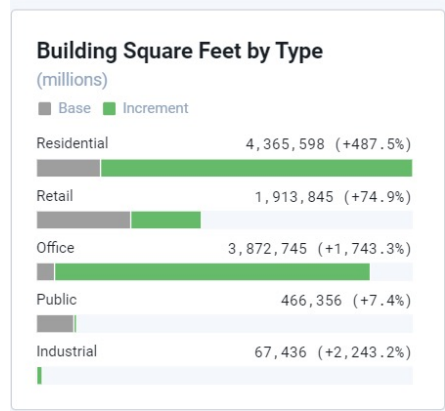
Building Square Feet by Type (millions)



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Proposed Development Scenario 1



Residential Increase = 3.6 Million SF

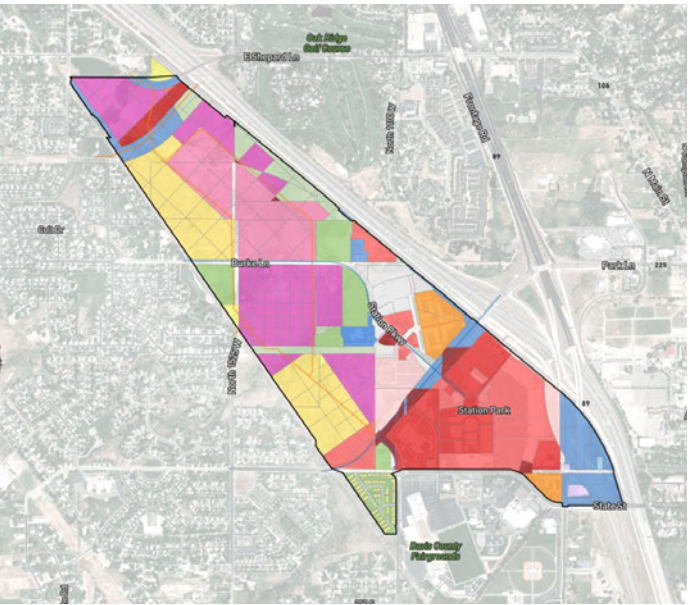
Retail Increase = 820,000 SF

Office Increase = 3.6 Million SF

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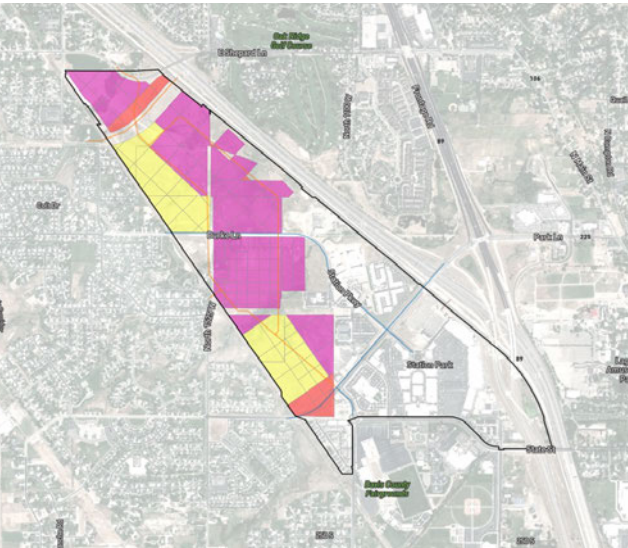
Proposed Development Scenario 2



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Build Out Scenario 2



Land Use Category (L3)

Filtered: Scenario Canvas
(Build Out)

- Mixed use
- Mixed use residential
- Mixed use commercial
- Residential
- Single-family attached
- Commercial centers
- Commercial other
- Office

Build Out Scenario 2

Scenario Canvas Summary Charts

Summary

	Base	Increment
Population	19,988	(+1,450.7%)
Dwelling Units	11,307	(+3,235.3%)
Employment	36,689	(+1,247.4%)

Dwelling Units by Type

	Base	Increment	Decrement
Single-family detached	123	(-2.7%)	
Single-Family Attached	1,615	(+-%)	
Multifamily	9,569	(+4,392.7%)	

Employment by Sector

	Base	Increment	Decrement
Retail	4,575	(+156.5%)	
Office	31,642	(+6,994.7%)	
Public	417	(+0.3%)	
Industrial	54	(-29.6%)	
Agriculture/Extraction	0		
Military	0		

Building Square Feet by Type

	Base	Increment	Decrement
Residential	13,800,474	(+1,757.1%)	
Retail	2,677,833	(+144.8%)	
Office	7,520,292	(+3,479.3%)	
Public	434,640	(+0.1%)	
Industrial	919	(-68.1%)	

Build Out Scenario 2

Building Square Feet by Type

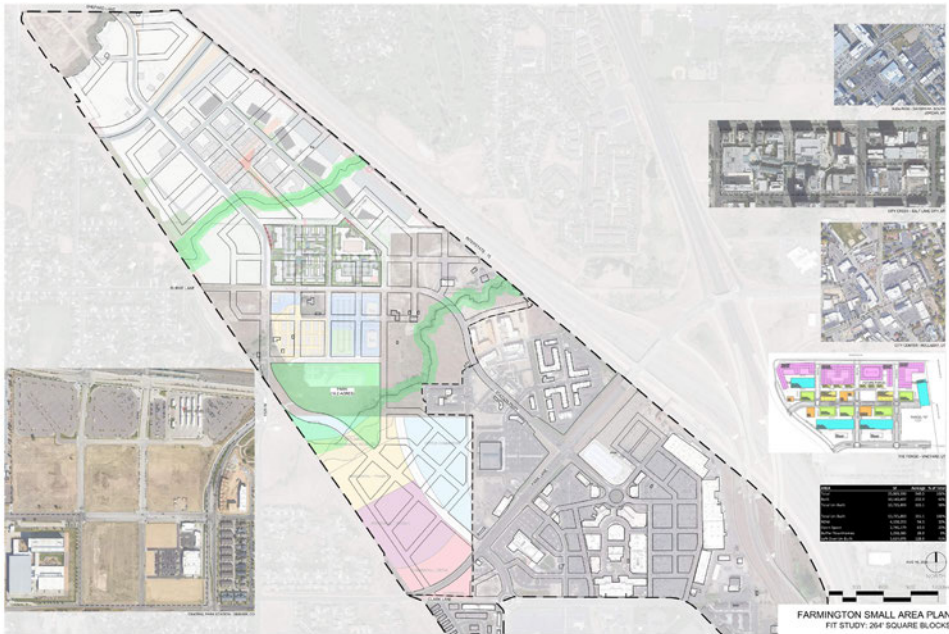
	Base	Increment	Decrement
Residential	13,800,474	(+1,757.1%)	
Retail	2,677,833	(+144.8%)	
Office	7,520,292	(+3,479.3%)	
Public	434,640	(+0.1%)	
Industrial	919	(-68.1%)	

Residential Increase = 13 Million SF

Retail Increase = 1.5 Million SF

Office Increase = 7.3 Million SF

Scenario 3 - Balanced mix



Development Examples

- Following examples are for the group to think about scale
- Any urban design considerations that you like, feel free to share with us.

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Soda Row
Daybreak, UT

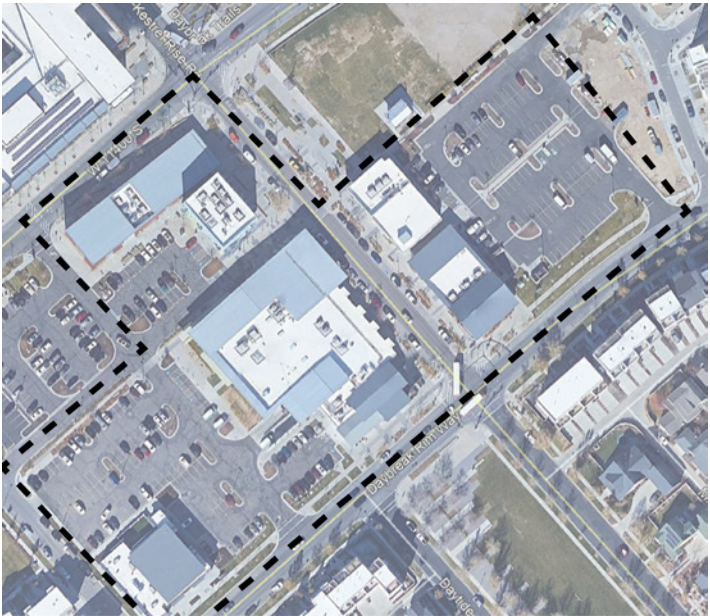
- A neighborhood retail center in Daybreak with local retail that is convenient as a pedestrian destination for a small area.

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Soda Row
Daybreak, UT

- 7.71 Acres
- Represents 2.4% of our Unbuilt Area
- Represents 1.4% of our Total Area



FARMINGTON STATION AREA PLAN PHASE 1

GSBS | FEHR+PEERS | catalyst

Holladay Town Center
Holladay, UT

- A neighborhood retail center in Holladay with local retail that is convenient as a pedestrian destination for a small area.



Holladay Town Center
Holladay, UT

- 12.17 Acres
- Represents 3.9% of our Unbuilt Area
- Represents 2.2% of our Total Area



FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR+PEERS | catalyst

City Creek Center,
Salt Lake City, UT

- A mixed-use urban regional center on large 660' square blocks with regional retail, large office buildings, and apartment buildings. The comfortable pedestrian experience drawn inward to the blocks rather than on the street frontage.



City Creek Center,
Salt Lake City, UT

- 29.09 Acres
- Represents 9.2% of our Unbuilt Area
- Represents 5.3% of our Total Area



FARMINGTON STATION AREA PLAN PHASE I

GSBS | FEHR+PEERS | catalyst

The Forge
Vineyard, UT

- A mixed-use community center with about 400' square blocks with neighborhood and community amenities. A local destination that includes office and residential as well as retail.



The Forge
Vineyard, UT

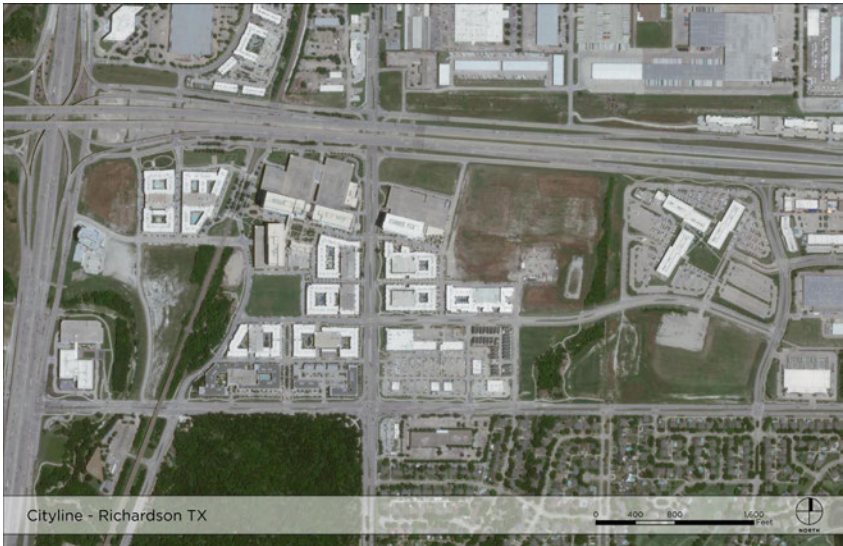
- 34.64 Acres
- Represents 10.99% of our Unbuilt Area
- Represents 6.32% of our Total Area



FARMINGTON STATION AREA PLAN PHASE 1

Cityline, Richardson TX

- Connection via Dallas Area Rapid Transit (DART) light rail
- CityLine is a premier mixed-use destination for those seeking a variety of options outside the urban core.
- The convenient proximity to CityLine's surrounding office and apartment buildings enhance visitor access to an array of restaurants, a select service hotel, and a beautifully landscaped plaza and city parks – all complemented by CityLine's unique social events and lively outdoor atmosphere.



Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE 1

GSBS | FEHR+PEERS | catalyst

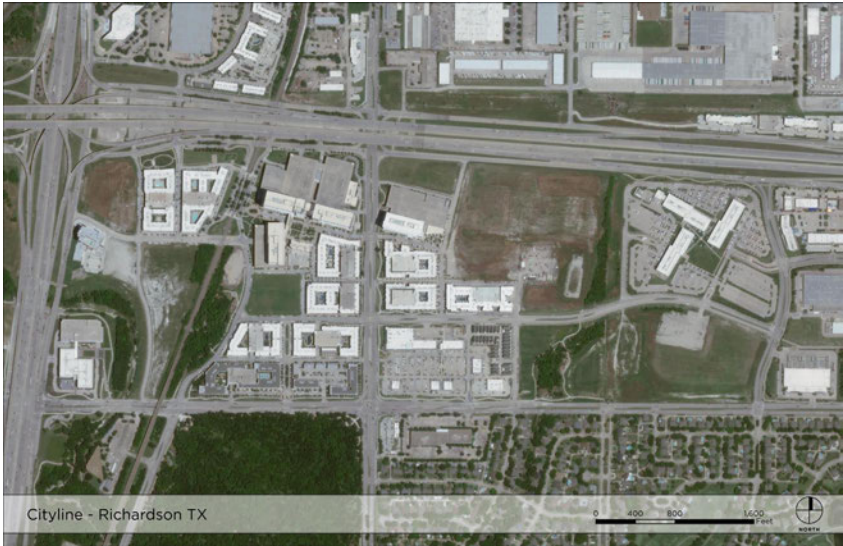
Cityline
Richardson TX

- 186 acres
- 12,800 on-site employees across more than 2.5 Million SF of office
- 3,925 Urban Residential Units (single-family, multifamily, condo/townhome, etc.)
- 230,000 square feet of retail, restaurant and entertainment space
- 148-room select service Aloft Hotel
- A main focal point of CityLine is CityLine Plaza, a one-acre, centrally located urban plaza as well as:
 - 17-acre Fox Creek Park and
 - 3.5-acre CityLine Park



National Development –
Cityline, Richardson TX

- 317 Acres
- Represents 100.7% of our Unbuilt Area
- Represents 57.9% of our Total Area



Cityline - Richardson TX

FARMINGTON STATION AREA PLAN PHASE 1

GSBS | FEHR+PEERS | catalyst

Central Park Station,
Denver, CO

- The former Stapleton International Airport has undergone significant redevelopment over the last decade. Stapleton, bounded on the west by Quebec Street, north by 64th Avenue, east by Havana Street and south by Montview Boulevard, encompasses 4,700 acres
- The station is located at a convenient location approximately halfway between DIA and Downtown Denver on the East Commuter Rail Line.
- Strong cooperation from partners – RTD and Forest City – both committed to the long-term vision of a walkable, mixed-use neighborhood near Central Park Station.



Central Park Station
Denver, CO

- The Federal Bureau of Investigation moved into a new 220,000 square foot office building at 35th Avenue and Ulster Street in 2010, the first major office tenant in the station area.
- Addition of over 4,600 homes within the Stapleton Development Area
- Development of Quebec Square within the station area, as well as Northfield Shopping Center and the 29th Street Town Center, bringing over 2 million square feet of retail to Stapleton and adjacent neighborhoods, areas that were previously underserved for basic goods and services.
- There is an identified need in Stapleton for higher density multi-family housing.



Central Park Station,
Denver, CO

- 109.48 Acres
- Represents 20% of our Unbuilt Area
- Represents 34.7% of our Total Area



Mapping Exercise

- 1 Office / Commercial
- 2 Open Space
- 3 Residential
- 4 Retail
- 5 Connection Nodes
- 5 Connections Paths

APPENDIX D

STAKEHOLDER TIMELINE

The planning team met several times with stakeholders within the planning area. Stakeholders were defined as property owners, development teams, Utah Transit Authority, and City of Farmington staff.

- The meetings focused on:
- + Vision and priorities
 - + Opportunities and constraints
 - + Key measures of future success

To the extent possible, the plan incorporates the vision and proprieties of the stakeholders identified. In some cases, draft development proposals were reviewed and potential changes or adjustments to better meet planning area-wide goals and vision identified and incorporated into the plan



June 2021 internal charette

2021							
FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
STAKEHOLDER INTERVIEW Boyer and Castlecreek Homes <i>February 23, 2021</i>	STAKEHOLDER INTERVIEW City staff and elected & appointed officials <i>March 4, 2021</i>			INTERNAL CHARETTE Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members			INTERNAL CHARETTE Attended by city leaders including staff, Mayor, two City Council Members, and two Planning Commission Members
STAKEHOLDER INTERVIEW EDC & Davis County February 24, 2021	STAKEHOLDER INTERVIEW CW <i>March 5, 2021</i>			Purpose: • Review analysis to date • Reaffirm guiding vision • Identify priorities and values • Learn about the tools and approaches to achieve the vision			Purpose: • Review market opportunity analysis • Discuss desired level of development for planning area based on priorities and values • Identify a preferred approach to the public realm in the planning area
	STAKEHOLDER INTERVIEW STACK Real Estate <i>March 10, 2021</i>						STAKEHOLDER INTERVIEW Stack Estate, Wasatch Residential Group, Wasatch Group <i>September 28, 2021</i>



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 2/15/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Paul Drake, Director of Real Estate & TOC

TITLE:

AR2023-02-03 - Resolution Approving and Recommending Adoption of the Station Area Plan for Lehi Utah

AGENDA ITEM TYPE:

LAC - Resolution

RECOMMENDATION:

It is recommended that the Local Advisory Council approve Resolution R2023-02-03 to approve the Lehi Station Area Plan and recommend adoption by the Board of Trustees.

BACKGROUND:

The Lehi Frontrunner Station Area Plan was initiated by Lehi City, in collaboration with UTA, in 2022. The plan was funded by UTA, with a local contribution from Lehi City. Design Workshop was selected as the consultant through a RFB (Request for Bids) process, facilitated by UTA. This plan has been reviewed by the Lehi City Council.

This plan was completed in tandem with the Thanksgiving Point Area Plan, which will establish land use controls and design guidelines for the larger station area, including properties controlled by UTA. The Thanksgiving Point Area Plan will be added to the Lehi Station Area Plan as an appendix once it is adopted by the city.

DISCUSSION:

The subject planning area covers approximately ½ mile from the Lehi Frontrunner station, including areas recognized as Thanksgiving Point. The following recommendations:

- The existing park & ride would be reduced to approximately 300 stalls and integrated into future transit -oriented development.

- It is recommended that the site be configured to accommodate a future fixed-guideway transit line to be integrated into the future transit-oriented development and accessible from the Frontrunner Platform.
 - Land uses recommended for the site include: 200 residential units, 270,000 Square Feet Office, and approximately 50,000 Square Feet of Retail space.
-

ALTERNATIVES:

The Lehi Station Area Plan has been formally adopted by the Lehi City Council. Any modifications will require an amendment and additional City approval.

FISCAL IMPACT:

No immediate fiscal impact.

ATTACHMENTS:

1. Resolution R2023-02-03
2. Lehi Station Area Plan

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY APPROVING AND RECOMMENDING
ADOPTION OF THE STATION AREA PLAN FOR LEHI UTAH**

AR2023-02-03

February 15, 2023

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority’s Board of Trustees has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the “Policy”);

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities;

WHEREAS, the Policy requires the Local Advisory Council to review and approve Station Area Plans it determines to be in the best interest of the Authority and the applicable municipalities prior to adoption by the Authority’s Board of Trustees;

WHEREAS, the Authority has presented the Station Area Plan for Lehi Utah to the Local Advisory Council for review;

WHEREAS the Local Advisory Council believes that the Station Area Plan is in the best interest of the Authority and the applicable municipalities and recommends adoption of the Station Area Plan for Farmington Utah by the Board of Trustees of the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the Station Area Plan for Lehi Utah attached as Exhibit A, and recommends that it be adopted by the Authority’s Board of Trustees.

Approved and adopted this 15th day of February 2023.

Julie Fullmer, Chair
Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:

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Legal Counsel

Exhibit A

Station Area Plan for Lehi Utah

STATION AREA PLAN

LEHI CITY

Prepared for Utah Transit Authority and Lehi City
September 2022



Lehi Station Area Plan

PREPARED FOR

Utah Transit Authority

UTAH TRANSIT AUTHORITY

Jordan Swain, Transit Oriented Development Project Manager
Jeff Acerson, UTA Board Member

LEHI CITY

Mark Johnson, Mayor
Kim Struthers, Community Development Director
Mike West, Planning Division Manager
Marlin Eldred, Economic Development Director
Cameron Boyle, Assistant City Administrator
Sierra Pierson, Planner II
Jacob Curtis, Planner II
Melanie Hansen, Special Events Coordinator

PREPARED BY

Design Workshop

Chris Geddes, Principal-in-Charge
Alison Cotey-Bourquin, Project Manager
Eric Krohngold, Strategic Services Specialist
Carolyn Levine, Planner
Emily Burrowes, Planner

Glossary

- HTRZ: Housing and Transit Reinvestment Zone
- HUD: Department of Housing and Urban Development
- MSA: Metropolitan Statistical Area
- RFP: Request for Proposal
- TIF: Tax increment financing
- TOC: Transit-oriented Community
- TOD: Transit-oriented Development
- UTA: Utah Transit Authority





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Introduction

Opposite page: Lehi Main Street Historic District as seen from above. Source: Wikimedia Commons

Introduction

The Station Area Plan outlines a path forward for the Utah Transit Authority (UTA) to develop a request for proposals (RFP) with a realistic and implementable development concept for their property at the Lehi Station in Thanksgiving Point. It will also set the standard for dozens of imminent UTA Station Area Plans and partnerships with cities and communities served by transit along the Wasatch Front. Additionally, it is an opportunity to seek Housing and Transit Reinvestment Zone (HTRZ) funding.

Critical considerations for this effort are creating a connected and multimodal network, developing a plan for local housing and employment, and promoting a distinct sense of place. In addition to improving the quality of life for residents and workers, the station area plan will set the stage for Lehi to provide access to jobs, stimulate the economy, and improve access to services for Lehi residents. The plan will create a walkable and bikeable environment where residents and businesses can thrive while respecting the culture and history of the Ashton vision.

THE SITE

This project is a plan to explore redevelopment opportunities for the parking lots and bus

infrastructure adjacent to the current Lehi FrontRunner station (Figure 1). UTA envisions the Frontrunner station as a family-friendly, walkable, and lively neighborhood and transit-oriented development.

THE CHALLENGE

Lehi is a growing city in a booming region with a demand for housing and an organically occurring technology office sector. Thanksgiving Point provides an opportunity to capture office, housing and retail and provide transit-oriented development along the UTA Frontrunner line but there are concerns about density and impacts to utilities and roadways from new development. How do we balance community values and density concerns with the desire of the city and UTA to create a vibrant, mixed-use place?

THE OPPORTUNITY

UTA, in partnership with Lehi City, has the opportunity to redevelop the 11 acre UTA parcel in Thanksgiving Point. Opportunities for the site include attainable housing, office and retail that responds to local culture and history, bolster transit ridership, and create a walkable, bikeable and vibrant district.

CONTEXT MAP

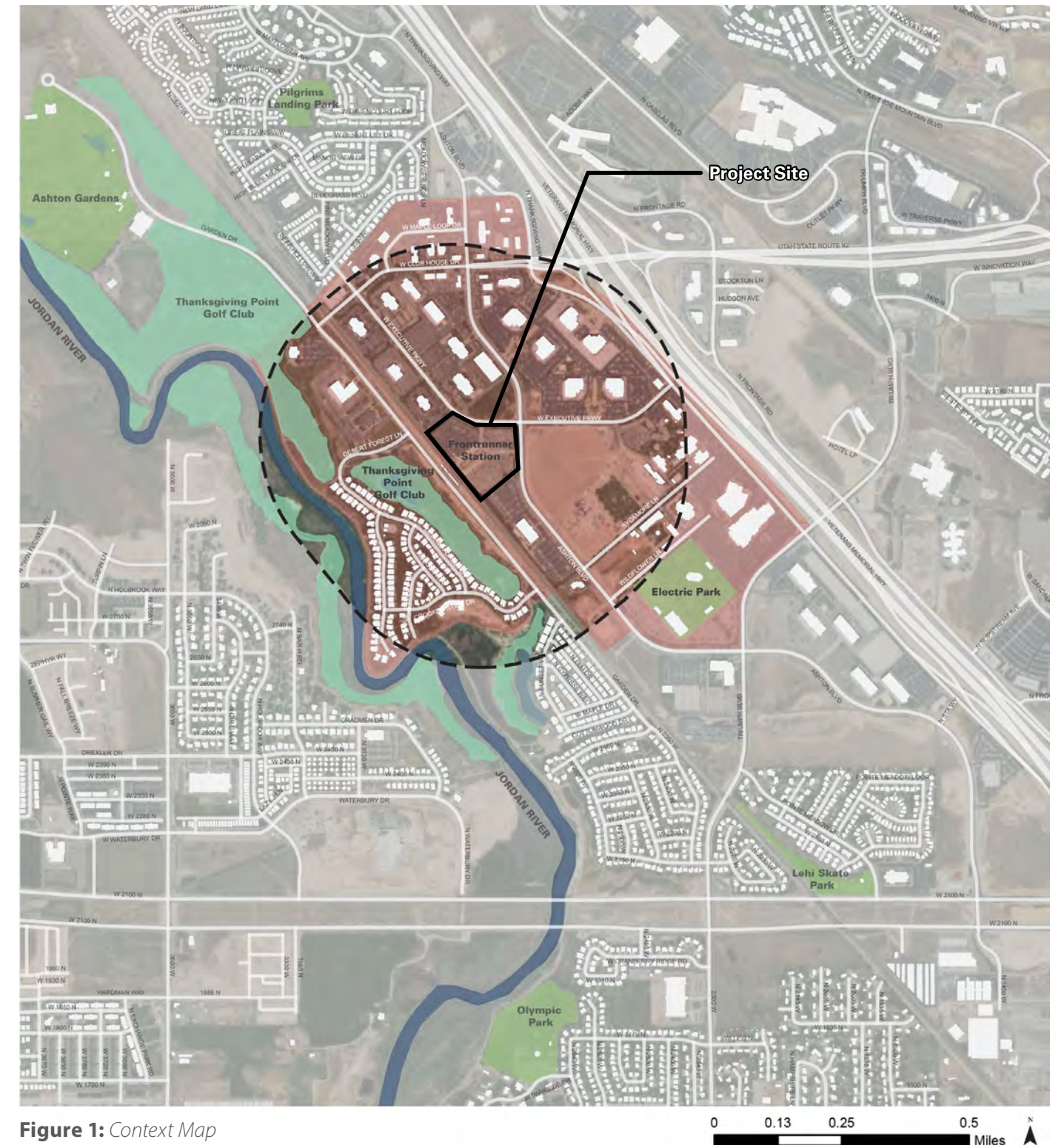


Figure 1: Context Map

Project Process

This station area plan took place in four phases, including:

- 1. Understanding Existing Conditions
- 2. Community Engagement
- 3. Concept Development
- 4. 5 Year Development Plan

The results of this effort are presented in this report. The next phase of work will allow UTA to release an RFP to identify a development partner.

The project began with a kick-off meeting of key stakeholders, Lehi City and UTA, to reach consensus about the goals of the project (Figure 2). The meeting also identified potential challenges and opportunities. All partners in the room acknowledged the transformative opportunity of a transit-oriented development in Lehi and the potential impact on quality of life for current and future Lehi residents. A successful development will support economic health of the region and increase the desperately needed housing supply.

Following the kick-off meeting, the design and planning team went to work researching and analyzing existing conditions, completing a robust

market analysis, as well as meeting with three groups of key stakeholders to understand their needs, concerns and ideas for the area. To inform the public of the project, UTA’s TOD web page hosted information in the form of a StoryMap website.

The existing conditions and market analysis, in combination with understanding future development plans for the area, informed three initial conceptual plans. At a day-long charrette, the team presented the concept plans to obtain feedback from key stakeholders. Revisions were made on-site to incorporate the feedback and work towards a preferred concept (Figure 4). Then financial modeling was completed to ensure the preferred concept is feasible.

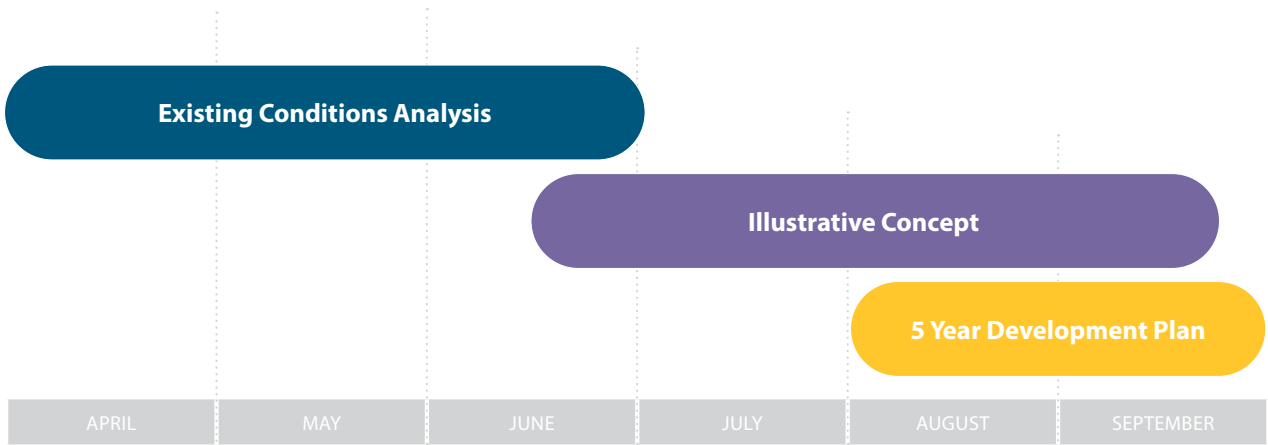


Figure 2: Project Timeline

International best practices for TOD, as well as UTA’s internal TOD policy, were consulted to ensure the proposed development meets the latest standards for exceptional TOD. Three project principles were developed from this process to guide design decisions (Figure 3).



Figure 3: Project Principles

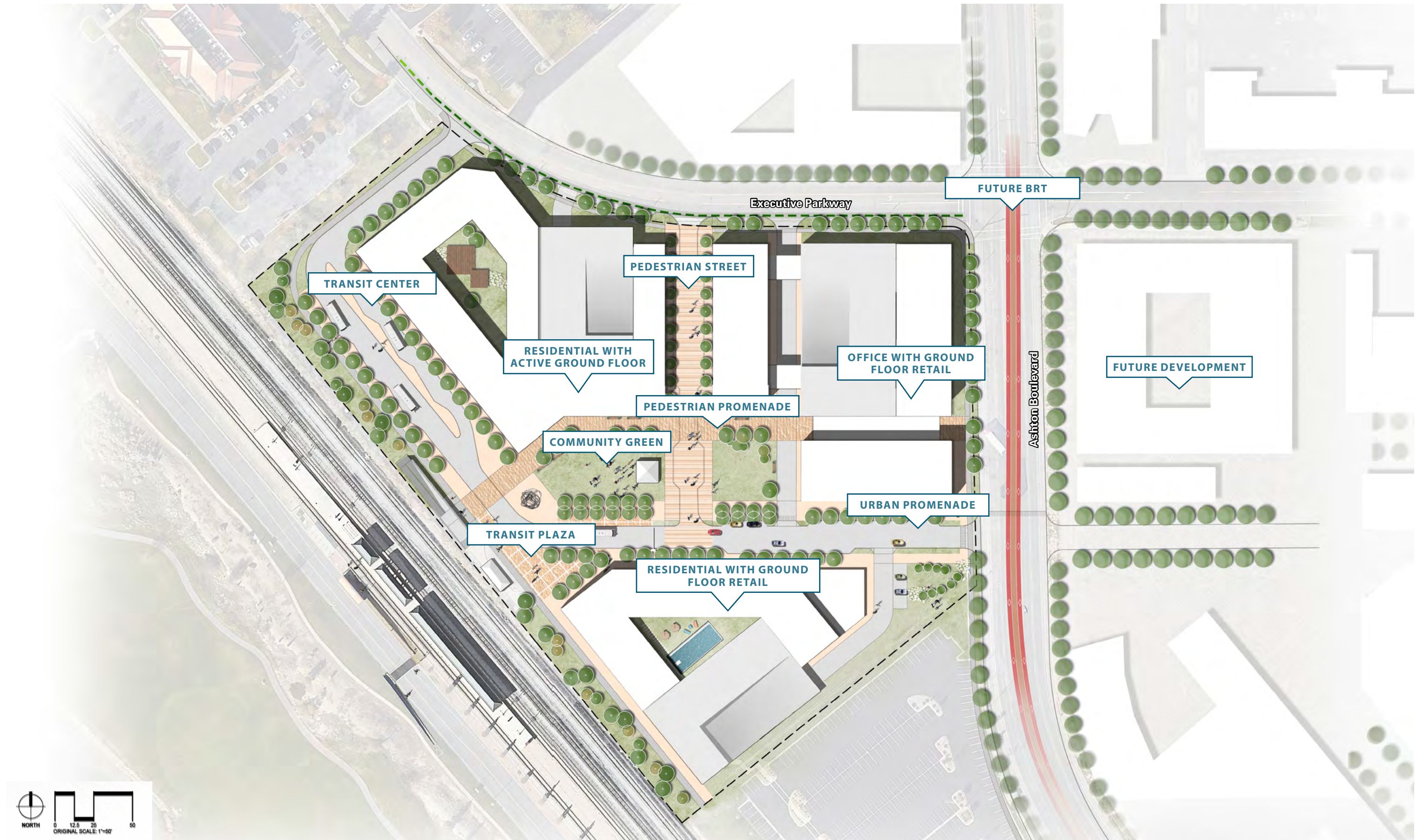


Figure 4: *Illustrative Plan*



Existing Conditions Summary

Existing Conditions

The following chapter outlines the baseline understanding of work done to date, future planning in the station area, and an assessment of future housing and economic conditions to inform the conceptual design of the station area.

PREVIOUS PLAN REVIEW SYNOPSIS

This plan was informed by years of planning documents and processes that have shaped Lehi. The team reviewed documents and plans dating back to 2002 to better understand the context, goals, and vision of Lehi City and how the UTA Station Area Plan can best complement the work done to date.

GENERAL PLAN

The Land Use element of the Lehi City General Plan, updated in 2022, illustrates a community vision for growth and a framework to guide future development decisions. The plan emphasizes the use of “compact development” to “complement existing land uses and promote vibrant growth without sacrificing the area’s open spaces, historic features, and established residential neighborhoods.” Notably, the General Plan lists 2,000 residential units as the maximum density for the station area (Figure 5). The General

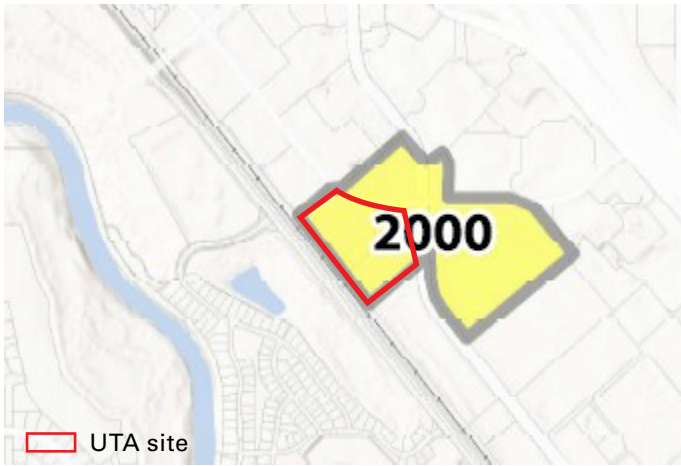


Figure 5: The 2022 General Plan Maximum Densities Map indicates a 2,000 residential unit maximum on the site area

Plan highlights Lehi’s growth—149% between 2000 and 2010—and the need for strategic development to accommodate future growth. Community input indicates strong support for transit-oriented development and encouragement of infill and redevelopment.

The station area is identified as a ‘major area of change’ and an appropriate location for higher density residential and commercial uses to support existing and future transit lines. Quality public space and opportunities for healthy social connections are important to Lehi City and should be incorporated into the station area plan. Alternative transportation is important for increasing connectivity, reducing traffic congestion, and improving air quality.

PARKS PLAN

The station area has two major parks and recreation attractions anchored at the northwest (Ashton Gardens) and west (Thanksgiving Point Golf Club) and one specialty park (Lehi Skate Park) to the southeast, and both fall outside the 1/3 mile radius of the Station Area Plan. Electric Park at Thanksgiving Point, which is not shown in the plan, is an asset in the station area. There is opportunity to provide mini parks for future TOD residents.

The Jordan River Parkway runs southwest of the station area adjacent to the FrontRunner line and is an asset that connects to other existing parks and trails throughout Lehi. The frontage road trail system, which runs parallel to I-15, provides an additional asset to the area. Connection to the trail system through on-road protected bike lanes could improve connectivity.

While the plan recommends discontinuing the development of mini parks, they are likely the most appropriate scale for TOD. Exceptions may be necessary to ensure TOD residents have access. Respondents to the survey indicated a



Figure 6: Thanksgiving Point, a gift from the Ashton family, is a regional attraction and point of pride for Lehi residents

willingness to increase park assessments or taxes to help pay the cost of developing, operating, and maintaining parks. Other funding mechanisms, including, but not limited to, bonds, special assessment areas, and impact fees, are outlined as potential opportunities.

TRANSPORTATION PLAN

The station area is bounded by Executive Parkway to the northwest and Ashton Boulevard to the southeast. Per the Master Transportation Plan approved in May 2015, Executive Parkway is categorized as a 66’-70’ Major Collector with bike lanes (asphalt width 48’). Ashton Boulevard is listed as a 102’ Major Arterial with buffered bike lane. Both roads present physical and psychological barriers from the station area. While not noted in the plan, a more recent major change to the study area is Clubhouse Drive, which is being transferred to state ownership from the city

and will extend west through Thanksgiving Point Golf Course.

ASHTON VISION

Alan and Karen Ashton, successful tech entrepreneurs in the 1990s, built Thanksgiving Point as a token of gratitude to the Lehi community (Figure 6). With five venues over 155 acres, 600 employees, and 700 volunteers, Thanksgiving Point is a cultural and economic engine. The campus abuts the station area and is a beloved regional attraction. Thanksgiving Point is a cultural and economic focal point that holds meaning for Lehi residents who have grown up visiting with their families. The Ashton’s mission to celebrate the joy of learning is a value held close by the community. The concept plan works to complement the Ashton legacy by creating a place where families can safely and easily access the many wonders at Thanksgiving Point on foot

or bike. Public spaces throughout the site create opportunities for people to gather and encourage a sense of belonging and community.

Playscapes, landscaping and hardscaping materials can all add to a strong sense of place and align thematically with the region’s agricultural history.

FUTURE PLANNING

Lehi is planning for immediate and long-term change to accommodate the growing population and burgeoning technology jobs sector. It was important for the planning team to consider the effects of future development on the Lehi-Thanksgiving Point station area plan.

THANKSGIVING STATION AREA PLAN

A large mixed-used development is planned adjacent to the study area, including an estimated 1,600 housing units. The plan, which was approved in early 2022, after two years of public process, calls for the preservation of Electric Park, and Farm Country, an attraction at Thanksgiving Point. The final number of housing units aligns with the City’s General Plan goals and infrastructure capacity.

CHILDREN’S HOSPITAL

Intermountain Healthcare is building a second Primary Children’s Hospital campus in Lehi, just south of the study area. The 38 acre campus is under construction with an anticipated completion date in early 2024. The full-service children’s hospital will serve the high-growth in Utah County and help many families to avoid traveling long distances to access quality pediatric care.

TRANSPORTATION AND TRANSIT

In an effort to combat traffic congestion and air pollution, UTA is studying a bus rapid transit (BRT)

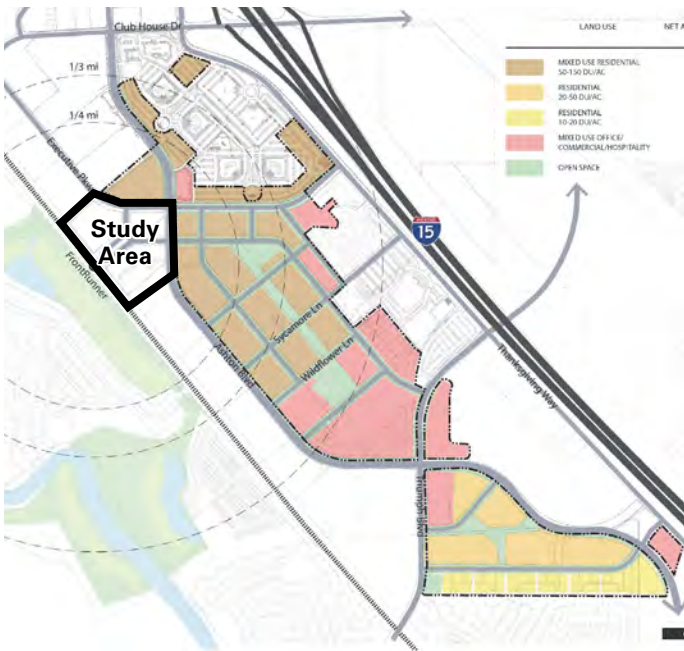


Figure 7: Thanksgiving Station Land Use Plan. Source: Stack Real Estate and Civitas



Figure 8: Intermountain Primary Children’s Hospital site in relation to study area. Source: Intermountain Healthcare



Figure 9: Utah State Capitol. Source: Getty Images

line to connect Draper and Lehi. The route will travel along the east side of I-15 with a stop at the Thanksgiving Point Station.

HTRZ FUNDING

SB 21, the Housing and Transit Reinvestment Zone Act (HTRZ) is intended to help mitigate the housing affordability crisis along the Wasatch Front by creating a new development tool to facilitate mixed-use, multi-family and affordable housing development within a 1/3 mile radius of FrontRunner stations, up to 125 acres. It enables a portion of incremental tax revenue growth to be captured over time (25 consecutive years) to support costs of development. It requires that housing development be mixed-use, average 50 housing units/acre, and include at least 10% affordable housing (<= 80% AMI). This landmark legislation has the potential to create density and affordability currently lacking in Lehi. It presents the opportunity for Lehi to be on the forefront of state and national planning policy and design. As Lehi grows as a technology hub, the need for attainable housing, public transportation, and walkable neighborhoods will continue to grow.

HTRZ funds can be used within or for the direct benefit of the zone and include:

- Income-targeted housing costs
- Structured parking within the HTRZ
- Enhanced development costs

- Horizontal and vertical constriction costs
- Pay costs of bonds issued by municipality
- Costs of municipality to administer HTRZ

HTRZ applications include a gap analysis and formation of a committee. If the HTRZ is approved, then tax increment is captured pursuant to the proposal (participation from local taxing entities is required), funds are administered by an agency created by the municipality where the HTRZ is located, up to 80% of incremental local property tax revenue growth from cities, counties, school districts, etc., is to be captured over a period of time (maximum 25 consecutive years) as needed to support costs of developing the area, and 15% of incremental state sales tax revenue growth in the HTRZ is transferred to the state TIFF.

If the City wants to pursue HTRZ funding, it is important to understand the criteria that need to be met, especially regarding density and affordability Those criteria include:

- 1/3 mile radius of station, max. 125 acres
- 50 units/acre (average)
- Mixed-use
- 51% residential (minimum)
- At least 10% affordable (<= 80% AMI)

To meet affordability requirements listed above, part of plan recommendations include what is feasible, including unit pricing and bedroom composition and recommendations for funding mechanisms, such as low-income housing tax credits (LIHTC), HTRZ, and other state and federal programs.

ECONOMIC CONDITIONS

INTRODUCTION

This section provides a baseline assessment of demographic, economic, and real estate market conditions of the Lehi Station Area Plan project area (consisting of a 1/3 mile buffer around the FrontRunner Station in Thanksgiving Point), the City of Lehi, Utah County, and the State of Utah. In addition to providing a baseline assessment of current conditions, the need and availability of moderate-income housing as defined by State of Utah, as well as identifying development opportunities for future office, retail, and housing within the UTA Station Area site.

Data has been sourced from multiple resources based for this analysis, including ESRI, CoStar, and the U.S. Census.

DEMOGRAPHICS

POPULATION & GROWTH PROJECTIONS

Figure 10 illustrates population and population growth projections for the Thanksgiving Point area, Lehi, Utah County, and the State of Utah. According to data retrieved from ESRI, Thanksgiving Point’s 2021 population was 762. Between 2010 and 2021 the area experienced substantial growth, increasing from 266 residents to 762 residents. This annual growth rate of 16.95% is drastically higher when compared to the city (6.45%), county (3.25%) and state (2%). Growth is expected to increase slightly over the next four years at 5.56% annually, reaching a population of 974 by 2026. While all levels will also experience an increase in population, Thanksgiving Point, with 2,000 planned units, will sustain the highest annual growth rate when compared to the city, county and state.

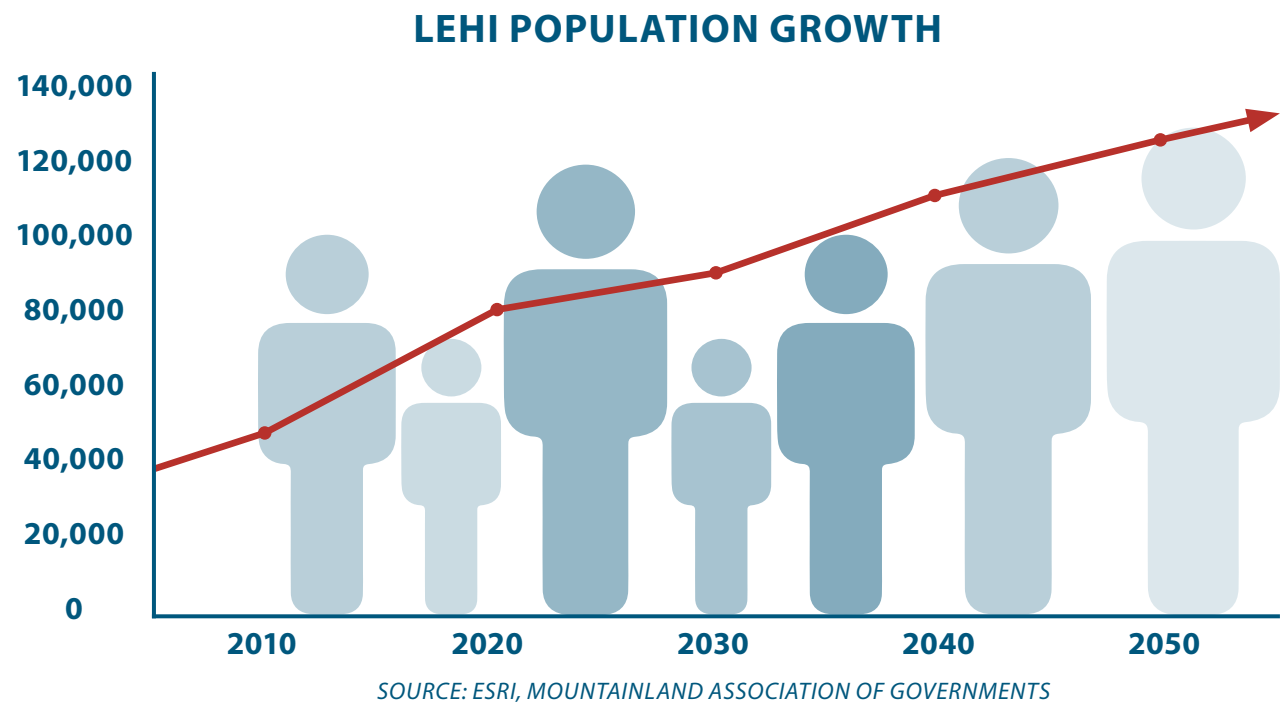


Figure 10: Lehi Population Growth

HOUSEHOLD & GROWTH PROJECTIONS

Between 2010 and 2021 the number of households within the Thanksgiving Point area increased by 16.34%, growing from 84 to 235 households. Similar to population growth, Thanksgiving Point has the highest annual growth rate when compared to the city, county, and state. Household growth within Thanksgiving Point is forecasted to grow at a rate of 6.21% annually over the next five years outpacing household growth projections for the city (3.19%), county (2.45%) and state (1.75%). Family households account for 89.36% of all households in Thanksgiving Point, with an average family size of 3.24 persons.

AGE

In the Thanksgiving Point area, the median age is 25, which is slightly younger than the city (26.5) and significantly younger than both the county (26.4) and state (31.1). The largest age group in Thanksgiving Point is 35–44 year-old, comprising 19.0% of the population. Based on this analysis, the composition of age demographics in the Thanksgiving Point are most likely residents with multiple young children.

INCOME

Thanksgiving Point’s 2021 median household income was \$100,746. While it is slightly lower

Table 1: Household Historic and Future Growth. Source: ESRI

COMMUNITY	2010 POPULATION	2021 POPULATION	2010-2021 ANNUAL GROWTH RATE %	2030 PROJECTED POPULATION	2040 PROJECTED POPULATION	2050 PROJECTED POPULATION
Thanksgiving Point	266	762	16.95%	N/A	N/A	N/A
City of Lehi	47,314	80,895	6.45%	88,555	110,747	124,436
Utah County	516,564	701,939	3.26%	861,852	1,080,082	1,297,515
Utah State	2,763,885	3,370,531	2.00%	4,570,433	5,257,239	5,965,658

Table 2: Median Age and Age Distribution. Source: ESRI

COMMUNITY	2010 HOUSEHOLDS	2021 HOUSEHOLDS	2021 TOTAL FAMILY HOUSEHOLDS	2010-2021 ANNUAL GROWTH RATE %	2026 HOUSEHOLDS	2021-2026 ANNUAL GROWTH RATE %	2021 AVERAGE HOUSEHOLD SIZE
Thanksgiving Point	84	235	89.36%	16.34%	308	6.21%	3.24
City of Lehi	12,376	20,827	88.04%	6.21%	24,147	3.19%	3.88
Utah County	140,602	190,623	80.48%	3.23%	213,998	2.45%	3.6
Utah State	877,692	1,066,175	74.40%	1.95%	1,159,519	1.75%	3.11

than the city (\$103,762), it is significantly higher than the county (\$80,547) and state (\$76,052). At all levels, the median household income will continue to increase, growing by 1.82% annually for Thanksgiving Point. By 2026, Thanksgiving Point’s median household income will be \$109,891, remaining significantly higher than the county and state. Income distribution of the population is skewed towards upper-class income households, with 51% of the population making over \$100,000 per year.

RACE & ETHNICITY

The ethnicity of Thanksgiving Point is predominantly white at 85.3%. The Hispanic population is the second largest ethnicity in Thanksgiving Point composing 11.9% of the population. When compared to the city, state and county, Thanksgiving Point has the highest percentage of Asian ethnicity at 3.7%. Other races/ethnicities make up for a small percentage of the population with Black and American Indian accounting for 0.7% and 0.3% respectively. 4.5% of the population reported as “some other race alone” and 4.2% reported as “two or more races.”

Table 3: Median Household Income and Income Distribution (% of Households). Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Median Household Income	\$100,746	\$103,762	\$80,547	\$76,052
2026 Median Household Income	\$109,891	\$113,233	\$91,671	\$83,933
2021-2026 Median Household Income: Annual Growth Rate	1.82%	1.83%	2.76%	2.07%
2021 Household Income less than \$15,000 (%)	1.3%	2.0%	4.8%	5.1%
2021 Household Income \$15,000-\$24,999 (%)	0.9%	3.2%	6.2%	4.8%
2021 Household Income \$25,000-\$34,999 (%)	2.6%	3.4%	7.2%	6.0%
2021 Household Income \$35,000-\$49,999 (%)	11.5%	6.8%	10.3%	9.1%
2021 Household Income \$50,000-\$74,999 (%)	16.2%	14.7%	17.4%	18.0%
2021 Household Income \$75,000-\$99,999 (%)	17.0%	16.4%	14.7%	16.2%
2021 Household Income \$100,000-\$149,999 (%)	30.6%	28.3%	21.2%	22.1%
2021 Household Income \$150,000-\$199,999 (%)	8.5%	15.2%	10.2%	10.2%
2021 Household Income \$200,000 or greater (%)	11.9%	10.1%	8.0%	8.5%

Table 4: Race and Ethnicity. Source: ESRI

2021 ETHNICITY	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
White Population	85.3%	88.1%	84.7%	83.4%
2021 Hispanic Population	11.9%	9.3%	14.6%	14.8%
Other Race Population	4.5%	2.8%	6.3%	6.9%
Population of Two or More Races	4.2%	4.0%	4.1%	3.5%
Asian Population	3.7%	2.6%	2.2%	2.7%
Pacific Islander Population	1.4%	1.2%	1.0%	1.0%
Black/African American Population	0.7%	0.7%	0.9%	1.4%
American Indian/Alaska Native Population	0.3%	0.7%	0.8%	1.2%

ECONOMIC

EMPLOYMENT

Thanksgiving Point’s daytime population increases over 400% from 762 to 3,122 during working hours. This pattern is opposite when compared to the county and state, which have daytime populations lower than overall population. The increase in the project area and Lehi’s population indicates the area is a net attractor for employees who live outside of the area. The project area’s daytime population is comprised of 85% workers and 15% residents. There are 161 total businesses in the project area around Thanksgiving Point, employing 2,642 total employees. At the city, county and state level, the number of employees are less than 50% of their daytime population. Thanksgiving Point has a 0.7% unemployment rate, which is the lowest amongst the city, county, and state.



Figure 11: Lehi is part of the “Silicon Slopes” a technology company boom along the Wasatch Front. Source: KSL

THANKSGIVING POINT DAILY POPULATION INCREASE

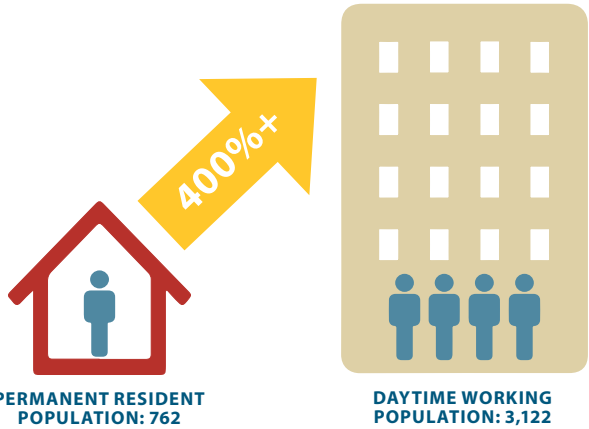


Figure 12: Thanksgiving Point Daily Population Increase. Source: ESRI

Table 5: Employment Trends. Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Total Population	762	80,895	701,939	3,370,531
2021 Total Daytime Population	3,122	85,236	691,002	3,363,894
2021 Daytime Population: Workers	2,642	36,992	293,227	1,607,142
2021 Daytime Population: Residents	480	48,244	397,775	1,756,752
2021 Civilian Population Age 16+ in Labor Force	426	49,736	487,890	2,453,017
2021 Employed Civilian Population Age 16+	285	32,738	305,283	1,610,965
2021 Unemployment Rate	0.7%	1.7%	3.2%	3.3%

BUSINESS

Thanksgiving Point’s location within the Silicon Slopes and high concentration of technology companies can explain why the largest sector of employment (19.3%) is within Professional, Scientific and Technology Services, which is higher than the city, county and state. The second and third highest percentage of workers within Thanksgiving Point are in the Accommodation & Food Services (11.2%) and Unclassified Establishments (11.8%). To follow its lead on the tech industry, Thanksgiving Point has higher percentages of workers in the Information Businesses as well as the Finance & Insurance Business areas compared to the other segments. Thanksgiving Point has a significantly lower percentage of workers in the Retail Trade Business when compared to the city, county and state.

Table 6: Lehi Business Profile. Source: ESRI

	PROJECT AREA	CITY OF LEHI	UTAH COUNTY	UTAH STATE
2021 Total Businesses	161	1,518	14,564	89,912
2021 Agriculture, Forestry, Fishing & Hunting Businesses (%)	0.6%	0.3%	0.4%	0.4%
2021 Mining Businesses (%)	0.0%	0.0%	0.1%	0.2%
2021 Utilities Businesses (%)	0.0%	0.2%	0.2%	0.2%
2021 Construction Businesses (%)	3.1%	8.0%	6.9%	6.9%
2021 Manufacturing Businesses (%)	1.2%	2.6%	3.8%	3.8%
2021 Wholesale Trade Businesses (%)	3.7%	2.8%	2.9%	3.3%
2021 Retail Trade Businesses (%)	7.5%	14.0%	14.6%	14.5%
2021 Transportation & Warehousing Businesses (%)	0.0%	1.1%	1.3%	1.8%
2021 Information Businesses (%)	9.9%	3.9%	3.4%	2.5%
2021 Finance & Insurance Businesses (%)	9.9%	5.8%	5.3%	5.6%
2021 Real Estate, Rental & Leasing Businesses (%)	5.6%	3.5%	4.3%	5.2%
2021 Professional, Scientific & Tech Services (%)	19.3%	12.8%	9.7%	8.9%
2021 Management of Companies & Enterprises (%)	0.0%	0.2%	0.2%	0.2%
2021 Admin & Support & Waste Mgmt & Remediation (%)	1.9%	3.2%	3.5%	3.3%
2021 Educational Services (%)	2.5%	3.1%	3.4%	3.1%
2021 Health Care & Social Assistance (%)	5.0%	10.1%	11.7%	10.3%
2021 Arts, Entertainment & Recreation (%)	2.5%	2.3%	1.9%	2.0%
2021 Accommodation & Food Services (%)	11.2%	8.6%	6.7%	7.5%
2021 Other Services (%)	5.0%	8.7%	9.1%	10.5%
2021 Public Administration (%)	0.0%	0.9%	2.8%	3.6%
2021 Unclassified Establishments (%)	11.8%	8.0%	7.9%	6.4%

HOUSING

MODERATE INCOME HOUSING

Moderate income households are considered by the State of Utah to be those making less than 80% of the area median income (AMI). AMI is determined by the county in which the city is located. Other targeted income groups are defined as those making less than 50% and 30% of AMI. According to U.S. Department of Housing and Urban Development (HUD), the affordable monthly housing payment for either mortgage or rent should be no more than 30% of gross monthly income (GMI) and should include utilities and housing costs such as mortgage, property taxes, and hazard insurance. To calculate affordability in relation to household size, HUD estimates median family income (MFI) annually

for each metropolitan area and non-metropolitan county.

It is not clearly stated in Utah Code whether those of moderate income must be able to purchase a home, so the allowance is applied to both rental rates and mortgages. Affordable housing is considered to be any housing options that accommodate the targeted income groups and meet the payment requirements.

AREA MEDIAN INCOME

The area median income (AMI) is the midpoint of a region’s income distribution - half of the households in the region earn more and half earn less. AMI is important because each year HUD calculates the median income for every metropolitan region in the country and this statistic is used to determine whether families are eligible for certain affordable housing programs.

HUD focuses on the entire region, not just the city, because families searching for housing are likely to look beyond the city itself to find a place to live. AMI is typically distinguished between three types of households. Households earning less than 80% of the AMI are considered low-income households by HUD. Very low-income households earn less than 50% of the AMI and extremely low-income

households earn less than 30% of the AMI. The City of Lehi falls within the Provo-Orem MSA, as defined by HUD. The AMI, for Lehi is \$96,700 per year. While these numbers are often used to determine eligibility for certain government sponsored housing assistance programs, they can also be used to calculate a household’s projected expenditures on rent and/or mortgage payments.

HUD AREA MEDIAN INCOME LIMITS

Table 7 illustrates the approximate distribution of households in Lehi by AMI threshold. Because AMI thresholds established by HUD do not exactly match the distribution of households by income bracket as recorded by the U.S. Census Bureau, the estimated number of households within each income level are matched as closely as possible with their corresponding income bracket. However, because it is not an exact match by census income bracket the number of households within each AMI threshold should be considered an approximation.

The distribution of households within Table 7 is well above the Provo-Orem MSA’s area median income, with approximately 53.6% of households falling above the 100% AMI threshold. This has implications for housing within Lehi and can be

Table 7: Distribution of Households by AMI. Source: ESRI, HUD

INCOME LEVEL	INCOME CLASSIFICATION	AMI THRESHOLD FOR A FAMILY OF FOUR	ESTIMATED HOUSEHOLDS	PERCENTAGE
<30% AMI	Extremely Low Income	\$28,100	1,083	5.2%
>30% to <50% AMI	Low Income	\$28,100 - \$46,800	2,124	10.2%
>50% to < 80% AMI	Moderate Income	\$46,800 - \$74,900	3,062	14.7%
>80% to <100% AMI	N/A	\$74,000 - \$96,000	3,416	16.4%
>100% to <120%AMI	N/A	\$96,000 - \$115,200	2,358	11.3%
>120% AMI	N/A	>\$115,200	8,806	42.3%

interpreted to mean that housing within Lehi is being built and priced to meet the needs and budgets of high earning households, with lower income households likely not seeing the same level of production. The distribution of households above AMI can also be interpreted to mean that Lehi is likely not attracting lower AMI households, potentially because of lack of suitable housing or lack of suitable employment.

AFFORDABILITY MONTHLY ALLOWANCE FOR RENTAL AND FOR-SALE PRODUCTS

Using HUD ’s defined AMI for the Provo-Orem MSA, we can calculate an affordable monthly allowance for households making 30% to 120% of the AMI. This monthly allowance can be used to gauge affordable monthly rent and mortgage payment levels for households at different income levels. For example, a family of four living in the

Provo-Orem MSA at the median income could afford \$2,340 per month for housing (Table 8).

To translate these affordability levels into home values, we assume mortgage rates of 4%, 5% and 6%, with a 30 year term, current property tax rates, insurance costs, a 10% down payment, and a monthly utility expenditure of \$275 per month. Table 9 lists the range of home prices that are attainable at varying AMI thresholds and mortgage rates. For example, a family of four living in the Provo-Orem MSA at the median income would need an average income of \$93,600 to afford a home.

To calculate affordability levels into price appropriate rental rates, it was assumed that households would pay rental costs no larger than 30% of their monthly income and that rent would be paid on a monthly basis. Table 10

Table 8: Monthly Housing Allowance by Household Size. Source: HUD

INCOME CATEGORY	PERSONS IN HOUSEHOLD							
	1	2	3	4	5	6	7	8
Extremely Low Income (30%)	\$492	\$562	\$632	\$702	\$758	\$815	\$871	\$927
Very Low Income (50%)	\$820	\$936	\$1,054	\$1,170	\$1,264	\$1,358	\$1,451	\$1,545
Low Income (80%)	\$1,312	\$1,498	\$1,686	\$1,872	\$2,022	\$2,172	\$2,322	\$2,472
Median Family Income (100%)	\$1,640	\$1,873	\$2,108	\$2,340	\$2,528	\$2,715	\$2,903	\$3,090
Above Median Income (120%)	\$1,968	\$2,247	\$2,529	\$2,808	\$3,033	\$3,258	\$3,483	\$3,708

Table 9: Home Affordability by AMI Threshold

HOUSEHOLD INCOME RANGE			HOME PRICE RANGE FOR A FAMILY OF FOUR					
			4% MORTGAGE		5% MORTGAGE		6% MORTGAGE	
	LOW	HIGH	LOW	HIGH	LOW	HIGH	LOW	HIGH
<30% AMI	\$-	\$28,080	\$-	\$69,459	\$-	\$61,773	\$-	\$55,309
30% to 50% AMI	\$28,080	\$46,800	\$69,459	\$158,785	\$61,773	\$141,214	\$55,309	\$126,439
50% to 80% AMI	\$46,800	\$74,880	\$158,785	\$301,728	\$141,214	\$268,338	\$126,439	\$240,262
80% to 100% AMI	\$74,880	\$93,600	\$301,728	\$390,149	\$268,338	\$346,974	\$240,262	\$310,671
100% to 120% AMI	\$93,600	\$112,320	\$390,149	\$478,570	\$346,974	\$425,610	\$310,671	\$381,080

Table 10: Supportable Monthly Rent by AMI Threshold

HOUSEHOLD INCOME RANGE	RENTAL PRICE RANGE			
	LOW	HIGH	LOW	HIGH
<30% of AMI	\$-	\$28,080	\$-	\$702
30% to 50% of AMI	\$28,080	\$46,800	\$702	\$1,170
50% to 80% of AMI	\$46,800	\$74,880	\$1,170	\$1,872
80% to 100% of AMI	\$74,880	\$93,600	\$1,872	\$2,340
100% to 120% of AMI	\$93,600	\$112,320	\$2,340	\$2,808

illustrates rental price ranges that are attainable to households at the varying AMI thresholds.

HOUSING STOCK EXISTING CONDITIONS

Single vs. Multi-family Housing

Based on the 2021 ESRI data, Lehi has a total of 21,603 housing units. Table 11 breaks down these units into three categories: single-family units, multi-family units and mobile homes. Nearly all (88%) of Lehi’s housing stock is classified as single-family homes, 10% is classified as multi-family housing, and 1% is classified as mobile homes.

Single family homes are defined by the U.S. census bureau as “fully detached, semi-detached, semi-attached, side-by-side, row houses, and townhouses.” For the purpose of this analysis, town homes are considered a type of single-family home. At 88%, or approximately 19,000 units, nearly all of Lehi’s housing stock is comprised of single-family homes. This is significantly higher than the county and state, in which single-family homes comprise 75% of all housing.

Multi-family homes are defined by the U.S. census bureau as “residential buildings containing units built one on top of another and those built side-by-side which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.)” At 10%, or 2,182 units, Lehi has significantly fewer multifamily units in proportion to total housing

Table 11: Housing by Type. Source: ESRI

HOUSING TYPE	CITY OF LEHI	UTAH COUNTY	UTAH STATE
Total Single-family	88%	75%	75%
Detached	79%	66%	68%
Attached	9%	9%	6%
Multi-family Units	10%	22%	18%
Mobile Homes	1%	1%	3%

than both the county and state. The high low proportion and demand for multi-family units is likely due in part to Lehi’s higher proportion of high earning residents who desire single family homes over multi-family units.

TOTAL OCCUPIED UNITS AND HOUSING TENURE

Out of Lehi’s 21,603 housing units, 96%, or 20,827 units, are occupied. This is consistent with the county’s occupancy rate of 96% but higher than the state’s occupancy rate of 90%. Lehi’s high occupancy rate can be interpreted to mean that housing units are being absorbed by the market as they become vacant or are built.

Lehi has a drastically higher proportion of owner-occupied units than both the county and state (Table 12). Based on 2021 ESRI data, 81%% of Lehi’s housing units are owner occupied, significantly higher than owner occupied units within the county (69%), and at the state level (64%). Inversely, Lehi has a lower renter population than

both the county and the state, likely due to the limited number of multi-family units within the city. As of 2021, 16% of Lehi’s housing units are renter occupied, lower than renter occupied units within the county (27%) and at the state level (26%).

HOUSING UNITS BY NUMBER OF BEDROOMS

The number of available bedrooms within an area’s housing stock is important to accommodate living situations such as multi-generational households and larger families. At 87% (Figure 13), Lehi has more three-, four- and five plus-bedroom units than both the county (77%) and state (72%) (Table 13). Lehi’s high number of three plus bedroom dwelling units is likely a result of the city’s high concentration of single-family homes and large family size. While large dwelling units are common in Lehi, one- and two-bedroom

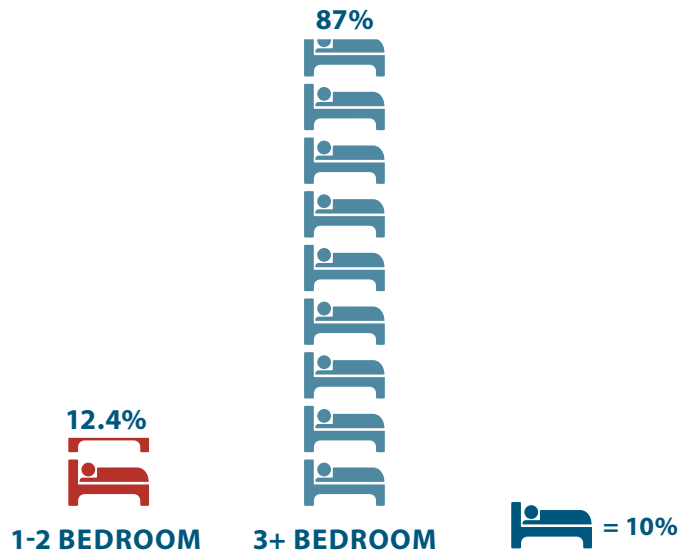


Figure 13: Lehi Available Housing Supply Type. Source: American Community Survey.

units are limited, with only 12.4% of housing units having one and two bedrooms. With too few

Table 12: Ownership Status. Source: ESRI

HOUSING TENURE	CITY OF LEHI	UTAH COUNTY	UTAH STATE
Total Housing Units	21,603	199,203	1,181,535
Owner Occupied	81%	69%	64%
Renter Occupied	16%	27%	26%
Vacant Housing	4%	4%	10%
Average household size of owner-occupied unit	3.96	3.78	3.26
Average household size of renter-occupied unit	3.40	3.09	2.80

Table 13: Number of Bedrooms by Structure. Source: American Community Survey Five-year Estimates

NUMBER OF BEDROOMS	CITY OF LEHI	UTAH COUNTY	UTAH STATE
0 Bedrooms	0.2%	1.4%	1.9%
1 Bedroom	2.0%	4.7%	7.1%
2 Bedrooms	10.4%	16.8%	19.4%
3 Bedrooms	30.3%	27.9%	29.3%
4 Bedrooms	26.1%	21.5%	22.1%
5 or More Bedrooms	30.9%	27.6%	20.2%

one-and-two-bedroom units available, smaller households may be forced to look elsewhere to find size appropriate housing options.

ESTIMATE OF EXISTING HOUSING SUPPLY

In 2017 Lehi City completed their Moderate-Income Housing Assessment, a component of the City’s General Plan. The Assessment was completed using a model created the Utah Workforce Housing Initiative (UWHI) that quantified the city’s existing and anticipated supply of moderate-income housing. According to the UWHI model, as of 2017 Lehi had a total “deficit of 43 units for households at the Metropolitan Statistical Area Median Income (MSAMI), a deficit of 272 units for households making 80% of the MSAMI, a deficit of 535 units available to those making 60% of the MSAMI, a deficit of 1,427 for those making 50% of the MSAMI, and a deficit of 2,015 units for those making 30% of the MSAMI.” Figure 14 depicts the gap between Lehi households at HUD defined income limits and available dwelling units for sale and for rent at comparable rental rates and prices.

ANTICIPATED NEED FOR MODERATE INCOME HOUSING

According to the City of Lehi’s 2017 Moderate Income Housing Report “the majority of the need for moderate income housing within Lehi will be to serve the City’s own growth as well as provide housing for commuters working in Salt Lake County and the Provo/Orem MSA.” The report established that the “City’s goal should be to provide adequate housing for existing and incoming residents and more particularly their children as they grow up and move out of their parents’ home.”

Using the UWHI Model, the city predicted that population growth through 2022 will create a demand for 499 additional units to be available to moderate-income families at the 80% AMI level.

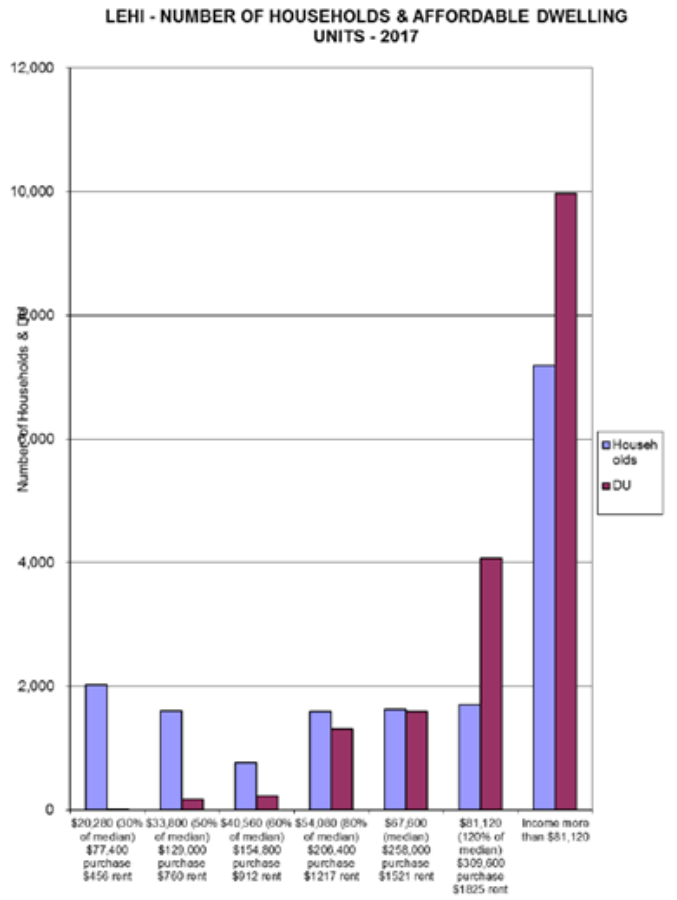


Figure 14: Number of Affordable Households & Dwelling Units. Source: Lehi 2017 Moderate Income Housing Report

The model also predicted that “the demand for additional units at the 60% MSAMI level will be 668 units, the demand at the 50% MSAMI level will be 1,709 additional units, and 2,372 additional units will be needed for those making 30% of the MSAMI.” Table 14 (next page) illustrates the housing supply and deficit for homes at varying HUD defined AMI levels for 2017, 2022, and 2027.

REAL ESTATE TRENDS & FORECASTS

RETAIL

INVENTORY & VACANCY

Lehi has approximately 188 buildings and 2.8 million square feet of existing retail inventory. Occupancy within the market is extremely high,

Table 14: Housing Surplus and Deficit by AMI level. Source: Lehi 2017 Moderate Income Housing Report

AFFORDABLE HOUSING SUPPLY & AFFORDABILITY GAP BY HUD		AFFORDABLE SHELTER COST			2017 TOTAL HOUSE- HOLDS	2017 TOTAL DWELLING UNITS	AFFORDABLE HOUSING SUPPLY		
		SINGLE FAMILY OWN	MULTI- FAMILY OWN	RENT			2017	2022	2027
30% AMI	Up to \$20,280	\$73,800	\$69,300	\$456	2,022	7	(2,015)	(2,372)	(2,770)
50% AMI	\$20,280 - \$33,800	\$123,000	\$115,500	\$761	1,599	172	(1,417)	(1,709)	(2,023)
60% AMI	\$33,800 - \$40,560	\$147,600	\$138,600	\$913	758	223	(535)	(668)	(817)
80% AMI	\$40,560 - \$54,080	\$196,800	\$184,800	\$1,217	1,588	1,316	(272)	(499)	(754)
AMI	\$54,080 - \$67,600 (AMI)	\$246,000	\$231,000	\$1,521	1,629	1,586	(43)	126	393
120% AMI	(AMI) \$67,600 - \$81,120	\$295,000	\$277,200	\$1,825	1,704	4,069	2,365	3,050	3,996
>120% AMI	>\$81,120				7,189	9,964	2,775	3,699	4,971
Total					16,489	16,170	848	1,627	2,966

with 99.6% of all available retail space currently occupied. The majority of Lehi’s retail space is concentrated along East Urban promenade, State Street, and State Route 92. The majority of retail development within Lehi is Neighborhood Center style development (e.g., mid-scale strip malls), General Retail development (e.g., standalone strip centers or pad site retail space), and Community Centers development (e.g., big box retailers and

supermarkets). Figure 15 illustrates the distribution of retail throughout Lehi.

Vacancy rates within the Lehi market have historically ranged between 0.13% and 3.79%, indicating a strong retail market that is capable of absorbing new retail space as it is made available or introduced into the market. Vacancy rates have trended downward over the past year,

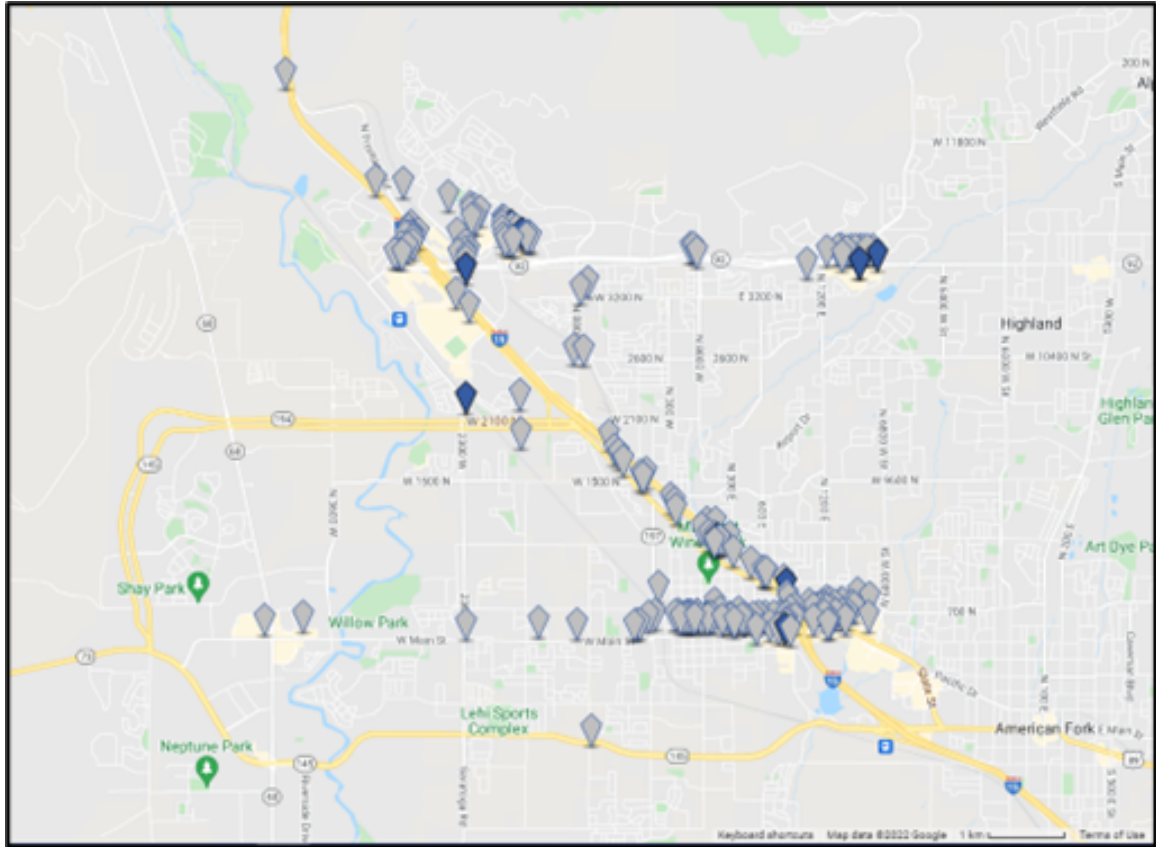


Figure 15: Lehi Retail Locations. Source: CoStar.

dropping from 1.1% in 2021 to the current rate of 0.42%. Vacancy rates are projected to continue to remain low over the next five-year period, ranging between 0.5% and 1.4% between 2022 and 2026. Figure 16 illustrates historic and predicted future vacancy trends in Lehi. Given historic and projected vacancy trends, it is predicted that vacancy within the Lehi Market will continue to remain low, even as more retail products are introduced into the market.

RENTAL RATES AND PRICING

Current market rent per square foot in Lehi is \$24.97. Rental rates within Lehi have been climbing steadily for the past ten years, rising from \$20.02 in 2012 to their current high of \$24.97, and are forecasted to continue rising, growing to \$27.87 by 2026.

Asking rent, or the rent paid after concessions are applied to rental rates, has fluctuated in Lehi over the past 10 years, dropping to a low of \$11.31 in 2012. Current asking rent is greater than market rent, a positive within the market that can be interpreted to mean that there is sufficient demand within the market to both lease space without offering incentives or lease to competing tenants who are offering rental rates greater than market rate. Figure 17 illustrates historic and projected market and asking rent in Lehi.

NEW DELIVERIES & ABSORPTION

Lehi has experienced a significant amount of new retail development, with 1.07 million square feet of new retail space delivered since 2012. Retail deliveries have since slowed, with only 19,000 square feet of new retail delivered in 2020 and 2021 (Figure 18). Currently, there are 10 proposed and under construction retail projects in Lehi totaling 198,800 square feet, none of which are adjacent to or nearby the UTA station.



Figure 16: Lehi Retail Vacancy Trends. Source: CoStar

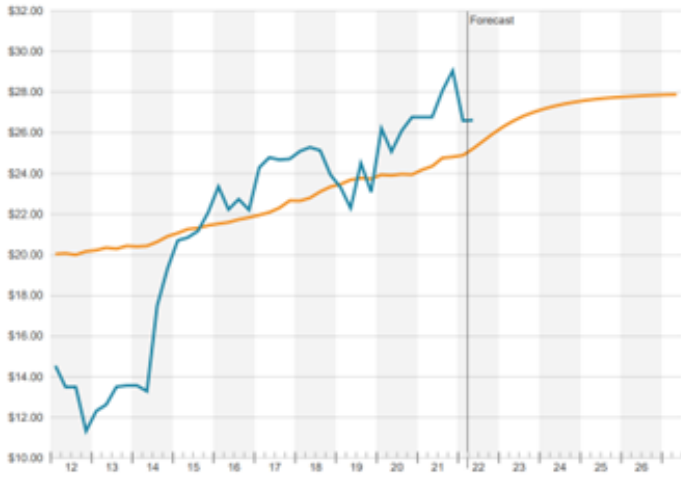


Figure 17: Lehi Historic and Projected Rent. Source: CoStar

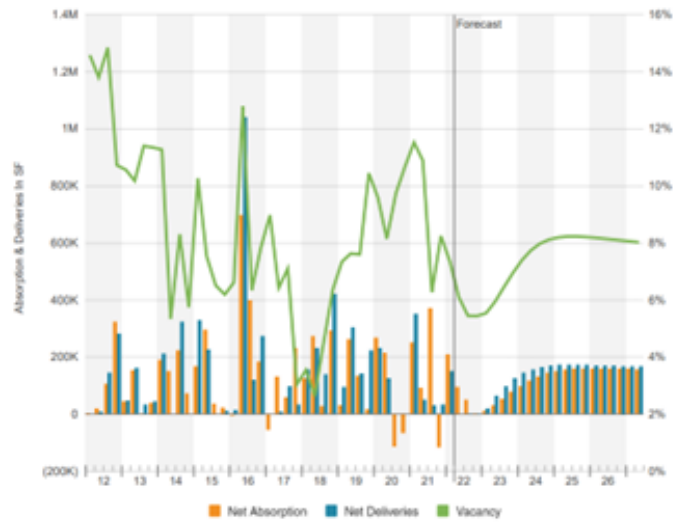


Figure 18: Lehi Absorption, Deliveries, and Vacancy Trends. Source: CoStar

Absorption within the Lehi market is strong, with approximately 25,000 square feet of retail space leased between May 2021 and May 2022. Historic trends indicated that as existing or new retail space is introduced, the market is quick to absorb it, with a 50% chance that space will be leased future vacancy trends in Lehi. Given historic and projected vacancy trends, it is predicted that vacancy within the Lehi Market will continue to remain low, even as more retail products are introduced into the market.

MULTI-FAMILY RENTALS

INVENTORY & VACANCY TRENDS

Lehi has 9 multi-family rental apartment developments (with 10 or more units) with 1,563 total dwelling units. A portion of multi-family inventory in Lehi is available for both senior and low-income tenants, with one apartment development (192 units) currently designated affordable, and one apartment development (62 units) designated for senior housing. Most multi-family housing in Lehi is newer, with eight developments and 86% of all units built within the last 10 years.

Occupancy rates within the Lehi multi-family market have historically ranged between 84.23% and 97.48%, with a current occupancy rate of 97.32%. While occupancy rates have remained mostly stable, there have been periods of reduced occupancy over the past ten years, typically inducted by the delivery of a large number of units into to the market during a short time frame. Figure 19 illustrates historic and current occupancy trends for rental multi-family units in Lehi. Given historic and projected vacancy trends, it is predicted that occupancy within the Lehi market will remain above 90%, even as more multi-family products are introduced.

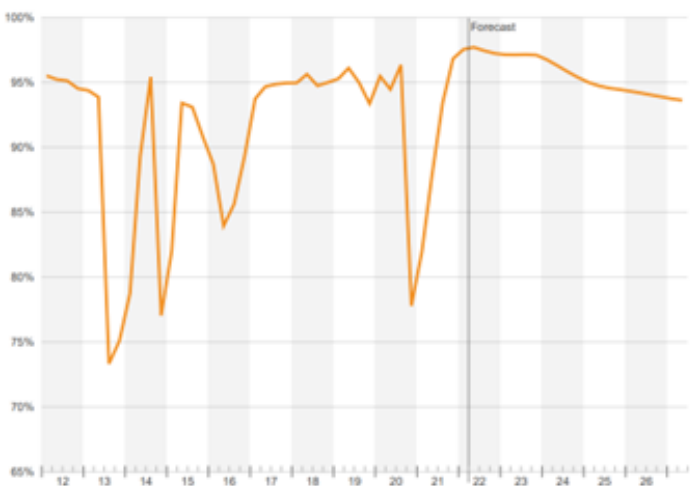


Figure 19: Lehi Multi-family Vacancy Trends. Source: CoStar

RENTAL RATES

The current median market rent per unit in Lehi is \$1,653 per month. Multi-family rental rates have generally increased over the past years, typically rising between -1.5% and 8.2% annually. Since 2021, rental rate increases have risen significantly, with 2021 experiencing a 17.1% increase in rates.

Effective rent, or the monthly rental rate paid after concessions are applied, has historically been equal to asking rent. Forecasts predicts that over the next five years rental rates will increase significantly, reaching a median of \$1,906 per month by 2026. Figure 20 illustrates historic and predicted rental rate increases and current and asking rent in Lehi.

NEW DELIVERIES & ABSORPTION

The Lehi market has experienced mostly positive absorption over the past ten years. Since 2012, the market has experienced several large deliveries of new multi-family rental units, adding 1,221 units. Historic trends indicate that the market is quick to absorb new units as they are introduced, with vacancy rates generally dropping to their typical range within one year following new construction.

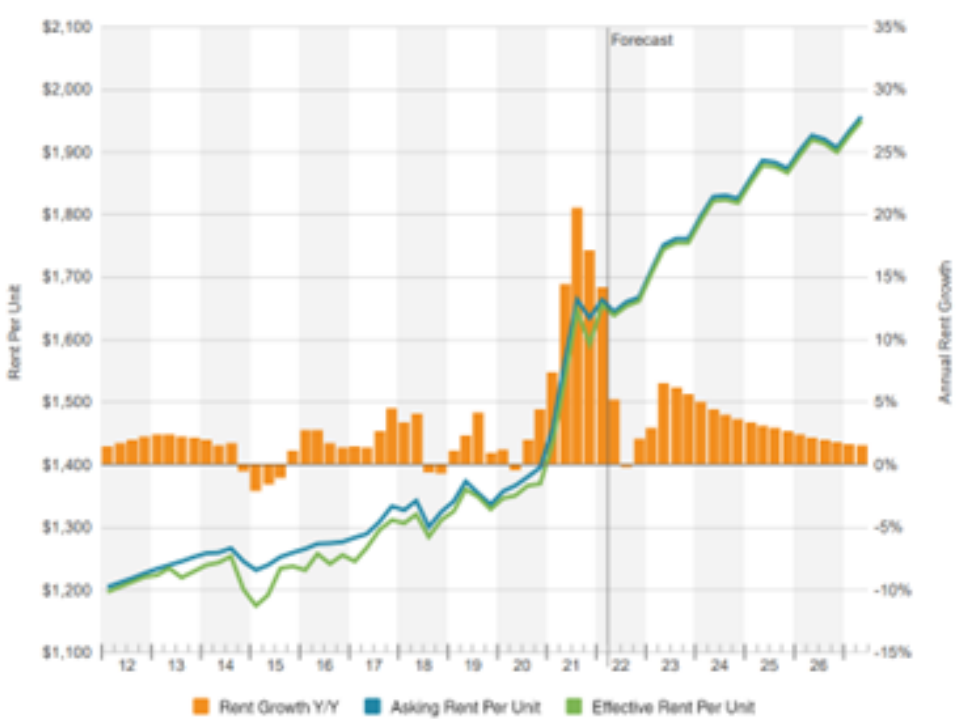


Figure 20: Lehi Historic and Projected Rent. Source: CoStar

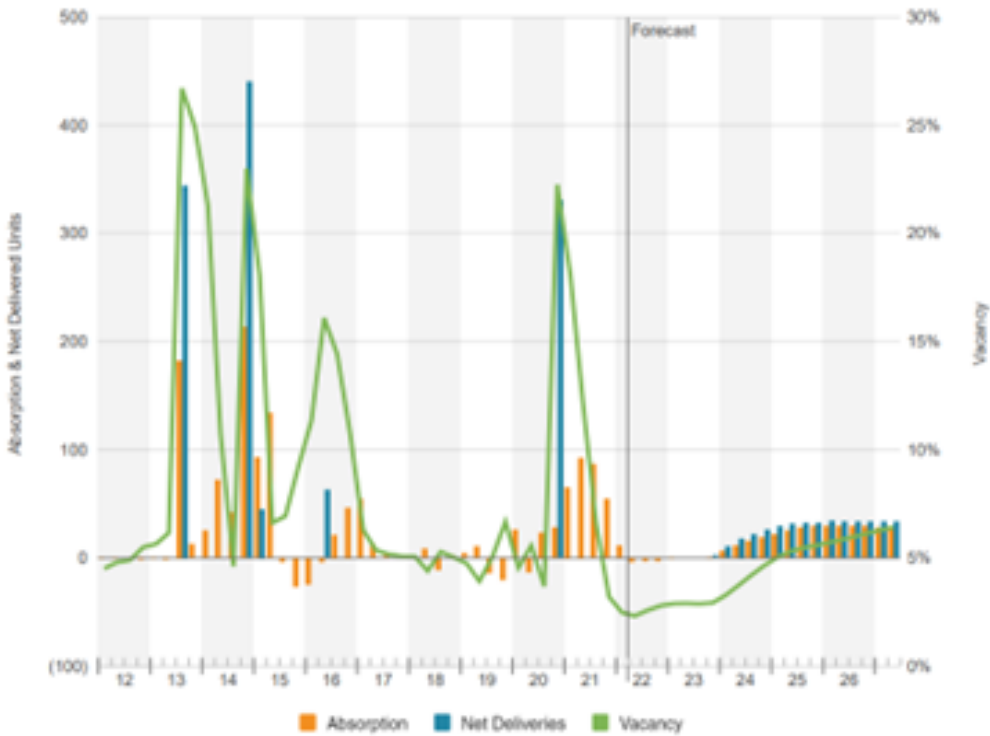


Figure 21: Lehi Absorption, Deliveries, and Vacancy Trends. Source: CoStar

Currently, there are four known proposed multi-family projects. One project, Vue Apartments, is a 308 unit high-end development located on North Mountain View Road. The development will be completed in September of 2022 and will consist of 308 one-bedroom apartments. Figure 21 illustrates historic and current absorption, deliveries, and vacancy in Lehi for multi-family rental units. Some of the other projects include a 317 unit complex currently under construction at 3851 N Traverse Mountain Boulevard and a 232 unit complex at 2377 N 1200 W.

KEY UNDERSTANDING

Lehi City, like many communities along the Wasatch Front, has experienced unprecedented growth since 2010. Growth within Lehi and neighboring communities is projected to continue and will require a thoughtful and strategic approach to provide suitable housing and amenities to support a growing population. The following section summarizes observations and recommendations from this existing conditions analysis and provides recommendations for how the Lehi may respond to demographic shifts, housing needs, and real estate opportunities.

DEMOGRAPHICS

Lehi's population is projected to continue growing, increasing by approximately 44,000 residents by 2050 to reach a population of 124,000.

Lehi's median age of 25, combination with the city's high rate of family household (88%) and high household size (3.88) can be interpreted to mean that Lehi is currently home to a significant population of large households with multiple children.

Over half (53.6%) of Lehi's Households earn above the Provo-Orem AMI of \$96,700 per year.

Lehi, and specifically the Thanksgiving Point area is a major employment center attracting thousands of commuters each day. During working days the population of the Thanksgiving Point area grows from 762 to 3,122. There is a significant opportunity to house these commuting employees in nearby multi-family residential development.

MODERATE INCOME HOUSING

Lehi's housing stock is dominated by Single Family Homes. Since 2010 a handful of large-scale multi-family developments have been built, though no moderate density multi-family housing has been developed within the city.

As a partial outcome of the lack of available multi-family and affordable housing, Lehi is socioeconomically homogenous, with a limited number of low income and extremely low-income households.

There is a lack of one- and two-bedroom dwelling units in Lehi. The lack of smaller units may prevent one or two person households from relocating to Lehi.

There is significant need for price appropriate housing for households making 50% or 30% of AMI. In total approximately 4,000 units are needed to satisfy demand from households within these AMI categories.

REAL ESTATE

Retail performs extremely well in Lehi, with nearly all square footage currently under lease. It is highly advisable that future development on the UTA site include retail space, either as standalone or mixed with residential uses.

With 6.3 million square feet of competitor office space located within a 1.5 mile radius of the UTA site, office is feasible, however it will be slower to absorb into the market than retail or residential. The mixed-use nature of TOD should include some

office, but the success of the site will need to balance retail and residential uses as well.

There is a significant need for for-rent multi-family development in Lehi. With low vacancy rates and rental prices that are in alignment with monthly housing allowances for moderate income households, multi-family development is an ideal land use for the UTA site.

The existing office buildings in the area show higher vacancy and slower absorption than residential and retail, suggesting a need to focus more on other supportive uses.



Site Analysis

Transit Oriented Development

Transit-oriented development provides an opportunity to serve current and future residents in Lehi. Promoting active street life through an increase in people living, shopping, recreating and working.

The Transit-Oriented Development Standard (TOD Standard) is a tool developed by the Institute for Transportation & Development Policy (ITDP), to establish quantitative metrics for TOD projects. Because this project is developing a greenfield, there are no baseline metrics to compare the final project. However, the principles outlined in the TOD Standard are paramount to the success of this and all future TOD projects in Utah. There are eight TOD Standard Principles (Figure 23):

Walk

Walkability is vital to successful transit-oriented development. Part of UTA's TOD goals include alleviating traffic congestion and air pollution. If services and amenities are accessible by foot, it reduces vehicle miles traveled.

Cycle

Similar to walkability, TOD's must prioritize non-motorized vehicles such as bicycles and scooters. This includes a complete system of bike paths as well as safe and protected storage at the station.

Connect

A dense network of streets and paths is necessary for walking and cycling. Routes should be short and faster than motor vehicle routes.

Transit

Transit is a requirement for the TOD Standard. The Lehi-Thanksgiving Point station area plan accommodates existing rail and bus infrastructure.

Mix

A mix of uses ensures that public spaces are activated throughout the day and are not limited to 9-5 traffic, such is in an office park. With various types of businesses like dry cleaners, small grocers, retail and salons, the neighborhood is active most hours of the day. It gives people more reason to visit and, importantly, stay, in the neighborhood.

Densify

Transit-oriented development should maximize density to match transit capacity. To ensure car-independent or car-optional lifestyle options, neighborhoods need to be dense enough to support transit that is rapid, frequent, well connected and reliable. This includes residential and job densities.

Compact

Compactness is a central organizing principle of TOD, ensuring that all necessary components of modern living are close enough to access on foot or by bike. It requires efficient and convenient spatial organization.

Shift

Increasing mobility options by regulating parking and road use will lead to a cultural shift in people living and working in the neighborhood. Land occupied by motor vehicles is minimized and given to more productive land uses such as housing and office.

The TOD Standard score card can be found online at <https://www.itdp.org/publication/tod-standard/>.

UTA TOD POLICY

UTA developed a policy to ensure that transit-oriented development meets critical criteria. The policy outlines the 'why' and 'how' of what UTA calls transit-oriented communities, or TOC.

In an effort to alleviate traffic congestion, air pollution, and create safe neighborhoods for the growing population along the Wasatch Front, UTA is investing heavily in TOD. These developments are designed to prioritize active transportation such as walking and biking versus the automobile. This is in direct contrast to the standard American suburban neighborhood, which is designed to accommodate cars with wide roads, driveways and parking. UTA intends to build places for Utahns to live that are walkable. A variety of housing types and price points will accommodate people of all ages and stages of life from young newlyweds to grandparents looking to downsize.

TOD near existing communities offers housing options for people who want to remain in their ward and neighborhood but may want a different lifestyle.

WALK

DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

- OBJECTIVE A. The pedestrian realm is safe, complete, and accessible to all.
- OBJECTIVE B. The pedestrian realm is safe, complete, and accessible to all.
- OBJECTIVE C. The pedestrian realm is temperate and comfortable.

CYCLE

PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS

- OBJECTIVE A. The cycling network is safe and complete.
- OBJECTIVE B. Cycle parking and storage is ample and secure.

CONNECT

CREATE DENSE NETWORKS OF STREETS AND PATHS

- OBJECTIVE A. Walking and cycling routes are short, direct, and varied.
- OBJECTIVE B. Walking and cycling routes are shorter than motor vehicle routes.

TRANSIT

LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT

- OBJECTIVE A. High-quality transit is accessible by foot. (TOD Requirement)

MIX

PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS

- OBJECTIVE A. Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.
- OBJECTIVE B. Diverse demographics and income ranges are included among local residents.

DENSIFY

OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY

- OBJECTIVE A. High residential and job densities support high-quality transit, local services, and public space activity.

COMPACT

CREATE REGIONS WITH SHORT TRANSIT COMMUTES

- OBJECTIVE A. The development is in, or next to, an existing urban area.
- OBJECTIVE B. Traveling through the city is convenient.

SHIFT

INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE

- OBJECTIVE A. The land occupied by motor vehicle is minimized.

Figure 22: TOD Standard Scorecard categories. Source: ITDP.

Site Analysis

CIRCULATION

TRANSIT AND CONNECTIONS

The Thanksgiving Point area is dominated by roads and parking. I-15 runs along the eastern edge of the area, and the FrontRunner transit line runs along the western edge. To the north, Clubhouse Drive connects to substantive retail and shopping east of the highway and is anticipated to connect across the Jordan River to western Lehi in future Utah Department of Transportation projects.

Key to this project will be the role of Ashton Boulevard (Figure 24), which runs parallel to I-15 though the site, and Executive Parkway (Figure 25), the intersection of which is adjacent to the UTA FrontRunner station. These roads are designed for vehicles, with 50-83' of ROW, and are not currently pedestrian or bike friendly. However, there is a strong existing bike network connecting to and through the surrounding influence area, including a bike trail along the Jordan River, substantial bike connections over I-15, and another bike trail running along the highway towards Provo and Salt Lake City. These regional bike connections are a great asset to connecting transit to other areas of the community.

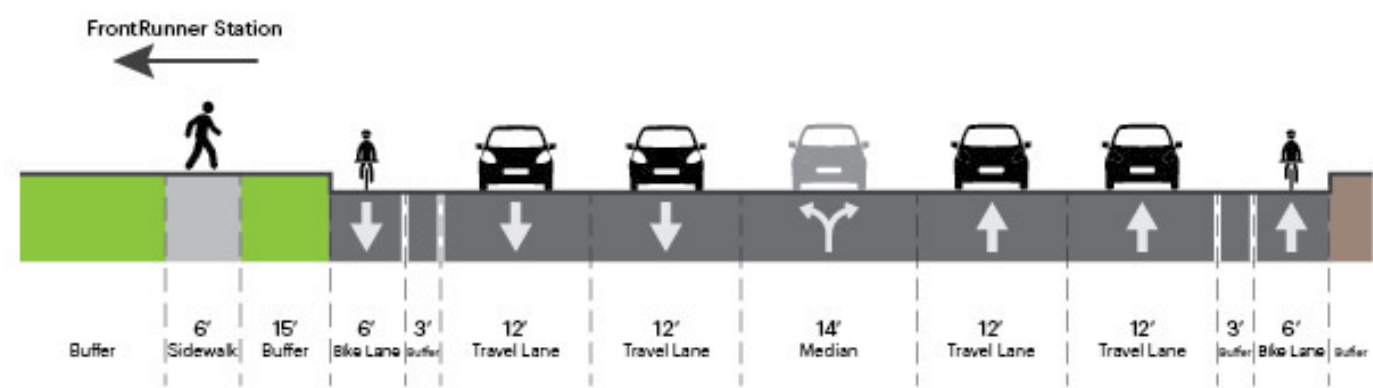


Figure 23: Existing street condition on Ashton Boulevard

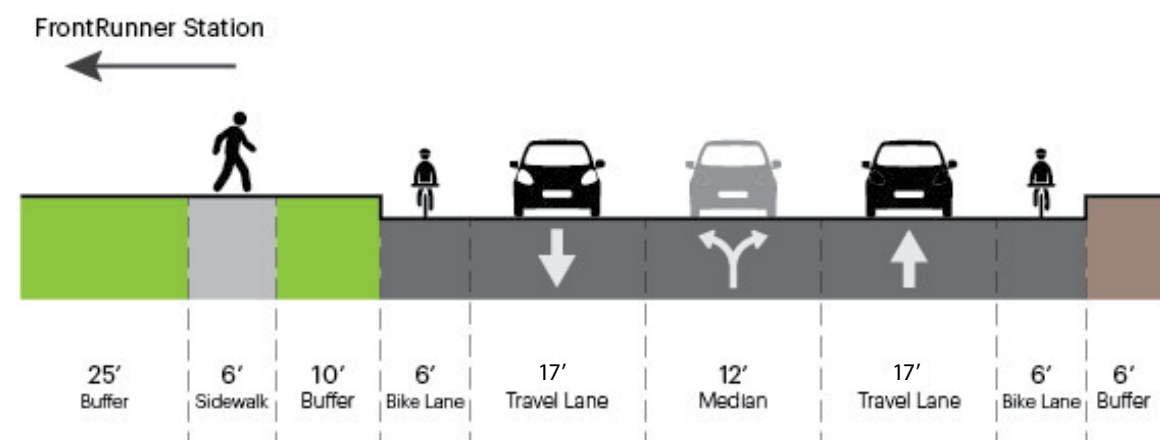


Figure 24: Existing street condition on Executive Parkway

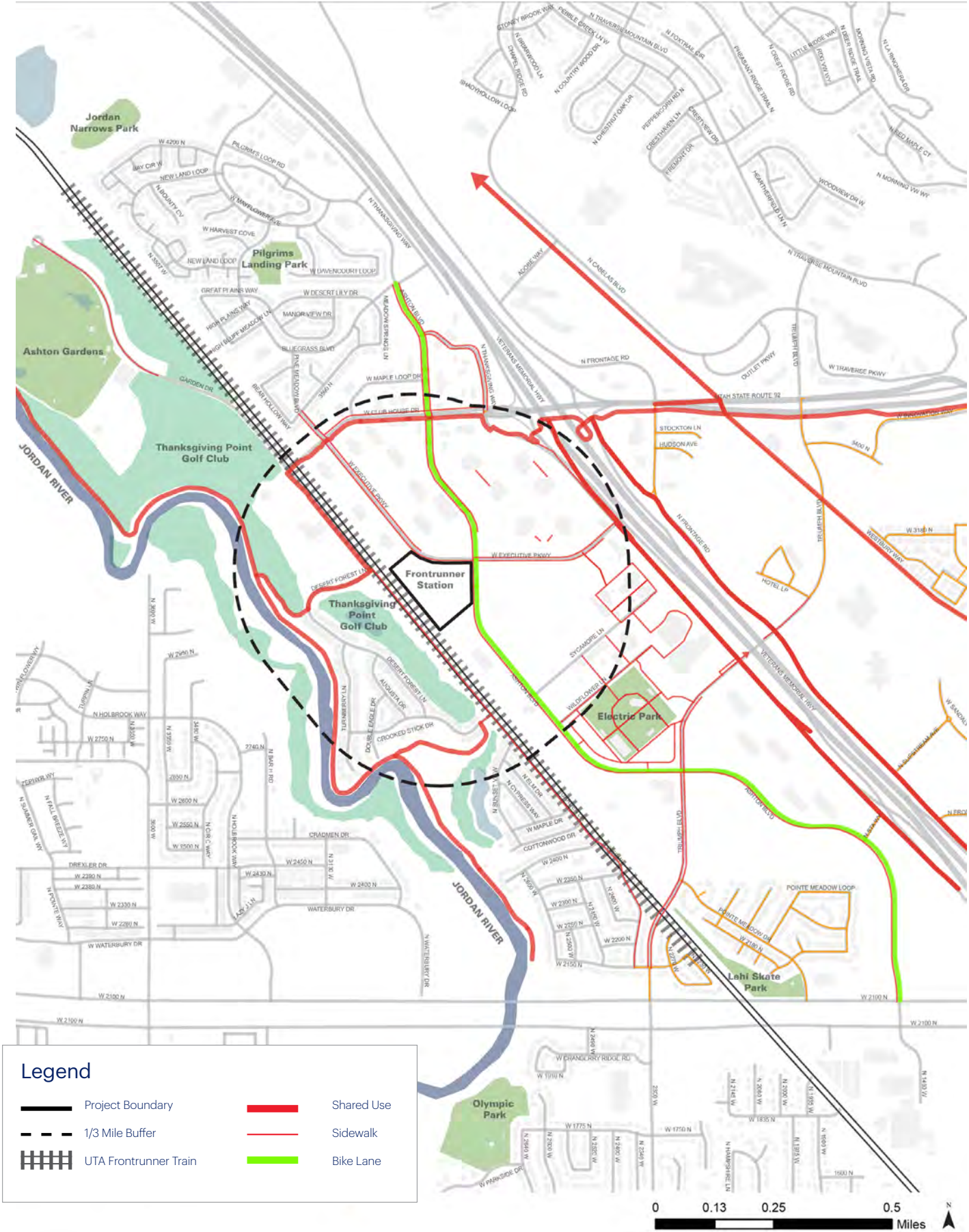


Figure 25: Circulation Map. Note: Some sections of sidewalk shown on the west side of Ashton are planned.

Site Analysis

LAND USE

THE FUTURE OF HOUSING

Lehi residents are, in general, more affluent, and younger families than Utah County residents and the state in general. Thanksgiving Point could capture a significant need for housing in the area. Lehi’s housing inventory is concentrated with larger single-family homes, primarily 3, 4 and 5 bedrooms. Local housing for a young workforce and emerging professionals with affordable and smaller units would support the economic revenue of the area and fill a gap for a significant need in the community. The UTA site is well suited to provide housing—and specifically attainable product.

RETAIL AND OFFICE

The current area has an organically occurring tech industry and future children’s hospital that are drivers for employment along the Wasatch Front. This strong business community brings many people to the area, a nearly 400% increase in population during the workday. Increased residential and retail uses would support keeping the workforce in the area for longer amounts of time, increasing spending and dwell times, and promoting 18 hour activities.



Figure 26: Surrounding land uses include an office park with surface parking (top) and golf course (bottom)

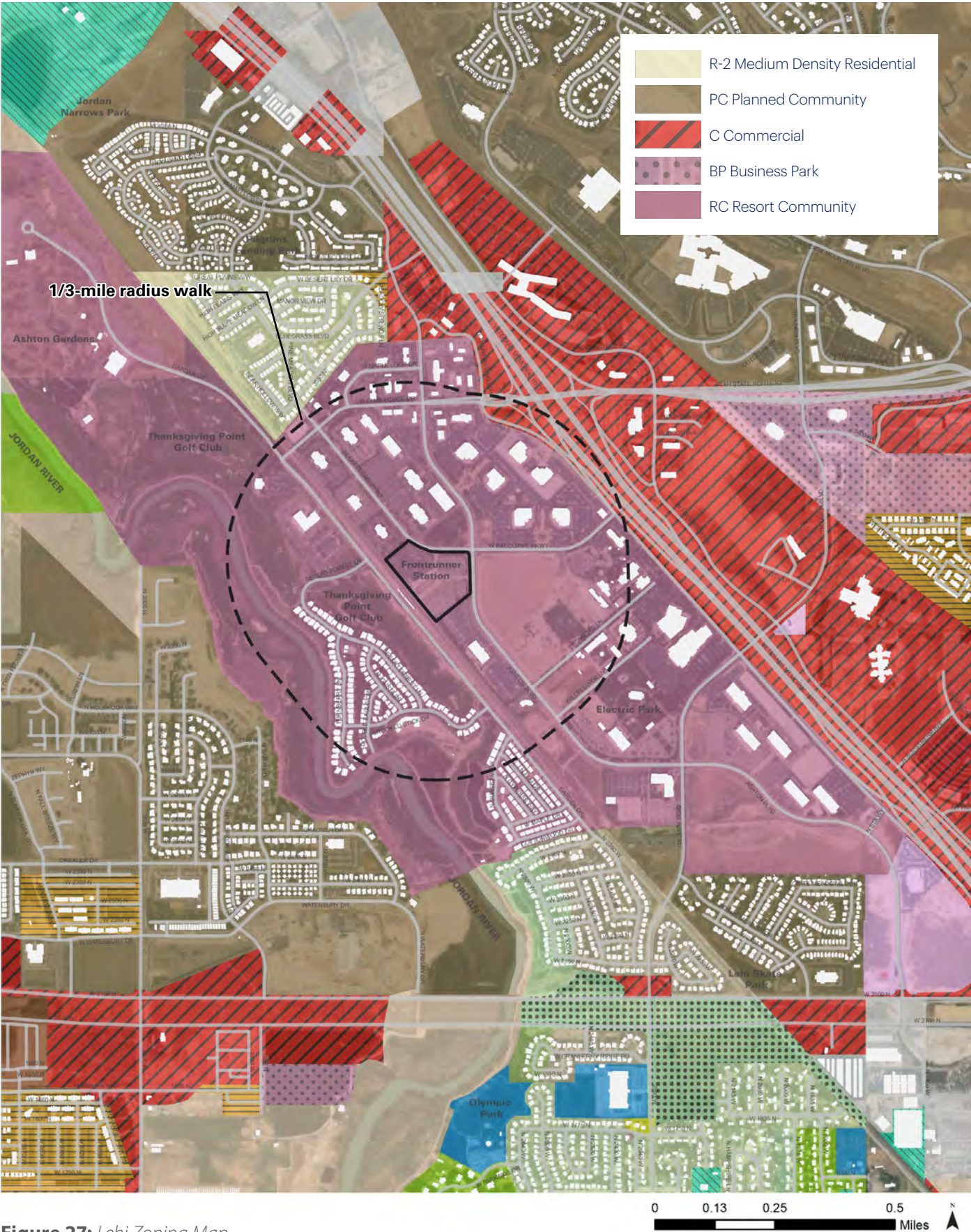


Figure 27: Lehi Zoning Map

Site Analysis

SENSE OF PLACE

The Ashton vision, which includes the Ashton Gardens, the Butterfly Biosphere, and the Museums of Ancient Life and Curiosity, laid a foundation for Thanksgiving Point that focused on cultural attractions and referenced the former agrarian nature of the site. In the years that followed, semi-suburban office parks of large footprint buildings surrounded by parking were developed in the area adjacent to the highway. Farm Country, an agriculture education center, and a corn maze occupy the area between the office park and the station area. Future development is needed and should create synergies between existing office uses, current neighborhoods, cultural facilities, and open spaces. Density should be sensitive to the surrounding context, but also provide enough residents and a mix of uses to promote economic vibrancy and spaces for the community to gather.

1/3 MILE ANALYSIS

An analysis of the region within a quarter- and half-mile of the site revealed a wealth of assets including civic and cultural institutions, major employment centers and outdoor recreation. Spread in a circular pattern, the various assets together create a donut, with the Lehi-Thanksgiving Point FrontRunner station making up the hole. In its current form, the station consists of mostly surface parking, depleting energy from the surrounding parks, offices, and museums.

The site’s location in the center of so many resources make it a prime location to increase density and provide amenities for nearby residents and attracting visitors from the Wasatch Front.

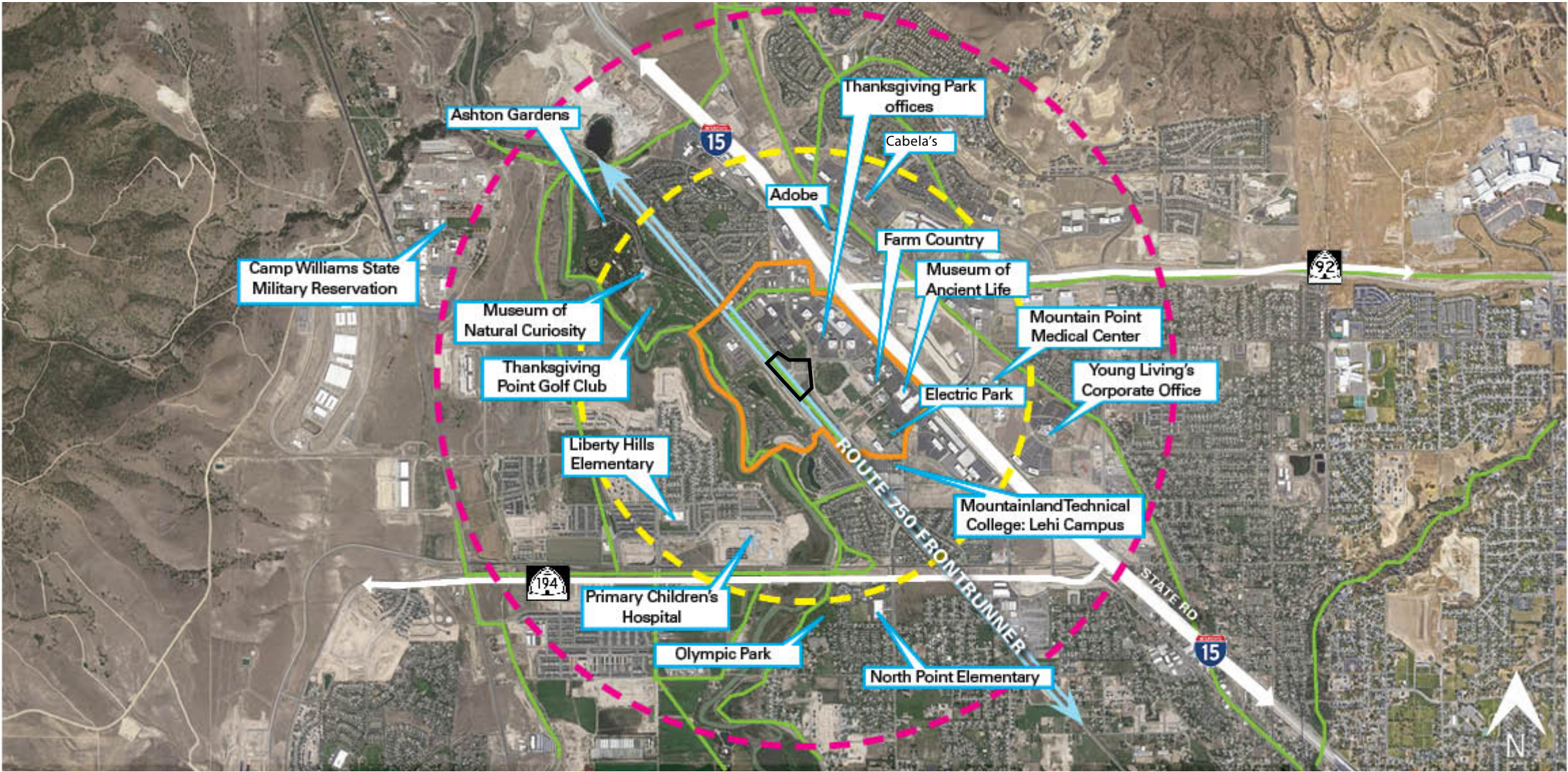


Figure 28: Context Map

- Project boundary
- 0.25 mile
- 0.5 mile
- Bike route



Recommendations

Process Development

The three initial concepts were developed to meet the capacity needs based on the market analysis and the goals of UTA and Lehi City. All three plans are designed using placemaking principles and centering public space (Figure 29). They all center around public space in one configuration or another, create thoroughfares for pedestrians and cyclists, and maintain transit access. First floor

active uses lend to dynamic street life with retail, dining, and other businesses that support daily life.

During a day-long charrette with key stakeholders, the designs were edited and revised to combine favored elements. The resulting sketches were then refined further to develop a single preferred concept (Figure 30).



Figure 29: Concepts 1-3 presented at charrette

CONCEPT 1: GREENWAY

The central greenway of this concept is a driving force for the spatial organization. The greenway serves as direct connection to the station, fronted by retail, office and housing. Cafes fronting onto the green, lawns, and plazas with art and sculpture, passive seating spaces create a park-like promenade.

CONCEPT 2: CONNECTED URBAN PROMENADE

The urban promenade, with a wide linear park on the northern side, creates an active pedestrian promenade connecting from the adjacent Thanksgiving Point development to a central plaza at the transit station.

CONCEPT 3: STAY THE COURSE

This concept maintains the current configuration of transit infrastructure while introducing additional development along the edges. Buildings fronting onto the current bus drop off create active edges along the 'street.' Retail, located near Ashton Boulevard and Executive Parkway, offers plaza spaces for outdoor seating. A small park connects the area to future development across Ashton Boulevard.



Figure 30: Hand-drawn hybrid concepts from charrette

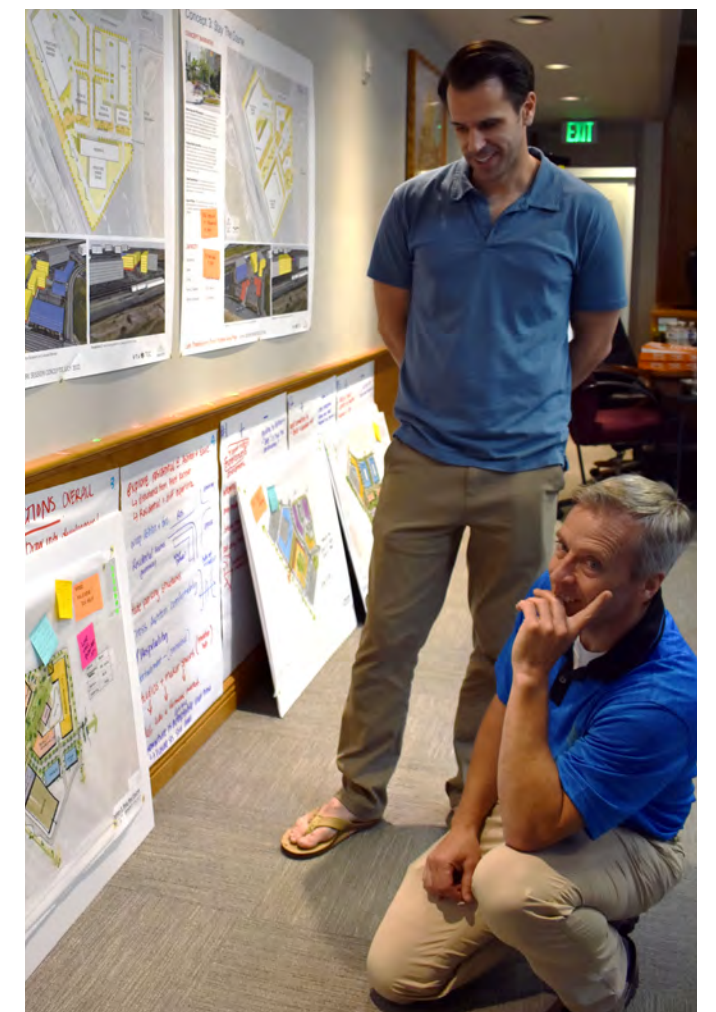


Figure 31: Lehi City staff, commissioners, and council members participated in the design charrette



Preferred Site Concept

STATION AREA REDEVELOPMENT CONCEPT

Gathering and Placemaking

This concept, with an active central green, is focused on passive and active spaces for people to meet and gather with direct connections to the station area.

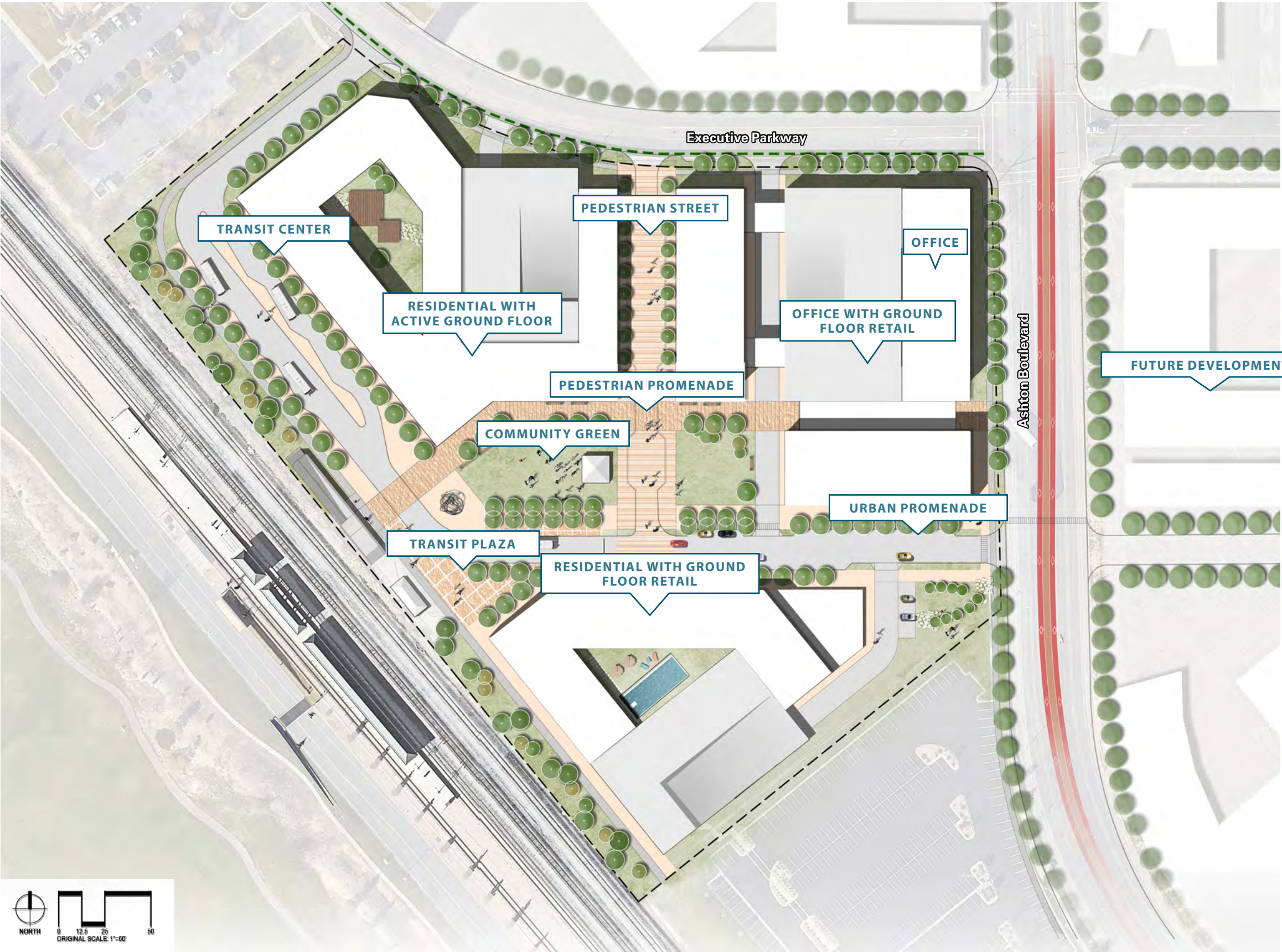
The plan, which prioritizes public space and connection to the future development east of Ashton Boulevard, is organized around a central east-west promenade with direct access to the FrontRunner platform and bus loop. The large promenade is designed as a flexible public space for events such as farmer’s markets, festivals, and concerts. It can also be used for spontaneous and casual recreation and leisure by residents and commuters.

Housing, Retail, and Office

The proposed concept prioritizes public space, active ground floor uses that front pedestrian areas as a key component of the plan. With 200 residential units adjacent to transit infrastructure, and commercial use fronting the intersections of Executive and Ashton, the concept ensures parking and mixed uses are distributed throughout all parcels.

Transit Connections

The greenway will serve as a biking and walking corridor with direct connection through the site to the intersection of Ashton Boulevard and Executive Parkway. A urban promenade runs through the center of the site, connecting the land uses and providing on-street parking, wide sidewalks and a bike lane. A bus and future bus rapid-transit (BRT) lane will wrap the west side of the site with bus access adjacent to the station area.



Social Spaces

GATHERING AND PLACEMAKING

Streets in this concept prioritize the human experience of the space. A pedestrian promenade, shown in yellow, directs people to the FrontRunner platform and bus loop. Active ground floor uses line the promenade, creating reasons for people to linger, shop, and keep the neighborhood public spaces active throughout the day. The promenade, which doubles as a pedestrian thoroughfare and gathering space, can be used for special events such as markets and festivals.

A shared street, shown in blue, runs north-south from Executive Parkway, intersecting with the pedestrian promenade and terminating at the bus loop, while pedestrian and cyclists will receive priority on this street, it is open for slow moving traffic and street parking.

Lawns straddle the shared street to the east and west, creating space for both passive and active uses. A small open space near the traffic entrance on Ashton contributes to an inviting gateway and signals the prioritization of people over cars within the development. Internal amenity plazas create semi-public spaces for building tenants.



Amenity spaces within residential buildings create opportunities to build community



A community green provides space for passive leisure



A transit plaza provides civic space and welcomes transit riders to Lehi



People can meet and gather along the pedestrian promenade, lined with retail and restaurants. Raised crossings and other traffic-calming design interventions help reinforce the prioritization of people within the development.



KEY

- Pedestrian Promenade
- Shared street
- Urban Promenade
- Public space
- Transit Plaza

Figure 32: Urban promenade and Community Green Section

Transit and Circulation

TRANSIT CONNECTION

The success of transit oriented development on the site will require a mix of uses to activate the area at all times of day.

The concept proposes residential adjacent to the community green and transit plaza, with active ground floor uses such as retail and fitness amenities. Office is proposed adjacent to the corner to mirror office uses proposed on the opposite side of Ashton. Active ground floor uses such as retail or commercial with retail frontage would be located along Urban promenade and the Shared Street.

BICYCLE CIRCULATION

This plan was informed by TOD principles, which give preference to people traveling on foot, by bike, or using transit. This means that with the exception of the bus loop, pedestrians are prioritized on all thoroughfares. Bicycles and other non-motorized mobility devices such as scooters can access the site from all directions. Secure bicycle parking is provided at the FrontRunner station for transit riders. Residential developers are required to provide indoor bicycle storage per TOD guidelines.

COMPLETE STREETS

Complete streets are designed to enable safety for all users, including pedestrians, cyclists, transit users and drivers. Complete streets support the TOD principle, shift, which states that over time, people will shift their mode of transportation through behavior changes that accommodate different patterns of mobility.

The infrastructure will allow people to have the freedom to choose the mode of transportation that works best for them.

PARKING

All parking on site is structured, except for a few street parking spaces along Urban promenade. There are 300 parking spaces dedicated transit parking which are incorporated into the residential garages adjacent to the station. All other available parking accommodates residential and office users.



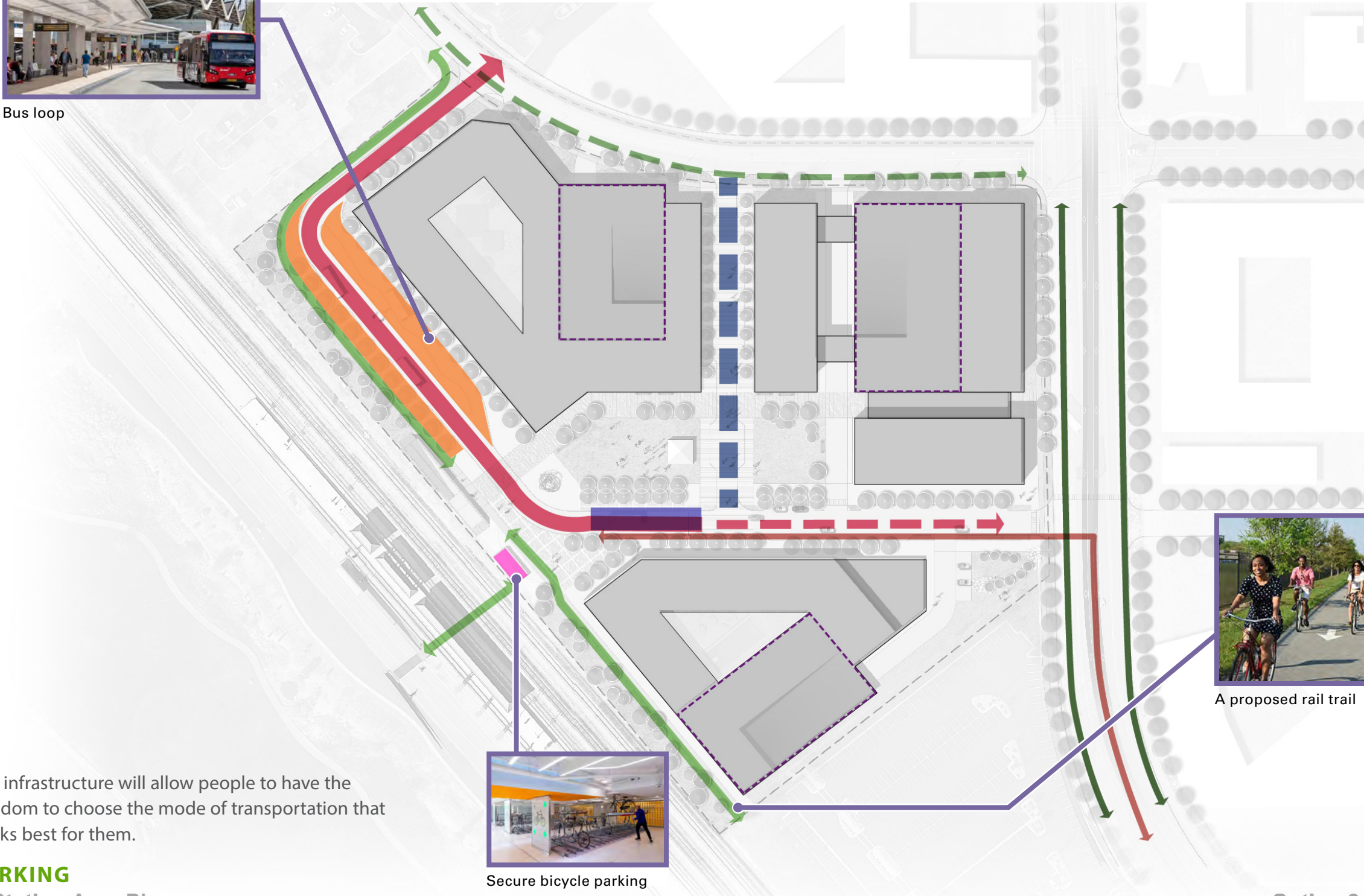
Bus loop



A proposed rail trail



Secure bicycle parking



KEY			
Transit Only	Open Street	Bike Trail	BRT Lane
Shared Street	Bus Drop-off	Shared use trail	BRT Stop
Bike Parking	Parking Structure	On-street protected bike lane	

Land Use

The success of transit oriented development on the site will require a mix of uses to activate the area at all times of day.

RESIDENTIAL

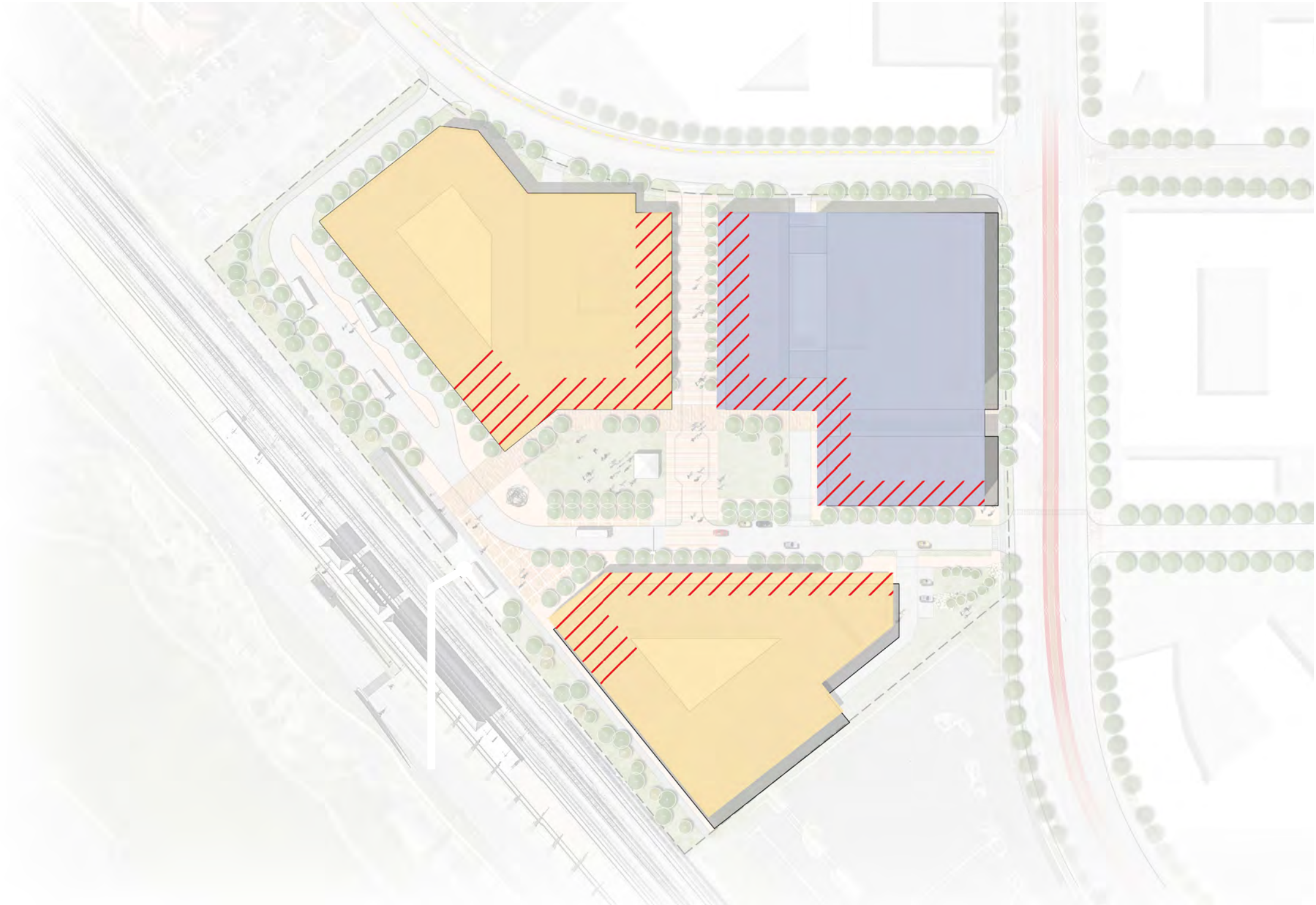
- 200 units
- 180 at 80% AMI
- 20 at Market Rate

RETAIL

- 47,000 SF

OFFICE

- 270,000 SF



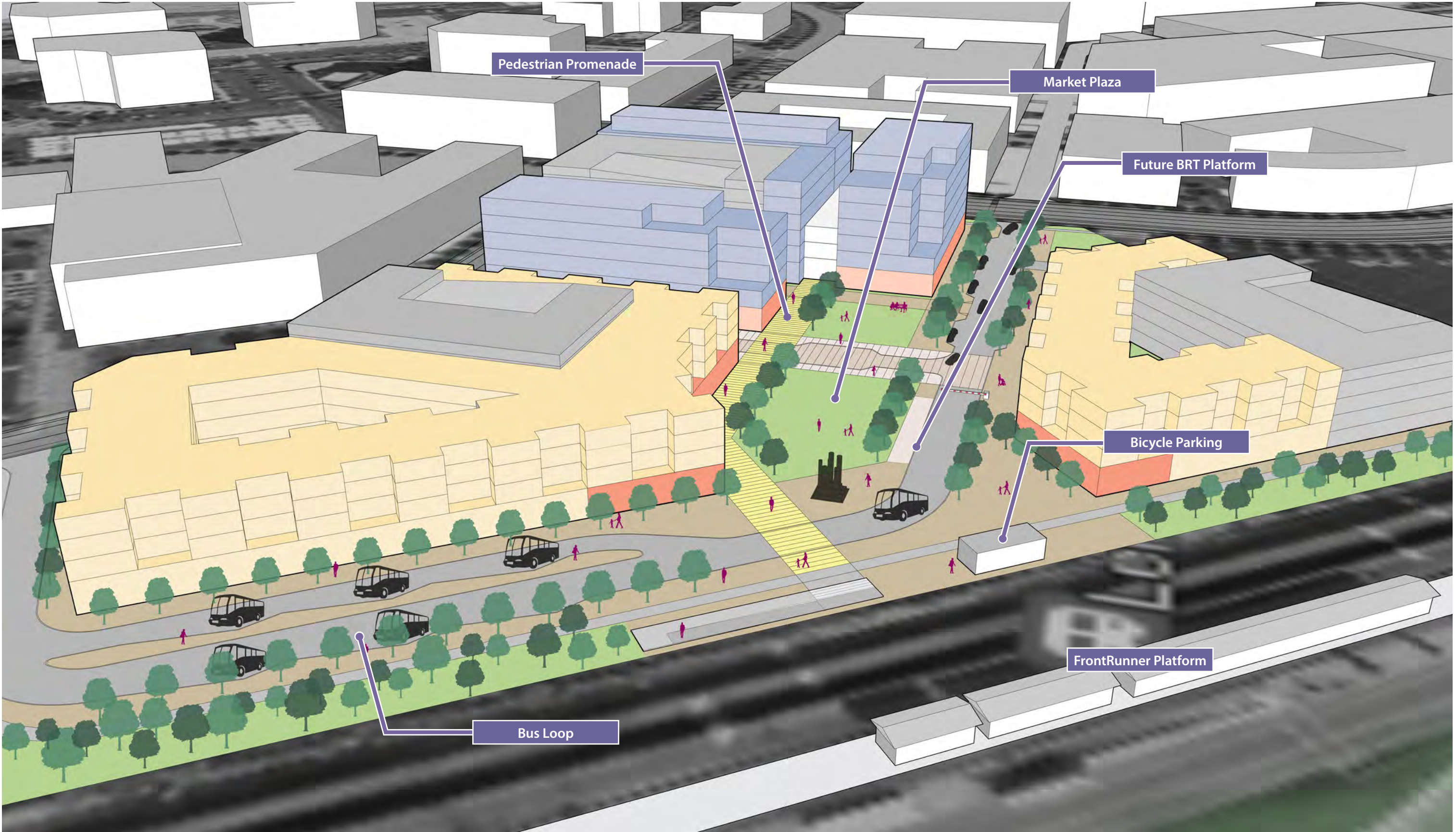
KEY

Residential

Commercial

Active Ground Floor

Illustrative Perspective





Implementation

Site Concept

HOUSING RETAIL AND OFFICE

The programming of the Station Area Redevelopment includes a mix of multi-family housing, office, and retail space.

Multi-family housing on the site will be located in Parcels A and C and combined with ground floor retail and residential amenity space. A developer will develop 200 units of housing between the two parcels. Multi-family housing unit types should consist of approximately 70% two-bedroom units, with the remaining 30% of units being a mix of studio, one-bedroom, and three-bedroom unit configurations. Residential units will be a combination of attainable housing and free market housing, with 90% of units being priced attainably and the remaining 10% being priced at market rates. Attainable housing will be priced at 80% of AMI, while free market units will be priced a higher levels. Because of Utah County’s high AMI, attainably priced units and market rate units have relatively similar rental rates. The median rental rate for an attainably priced unit on site is \$1,690/month, nearly equal to the current median rent per unit in Lehi of \$1,650/month.

In total, a maximum of 47,000 square feet of retail and active ground floor uses will be located on the site and strategically distributed amongst the three parcels. Targeted service and convenience retailers, such as food service providers, small-scale grocers, and professional service providers, should be target tenants as they can capture both on-site residents and UTA users. Where feasible, locally owned retail providers should be prioritized over national chains.

The site will contain a maximum of 270,000 square feet of office will be located in Parcel B. Office space should, at minimum, be classified as Class

B to remained competitive with existing and planned adjacent office development.

IMPLEMENTATION

SITE TESTING AND FEASIBILITY

To test the financial feasibility of the Station Area Redevelopment Plan, a financial model was developed that reflected the site program illustrated in Table 15. The financial model calculated estimated project revenues, costs, and the rate of return for each parcel and for the development as whole.

Table 15: Station Area Feasibility

LAND USE	SF	UNITS
Retail	47,214	0
Office	270,077	0
Residential	220,000	200
Market Rate	0	20
Affordable	0	180
Residential Amenity	50,017	0
Parking	339,121	0
Total	926,429	200

The financial model used the following assumptions to guide the analysis:

- Land costs would not be included in the overall development cost as UTA would contribute the land in exchange for project equity equal to the value the land.
- Residential dwelling units would be a combination of attainable housing and free market units, with 90% of housing on site priced at attainable levels and the remaining 10% priced at market rates. Attainable housing would be priced at 80% of AMI, while free market units would be priced a higher levels.
- Residential units would primarily consist of two-bedroom units approximately 1,100 square feet in size.

- UTA and its chosen development partner would maintain ownership of the project for a minimum of 30 years.
- Retail and Office space would be priced equal to current market rental rates for comparable development.
- Parking levels would meet Lehi requirement for residential, office, retail, and transit development.
- Revenue and operating expenditures would increase with inflation.

project’s financial feasibility and potential long-term return to UTA.

As part of the solicitation process, Lehi, in collaboration with UTA, ought to assemble material necessary for an HTRZ application, including a gap analysis pertaining to infrastructural costs. Successful approval of HTRZ funds will increase the financial feasibility of project while also making the project more attractive to potential development partners.

Phasing Recommendations

It is recommended that a phased development approach be taken for the Station Area Redevelopment. A minimum of two development phases is recommended, with the first phase including Right of Way and public realm improvements, and at minimum the development of one of the three parcels. When tested, Parcel B was the best financially performing parcel, followed by Parcel A and Parcel C. By taking a phased approach UTA not only spreads out the cost of the development over time, but also adds valuable improvements that could increase the performance of less financially feasible parcels.

FUNDING AND NEXT STEPS

It is recommended that UTA begin a competitive solicitation process to identify a development partner for the Station Area Redevelopment (Figure 33). The solicitation process should require interested parties to submit a development and phasing plan that leverages tools available, such as HTRZ funding, LIHTC funds, parking abatements, or other methods, to maximize the

PARCEL MAP

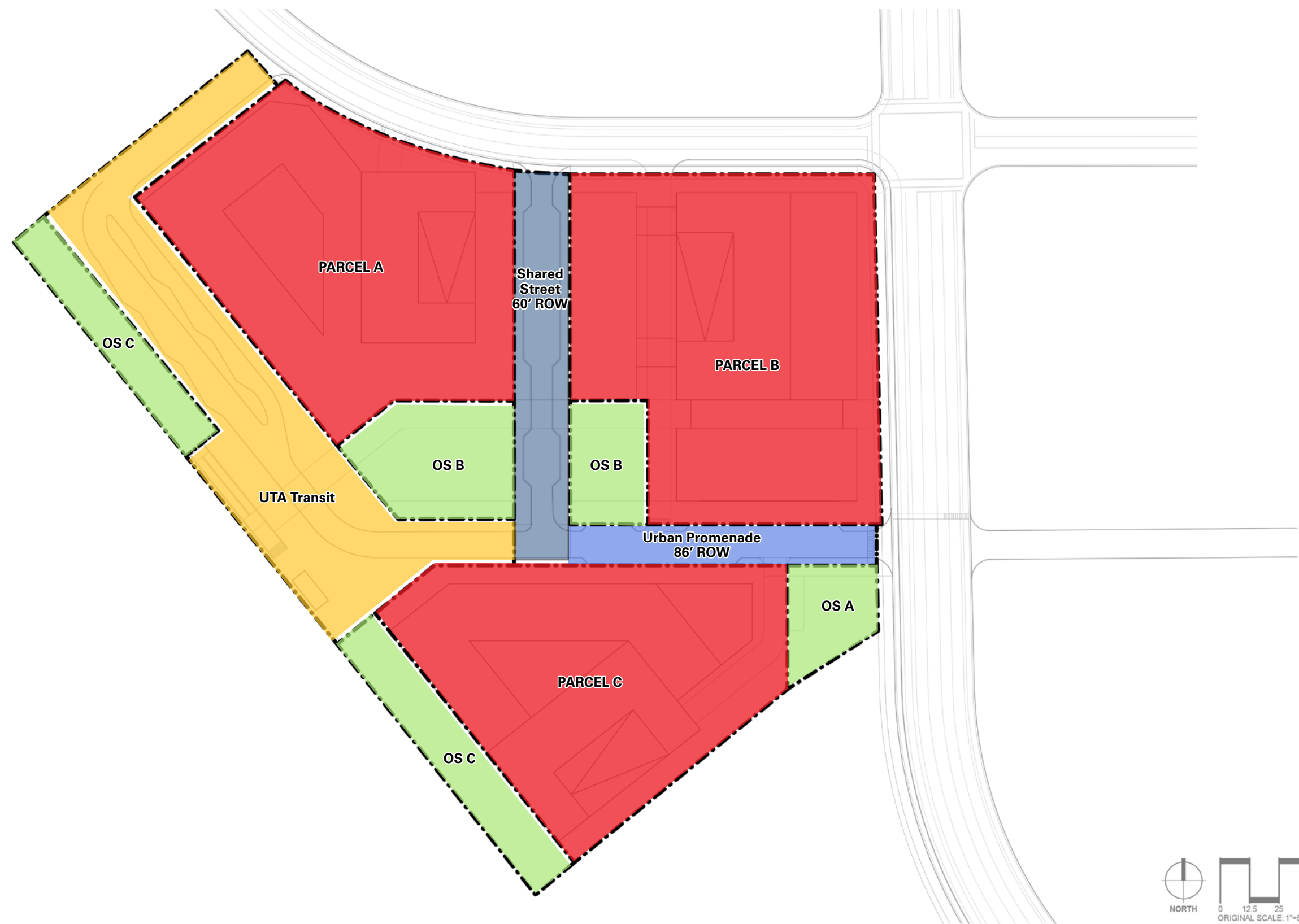


Figure 33: Parcel Map

Overall Objectives

The following objectives should guide future development at the station area:

- Establish a transit-oriented development with a mix of uses including office, residential and active ground retail floor retail. Uses should meet the following:
- Establish mixed use, pedestrian friendly urban promenade and shared pedestrian streets that define development parcels.
- Ensure the operations of bus rapid transit, local bus services, and rail transit are enhanced.
- Develop open spaces through plazas, greens, promenades and shared streets to enhance the public realm and provide places for gathering.
- Connect the site to surrounding bicycle and pedestrian networks.

DEVELOPMENT REQUIREMENTS

PARCEL A: RESIDENTIAL MIXED USE

This parcel will include residential, structured parking, and ground floor retail or activated residential amenities adjacent to the open space and street frontages. Buildings will be oriented to frame streets and plazas, and massing will create active relationship to public spaces, specifically the shared street and community green. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. The parking structure

will include 300 spaces dedicated to transit users and will be clearly identified from Executive Pkwy. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point. Courtyard and rooftop amenities are encouraged. First floor mixed uses could include retail, commercial, parking, restaurant, lobby and residential amenities such as work spaces and fitness centers.

PARCEL B: OFFICE MIXED USE

This parcel will include office, commercial and retail adjacent to the shared street and Main Street. Buildings will be oriented to frame streets and plazas, and massing will create an active relationship to public spaces, specifically the shared street and community green. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point.

PARCEL C: RESIDENTIAL MIXED USE

This parcel will include residential, structured parking, and ground floor retail adjacent to the open space. Buildings will be oriented to frame streets and plazas and massing will create active relationship to public spaces, specifically urban promenade and the transit plaza. Parking garages will be wrapped on 3 sides minimum, and located away from the view of internal streets, parks, and public spaces. Buildings will utilize a mix of materials, building articulation and window placement to promote architectural design and character in a manner that reflects the agrarian vision of Thanksgiving Point. Courtyard and rooftop amenities are encouraged. First floor mixed uses could include retail, commercial,

parking, restaurant, lobby and residential amenities such as work spaces and fitness centers”

STREET REQUIREMENTS

URBAN PROMENADE

The Urban promenade is an 86’ ROW, with a 40’ street section that includes one lane in each direction and parallel parking on both sides of the street (Figure 34). Bump outs at intersections with high visibility/enhanced crosswalks will be at all intersections. The south side of the street sidewalk and amenity zone width is to be 21’, and include a minimum clear walking zone of 6’, an amenity

zone with street trees, seating, and bike parking. The north sidewalk and amenity zone width is to be 25’ and include a promenade with enhanced landscape and materials (including enhanced materials such as brick pavers, textured concrete and/or stone paving), seating areas and spaces for businesses to locate seating on the street. A portion or the entirety of the Urban Promenade may require a dedicated BRT lane. All street sections are subject to the operational standards of UTA.

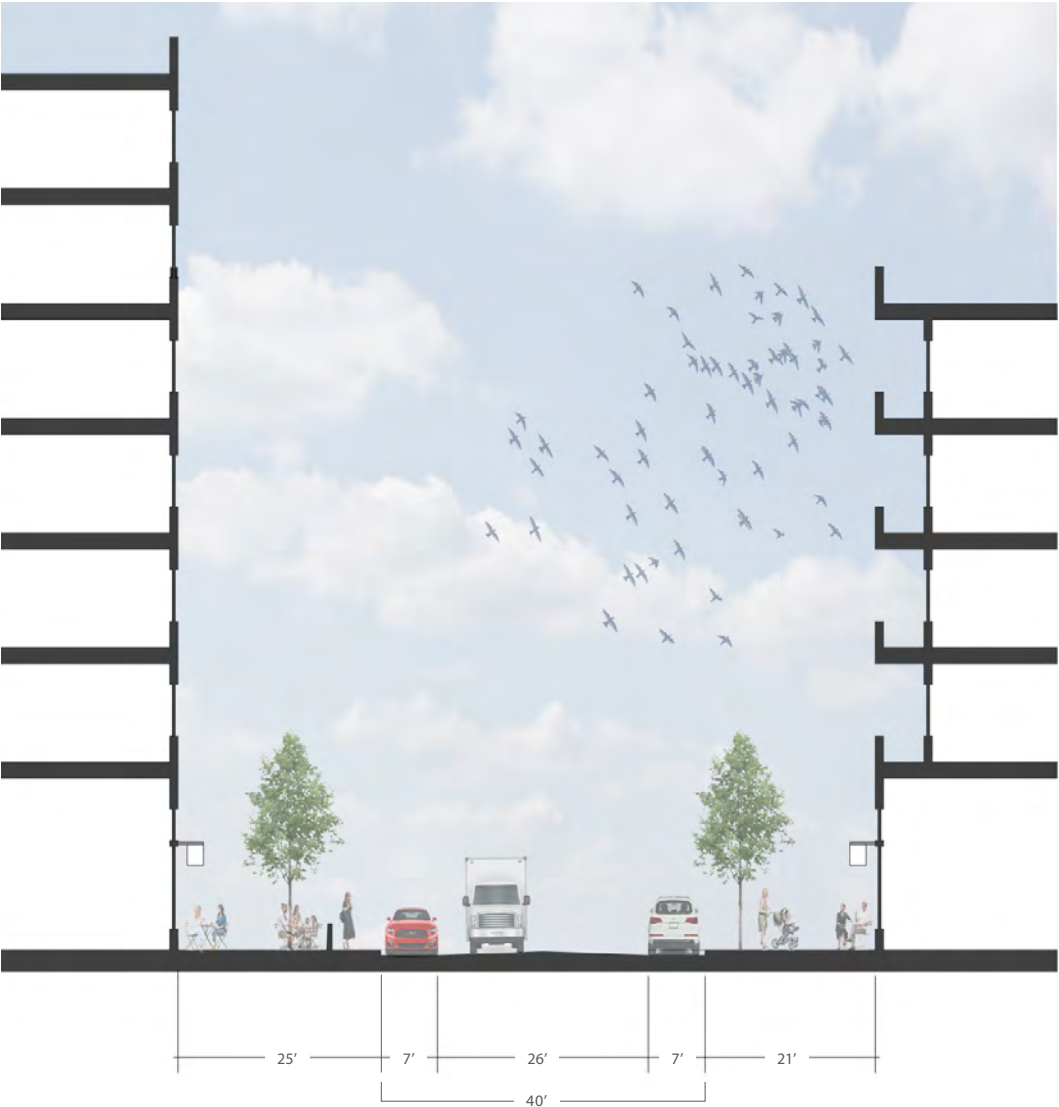


Figure 34: Urban Promenade Section

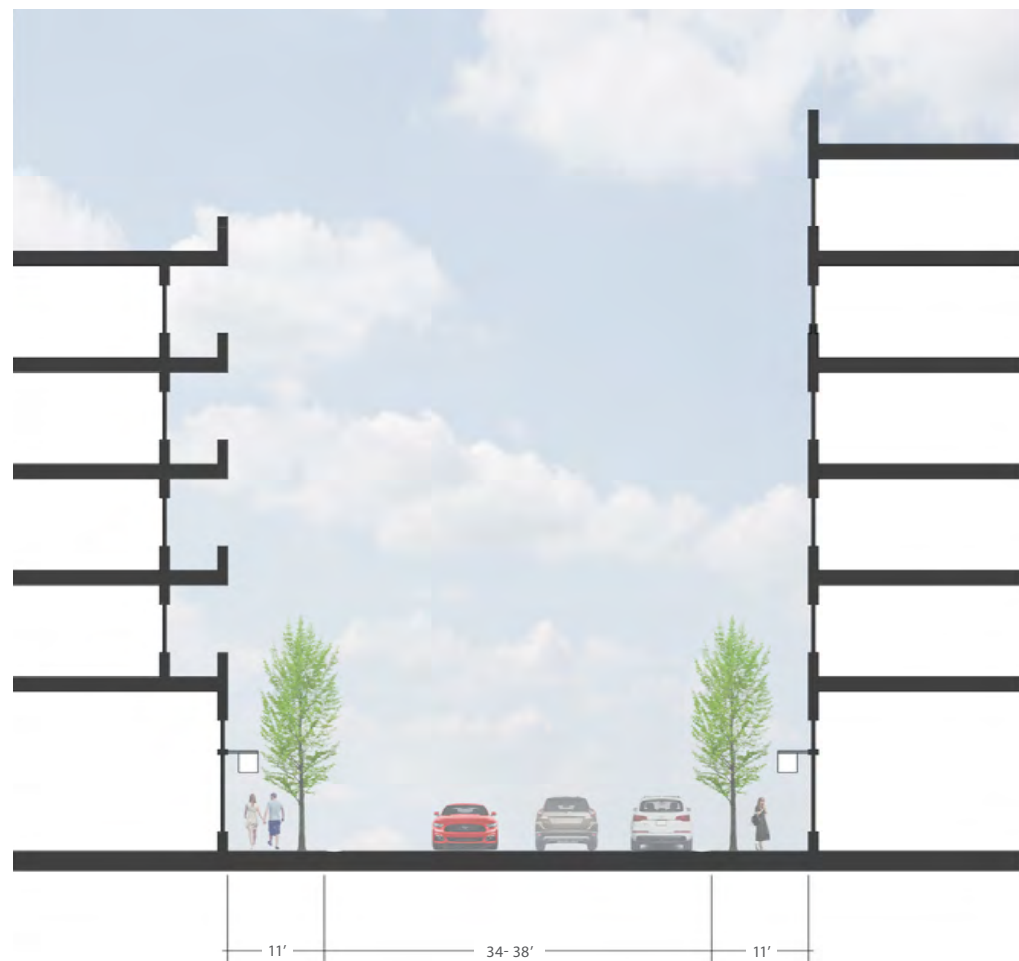


Figure 35: Shared Pedestrian Street Section

SHARED PEDESTRIAN STREET

The shared pedestrian street is to have a 56'-60' ROW, with a 34'-38' street section that includes one lane in each direction and parallel parking on both sides of the street (Figure 35). The final street sections should be confirmed with UTA and Lehi Fire Department to ensure operational standards are met. A rolled or flush curb and gutter are to be used to minimize the transition of street to sidewalk. Bump outs at intersections with high visibility/enhanced crosswalks will be at all intersections. Paving will include enhanced materials, such as brick pavers and stamped concrete, that will extend from the street to the sidewalk. Landscape, bollards and/or other materials may be used to designate the vehicular zone from the pedestrian zone.

UTA TRANSIT STATION

The transit station will extend from the intersection of the Urban promenade and pedestrian street, routing through the site and running parallel to the tracks, exiting onto Executive Parkway. These roadways will be dedicated to only transit and a gate on Urban promenade will restrict vehicular access. BRT will be dedicated a drop off zone adjacent to the community green, and bus drop off will be designed in parallel to rail in two lanes, with wide walks connecting to the development and the Frontrunner Station. All infrastructure will conform to the UTA design standards and be approved by UTA transit engineers and operations.

The transit plaza will extend from the platform to the central community green. This space is intended to celebrate the sense of arrival to transit riders to the station area. It should be designed to orient and excite transit riders. Amenities may include a pavilion, art and sculpture, directional kiosks and signage. Paving will be designed to be of high quality and define pedestrian pathways and spaces.

UTA FRONTRUNNER STATION

The Frontrunner station will utilize all current transit infrastructure including the current ramps, stairs, underground tunnels, and platforms to access to the Frontrunner Transit lines.

OPEN SPACE REQUIREMENTS

OPEN SPACE A- PARK

Open space A will consist of a passive park adjacent to Urban promenade, Parcel C and Ashton Boulevard, offering passive amenities which may include seating, picnic tables, a shelter or pavilion, gardens, walks or other amenities.

OPEN SPACE B- COMMUNITY GREEN

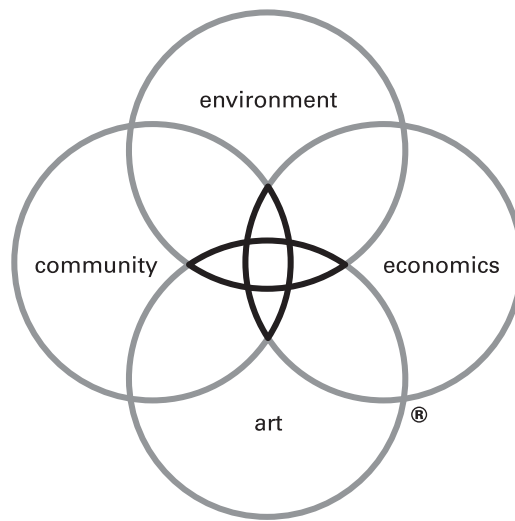
Open Space B is the core of the project and will consist of an open lawn area and a promenade/promenade connecting directly to the station area. This space is intended for gathering and will be designed to accommodate music/movies on the lawn, farmers markets, and other events. Amenities may include art and sculpture, seating, interactive elements such as water play or sculpture, directional kiosks and signage, shade structures/pavilions and other amenities. Paving will be designed to be high quality and define pedestrian pathways and spaces.

OPEN SPACE C- TRANSIT LINE BUFFER AND BIKEWAY

Open space C is a 50 foot linear park facility running adjacent to the transit lines serving as a buffer as well as a bike connection through the site. The bikeway will be built to Lehi City Standards and signed appropriately to connect to adjacent bike networks. Landscape screening will be located to buffer the tracks and adjacent neighborhoods from transit uses.



Figure 36: Urban promenade and Community Green Section



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Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Bill Greene, Chief Financial Officer
Daniel Hofer, Director, Capital Assets and Project Controls
TITLE:

2023 Budget Amendment #1 - Capital

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Advisory Council is being asked to provide consultation to the Board of Trustees on this proposed budget amendment.

BACKGROUND:

In accordance with Board of Trustee Policy Number 2.1, Financial Management, the Board of Trustees may amend or supplement the budget at any time after its adoption. This request is to supplement Project MSP185 (Ogden/Weber State University BRT) with \$11 million needed to complete delivery in 2023. This is a revenue backed request using funds committed from outside partners to this project. As this request will add appropriation authority to the 2023 Capital Budget, the proposed budget amendment is being shared with the Local Advisory Council for their consultation before being brought to the Board of Trustees for their approval.

Budget Amendment

This request accomplishes two things.

1. Corrects a technical budget development error. The adopted budget understates the construction activity/cost necessary to complete the project in 2023. This unbudgeted amount is fully revenue backed and was erroneously assumed by the project team to be in the 2023 budget request. During the development of the capital plan, the expenditure authority request understated the non-UTA revenues dedicated to the project and therefore understated the budget authority needed in 2023 to complete the project.
2. Recognizes an opportunity to purchase two right of way parcels along the alignment. Right of way

negotiations for sections of two properties along the alignment are at an impasse. During negotiations with the property owners, it became apparent that it may be in UTA's interest to buy these two parcels outright. This purchase is fully revenue backed from federal grants and local match.

DISCUSSION:

This project was approved by the FTA with a cost of completion estimated at \$120 million. UTA was awarded a Small Starts Grant in the amount of \$78 million. Subsequently additional federal funding in the amount of \$15 million was secured and awarded, bringing the overall federal participation in the project to \$93 million or 78 percent. Local funds (including Right-of-Way donations) in the amount of \$11.7 million were also secured, leaving UTA's funded share at \$15.3 million or 12.75%.

This existing and approved funding package is sufficient to fund the total 2023 budget amendment of \$11 million and corrects the technical error and funds the purchase of two parcels along the alignment.

The effect of this amendment would be to increase by \$11 million the 2023 project budget from \$14,785,000 to a new total of \$25,785,000. This would raise the overall project budget (not including right of way donations) from \$102.5 M to \$113.5 M to complete the project delivery in 2023.

ALTERNATIVES:

These funds are necessary to complete the project in 2023 as anticipated. The alternative would result in a delay in the project.

FISCAL IMPACT:

This request can be addressed by incorporating secured federal grant and local partner contributions. This will not have a negative impact on UTA's fund balance.

ATTACHMENTS:

2023 Capital Budget Amendment 1 - Attachment A

**UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
AMENDMENT 1**

Exhibit A

<u>Funding Sources</u>		Adopted 2023 Budget	Capital Budget Amendment 1	Amended 2023 Capital Budget
1	UTA Current Year Funding	\$ 134,242,000		\$ 134,242,000
2	Grants	120,700,000	8,580,000	129,280,000
3	Local Partner Contributions	11,509,000	2,420,000	13,929,000
4	State Contribution	10,695,000		10,695,000
5	Leasing	41,851,000	-	41,851,000
6	Total Funding Sources	318,997,000	11,000,000	329,997,000
<u>Expense</u>				
6	State of Good Repair	150,579,000		150,579,000
7	Mid Valley Connector	15,001,000		15,001,000
8	Ogden/Weber BRT	14,785,000	11,000,000	25,785,000
9	Depot District	12,001,000		12,001,000
10	TIGER Program of Projects	10,460,000		10,460,000
11	Front Runner Forward	3,880,000		3,880,000
12	Other Capital Projects	112,291,000		112,291,000
13	Total Expense	\$ 318,997,000	\$ 11,000,000	\$ 329,997,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
FROM: Shule Bishop, Government Relations Director
PRESENTER(S): Shule Bishop, Government relations Director

TITLE:

Legislative Priorities

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion.

BACKGROUND:

The Utah State Legislature is currently in session. Lawmakers propose, discuss, and pass legislation that impacts or is of interest to the Utah Transit Authority.

DISCUSSION:

The Government Relations Director will discuss transit-related issues before the Utah Legislature.

ATTACHMENTS:

None



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Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
PRESENTER(S): Chair Julie Fullmer
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Julie Fullmer, Chair, Local Advisory Council

TITLE:

AR2023-02-04 Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2023

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Nominate and vote to appoint Local Advisory Council officers for the year 2023 as outlined below and in the resolution. Approve Resolution AR2023-02-04 with an amendment to include the name of the newly elected 2nd Vice-Chair.

BACKGROUND:

Utah Transit Authority Bylaws (Article III, Section 4) require that the UTA Local Advisory Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Advisory Council. During 2022, Julie Fullmer served as Chair, Mark Johnson served as Vice-Chair, and Troy Walker served as Second Vice-Chair.

Duties of Advisory Council officers are as follows (per Bylaws Article III, Section 7):

- ▽ The Advisory Council Chair shall preside at all Advisory Council meetings. The Advisory Council Chair shall ensure that the Advisory Council carries out its duties under the Public Transit District Act and shall coordinate the agenda with the Board Chair to accomplish this end. The Advisory Council Chair shall serve as the liaison with the Board.
 - ▽ In the absence of the Advisory Council Chair, the Advisory Council Vice-Chair shall carry out the duties of the Advisory Council Chair.
 - ▽ The Advisory Council Second Vice-Chair shall attest to all resolutions, ordinances, or orders passed by the Advisory Council.
-

The Chair and Vice-Chair also serve as members of the Audit Committee.

The term for 2023 officers would begin at the end of the first Council meeting in 2023 and expire at the end of the first meeting of the Council in 2024.

DISCUSSION:

The Advisory Council established in Resolution AR2022-02-01 a succession of officers for 2023 appointing Mark Johnson as Chair and Troy Walker as Vice-Chair, with a new nominee for Second Vice-Chair to be elected by the Council. Advisory Council members may choose 2023 officers through nomination and open discussion, followed by either a verbal motion and vote or vote by paper ballot, according to the discretion of the Chair.

ATTACHMENTS:

AR2023-02-04 Resolution Appointing Council Officers for the Year 2023

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPOINTING COUNCIL OFFICERS FOR THE
YEAR 2023**

AR2023-02-04

February 15, 2023

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Authority, through its Board of Trustees (“Board”) and Local Advisory Council (“Council”) adopted Bylaws through Resolution R2019-06-01 on June 3, 2019;

WHEREAS, the Bylaws require that the Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Council;

WHEREAS, the Council established in Resolution AR2022-02-01 a succession of officers for 2023 appointing Mark Johnson as Chair, Troy Walker as Vice-Chair, and a Second Vice-Chair to be elected by the Council; and

WHEREAS, the Council would like to appoint 2023 officers who will assume their positions at the end of the first meeting of the Council in 2023.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby appoints Mark Johnson as Chair, for a term to begin at the end of the first meeting of the Council held in 2023 and expire at the end of the first meeting of the Council held in 2024.
2. That the Local Advisory Council hereby appoints Troy Walker as Vice-Chair, for a term to begin at the end of the first meeting of the Council held in 2023 and expire at the end of the first meeting of the Council held in 2024.

3. That the Local Advisory Council hereby appoints _____ as Second Vice-Chair for a term to begin at the end of the first meeting of the Council held in 2023 and expire at the end of the first meeting of the Council held in 2024.
4. That at the end of the first meeting of the Council held in 2024, Troy Walker will assume the office of Chair, _____ will assume the office of Vice-Chair, and a new Second Vice-Chair, elected by the Council during the first meeting of the Council in 2024, will assume office for the 2024 year.
5. That this Resolution stays in full force and effect until superseded by further action of the Local Advisory Council.
6. That the corporate seal be attached hereto.

Approved and adopted this 15th day of February 2023.

Julie Fullmer, Chair Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair, Local Advisory Council

Approved As To Form:

(Corporate Seal)

DocuSigned by:

Mike Bell

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Legal Counsel



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- **2022 Year-End Ridership Report**
- **NBA All-Stars Service Update**

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest including:

- 2022 Year-End Ridership Report (Cherryl Beveridge)
 - NBA All-Stars Service Update (Nichol Bourdeaux)
-



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 2/15/2023

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Julie Fullmer, Chair Local Advisory Council
Mark Johnson, Vice-Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on December 12, 2022 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, Julie Fullmer, and Mark Johnson participated in the meeting.

DISCUSSION:

Chair Fullmer and Vice-Chair Johnson will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None