

Cultivating Transit-Oriented Communities

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What is TOD & Why is it Important?

A Framework for TOD (Planning to Implementation)

Regional Examples & Planning Resources

Transit-Oriented Development

*Mixed, compact, accessible development
near high quality transit*

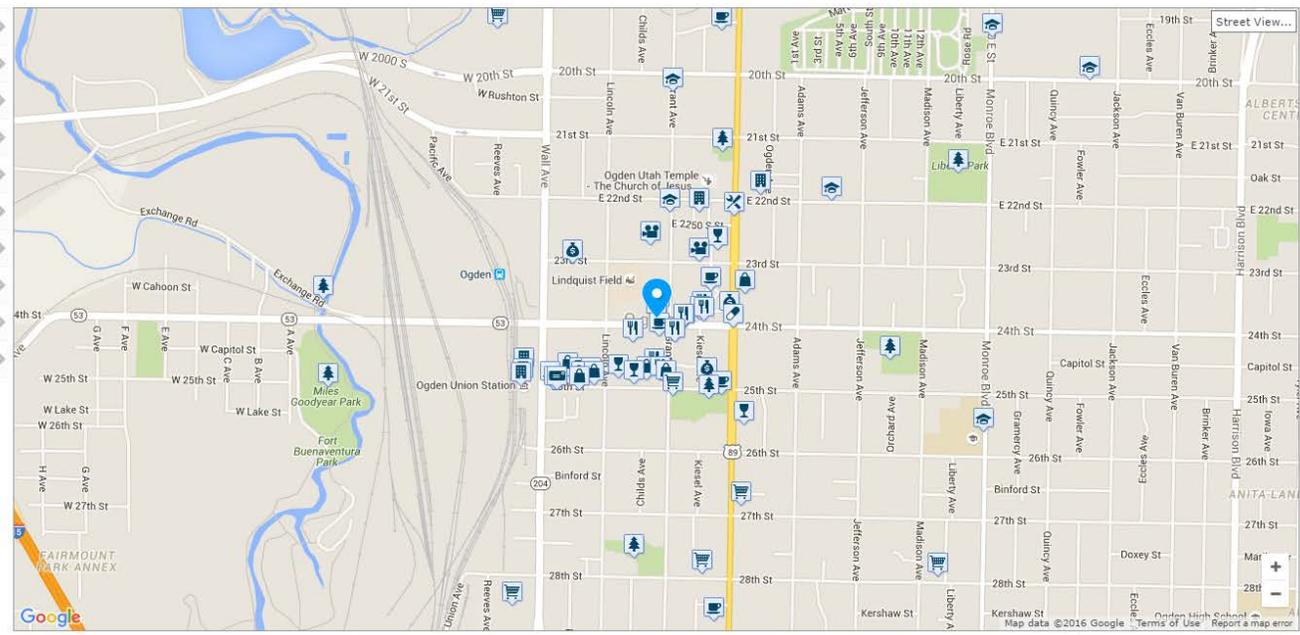






What's Nearby

- Restaurants:**
Warrens Craft Burger .05mi >
- Coffee:**
The Coffee Compound .04mi >
- Bars:**
Brewski's .2mi >
- Groceries:**
Lee's Food .02mi >
- Parks:**
City Hall Park .2mi >
- Schools:**
Ogden Preparatory Academy .2mi >
- Shopping:**
Filson .02mi >
- Entertainment:**
Megaplex Theatres at The Jun... .2mi >
- Errands:**
G Force Pallets .02mi >
- Search Nearby:** >

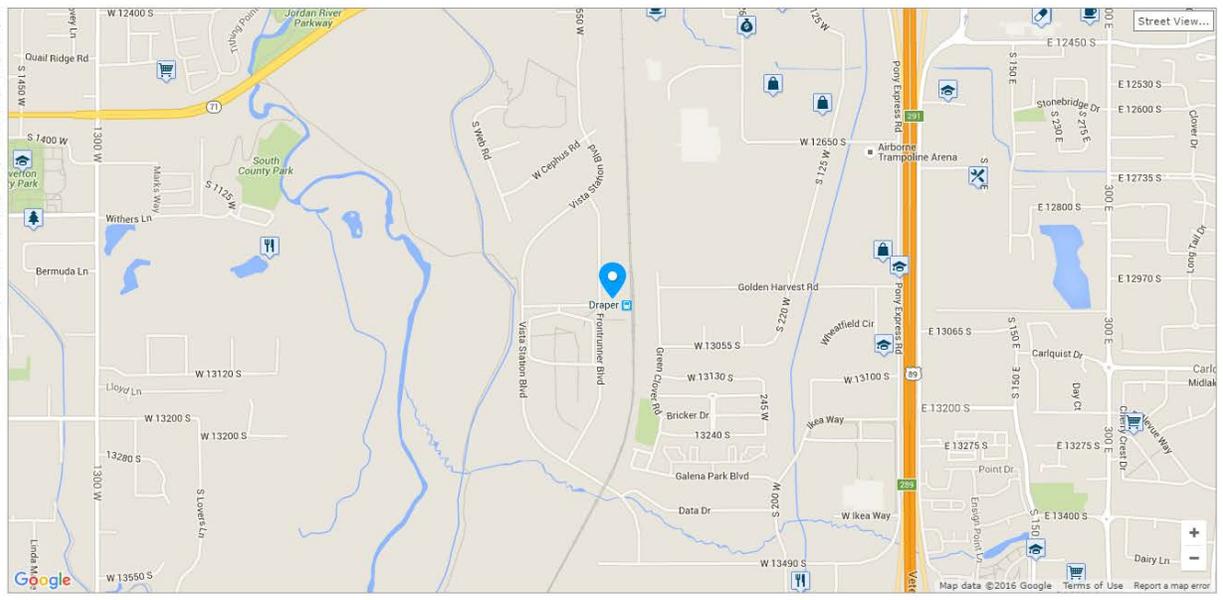


Walk Score
86

Very Walkable
 Most errands can be accomplished on foot.

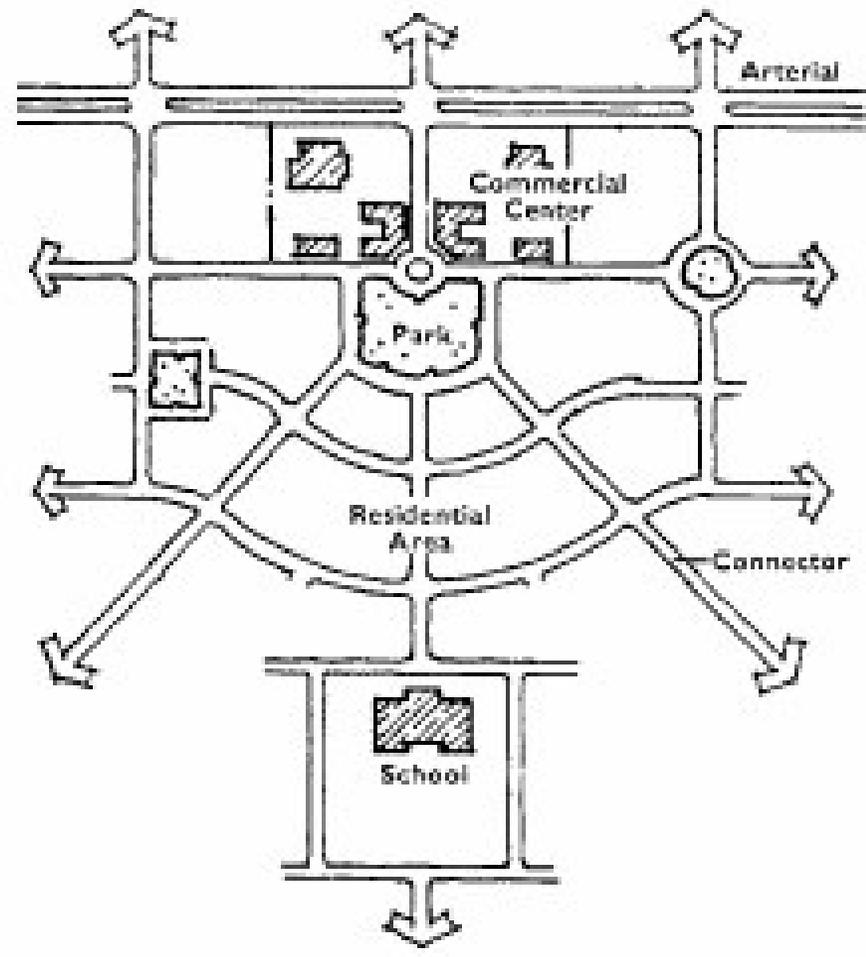
What's Nearby

- Restaurants:**
Apollo Burger .8mi >
- Coffee:**
Tea Tech Inc .7mi >
- Bars:**
Leatherheads 1.4mi >
- Groceries:**
Kuwahara Farms .9mi >
- Parks:**
Riverton City Park 1.5mi >
- Schools:**
Youth Health Associates Drape... .6mi >
- Shopping:**
Kiss That Frog Dancewear Bou... .7mi >
- Entertainment:**
Cinemark Draper And Xd 1.4mi >
- Errands:**
Kns International .8mi >
- Search Nearby:** >

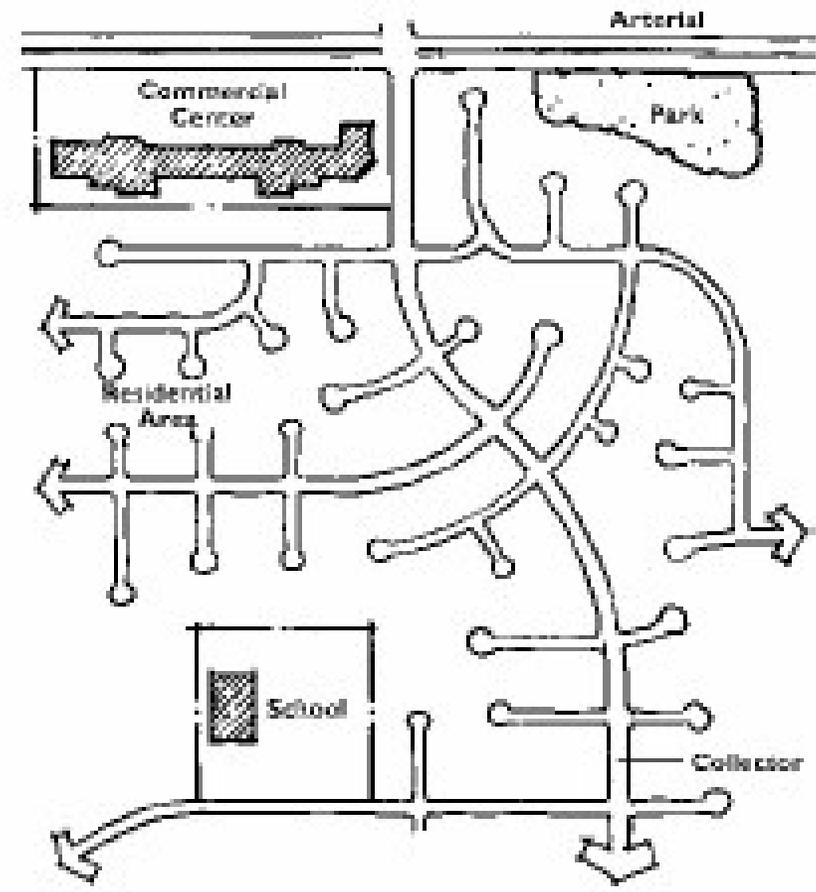


Walk Score
3

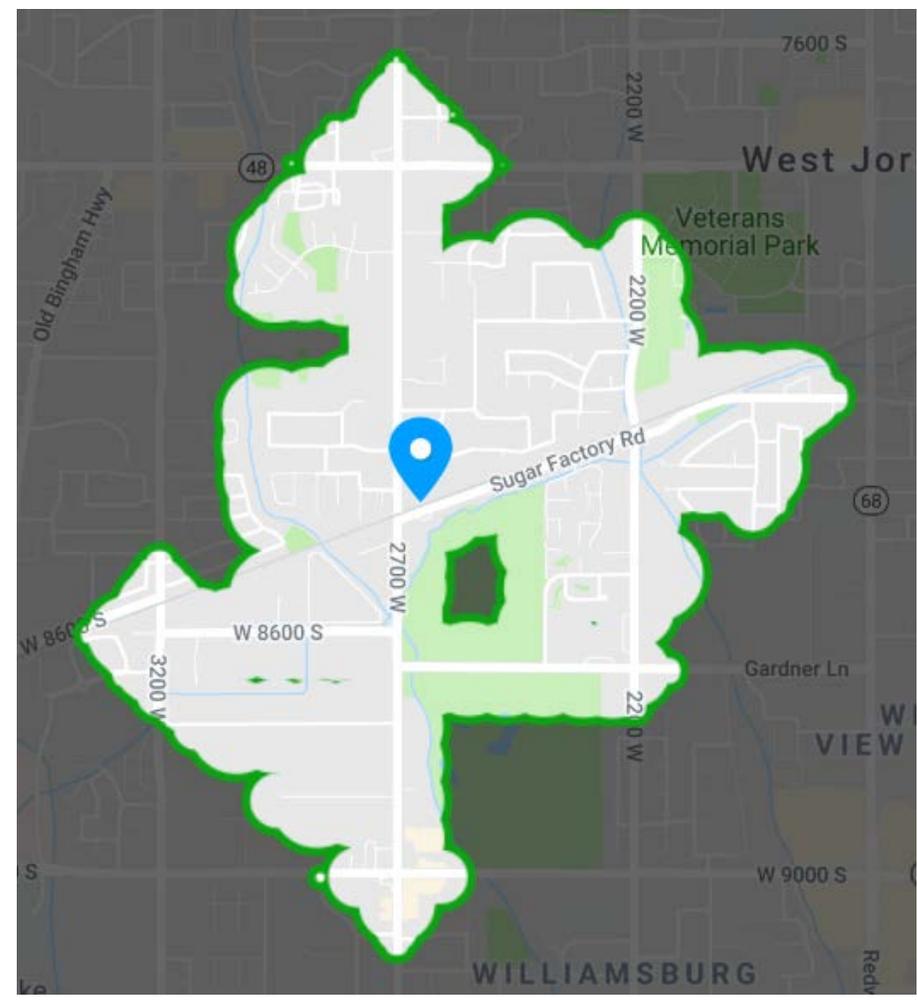
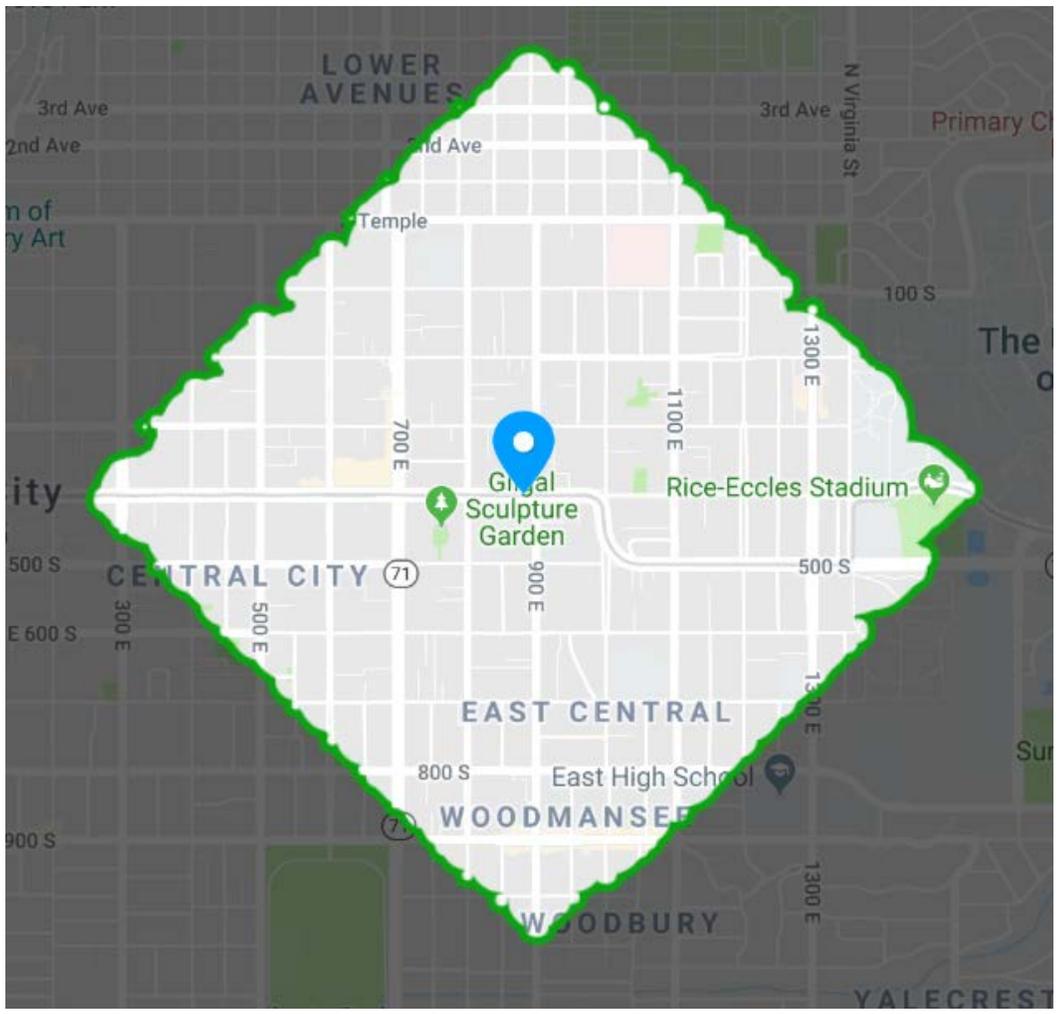
Car-Dependent
 Almost all errands require a car.



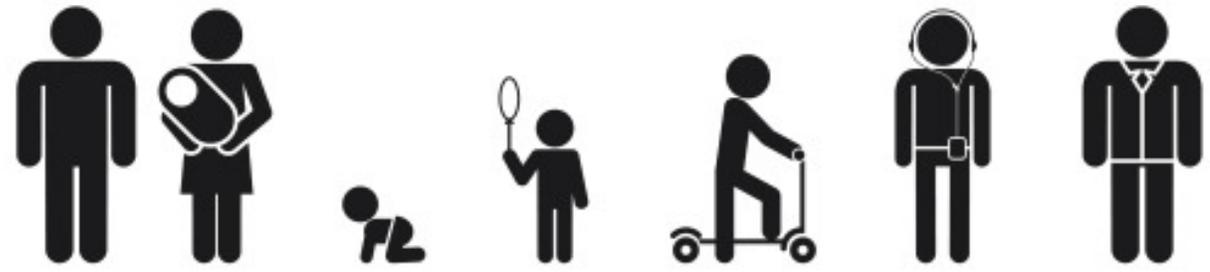
Connected



Circuitous









PLEASE KEEP
WALKWAY CLEAR

Benefits of TOD

Addresses Growth Challenges

Economic Development

Environment

Public health

Affordability

Sense of Place



UTA  TOD

LIVING CONNECTED

Background

Utah is one of the fastest growing states in the nation

Geography physically constrains development

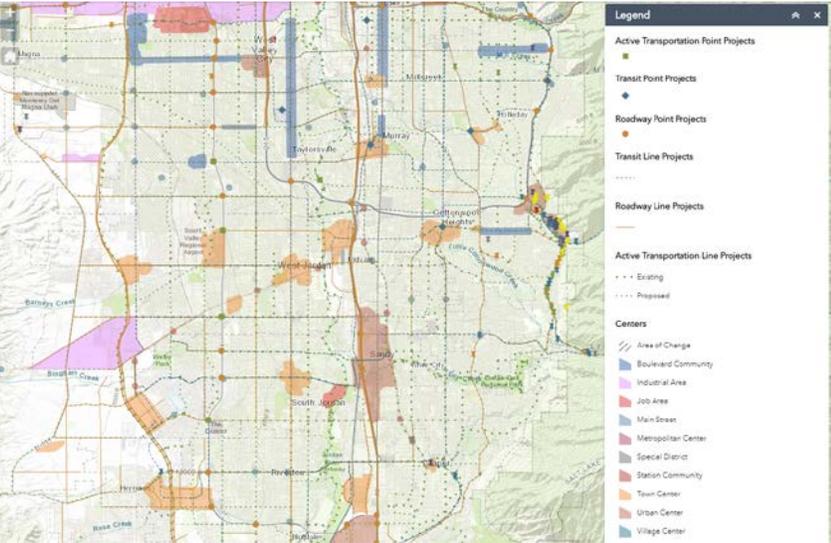
Undesired consequences – traffic congestion, poor air quality, unsustainable increase in cost of living, and reduced access to opportunities



Regional Planning

The Wasatch Choice 2040 Plan identified growth centers around transit nodes as a means to accommodate the projected growth while helping to mitigate negative impacts

Wasatch Choice for 2050 is an update to this regional vision



UTA Objectives

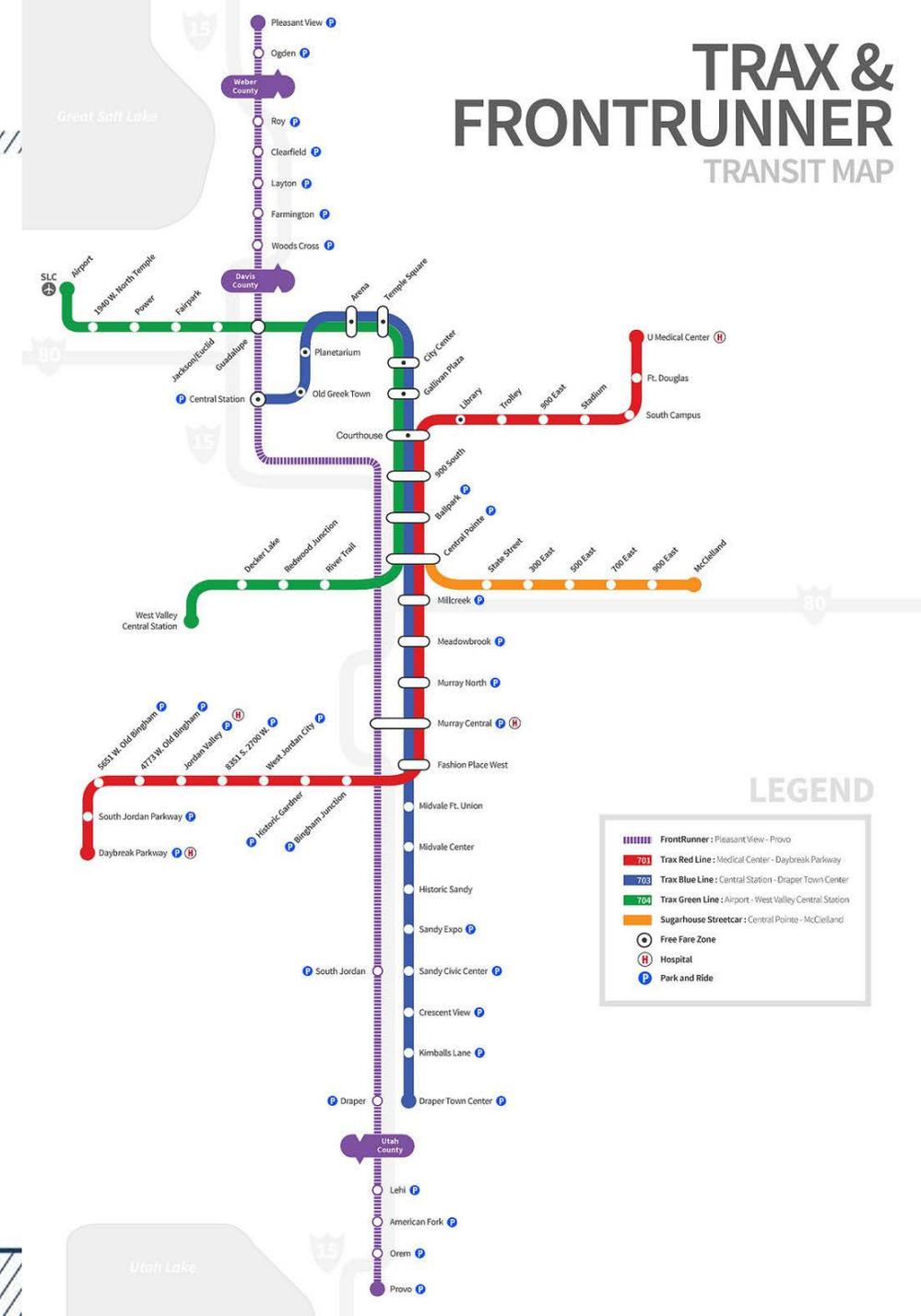
Support regional vision

Create origins and destinations to promote transit ridership

Catalyze centered growth and economic development

Capture value from public investment

TRAX & FRONTRUNNER TRANSIT MAP



Enabling Legislation (2010)

Utah State Legislature allowed for a limited number of TOD ventures (currently limited to eight sites)

The Federal Transit Administration allowed transit agencies to implement TOD on federally-funded property



UTA TOD Policy Framework

PLANNING IMPLEMENTATION MGMT



Links UTA's decisions to regional objectives

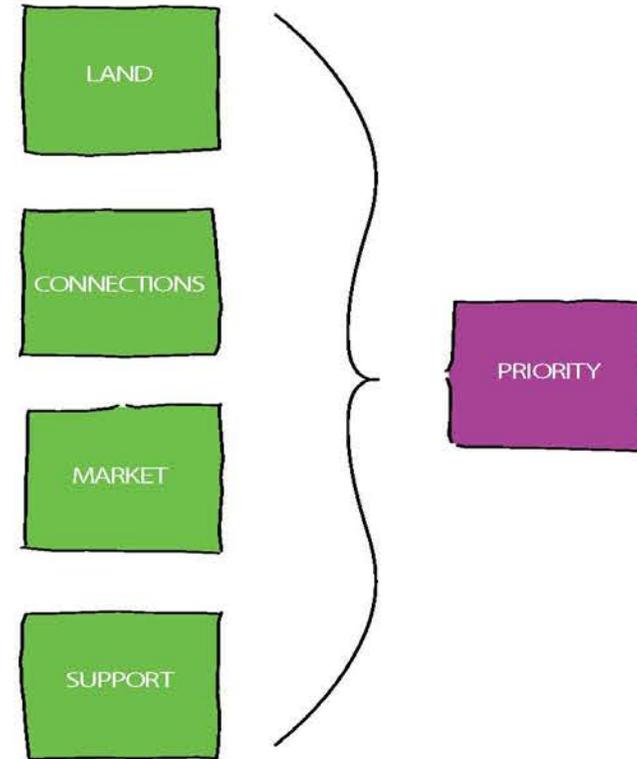
Captures local vision

Incorporates existing planning efforts

Creates objective criteria for selecting TOD sites and development partners

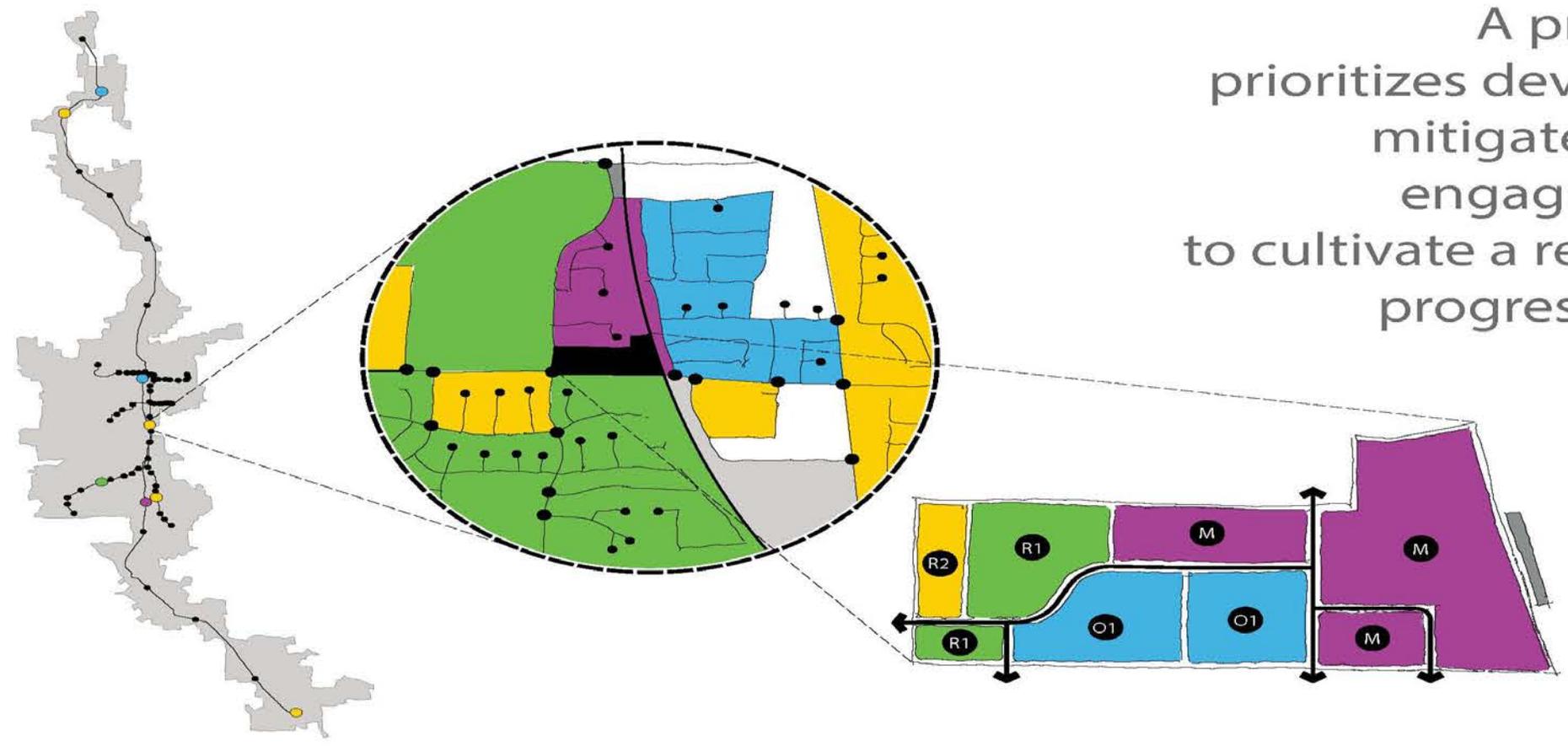
SELECTION CRITERIA

- Land Availability
Land ownership, environmental constraints, and parking demand
- Connectivity
Transit service, multi-modal connections, and access
- Market Strength
Socioeconomic context and key market indicators
- Public Support
TOD-Supportive zoning, political support, and public finance



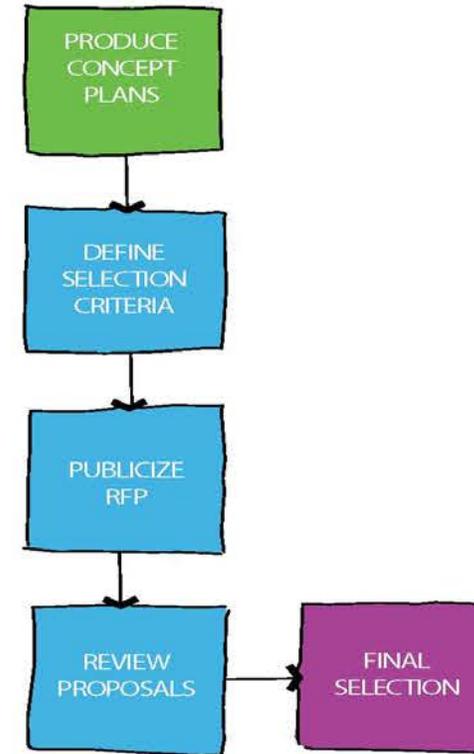
PLANNING STAGE

A process that prioritizes development, mitigates risk, and engages markets to cultivate a realistic and progressive vision



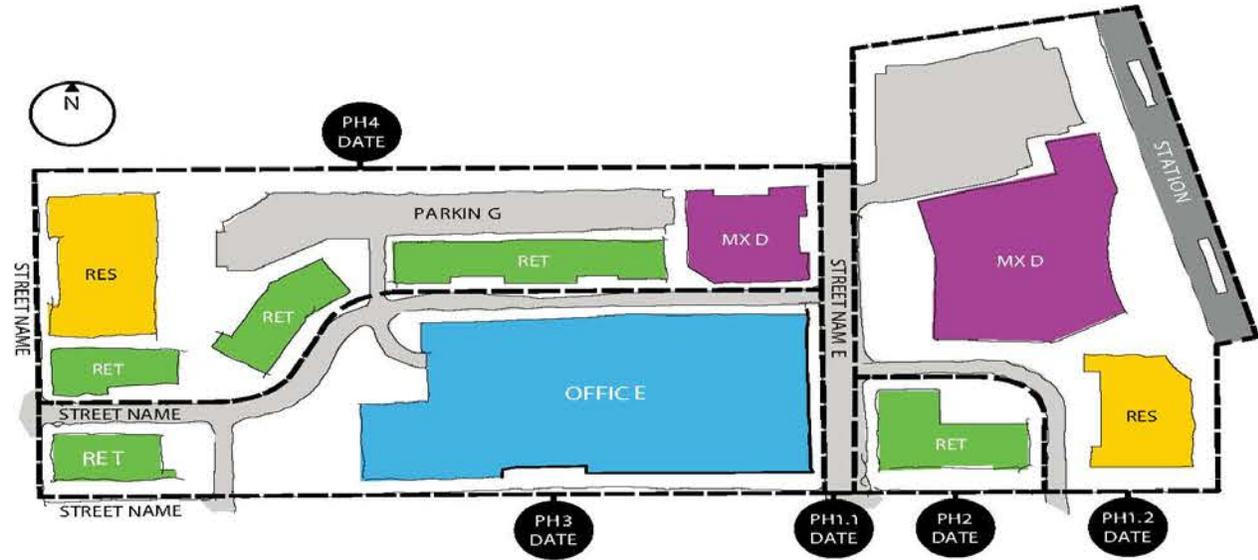
RFP PROCESS

Facilitates the transparent identification and selection of development partners who are best suited to carry out a planned vision



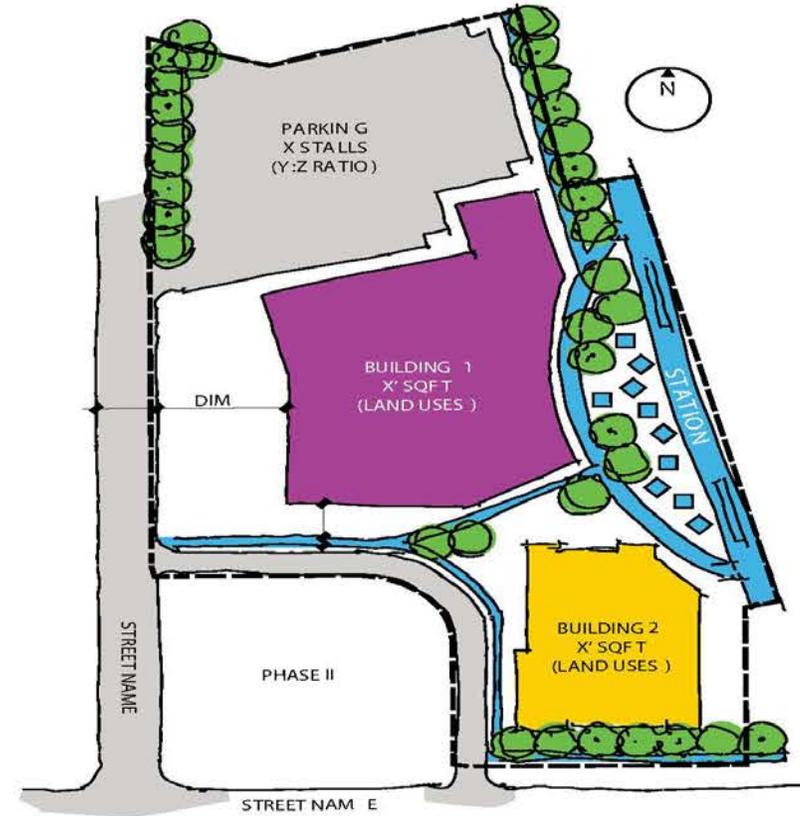
MASTERPLANNING

Provides an overview of what will be included in a specific TOD project, and when it will happen



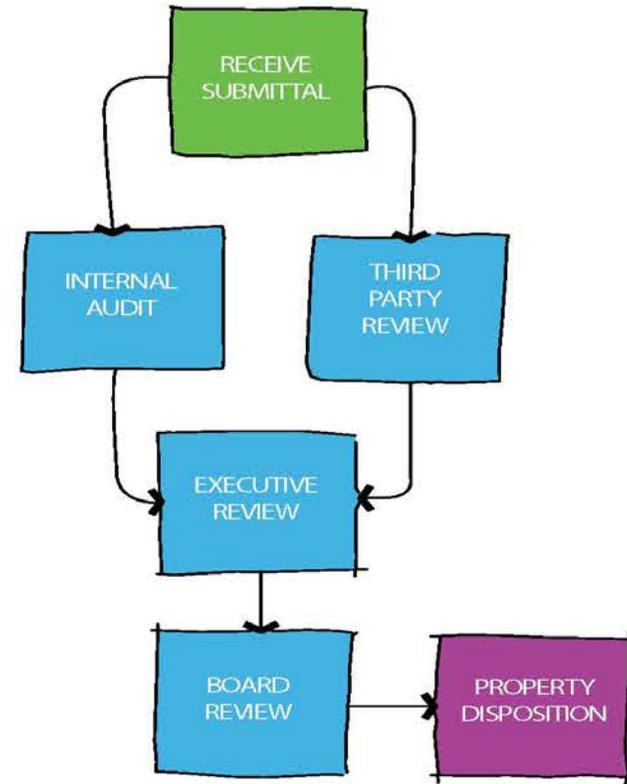
SITE PLANNING

Prepares a single phase of a Master Plan for municipal review and construction



FINANCIAL PLAN

Mitigates potential ethical and financial risks associated with a single phase of a master plan, and ensures that the proposed development is viable per market standards

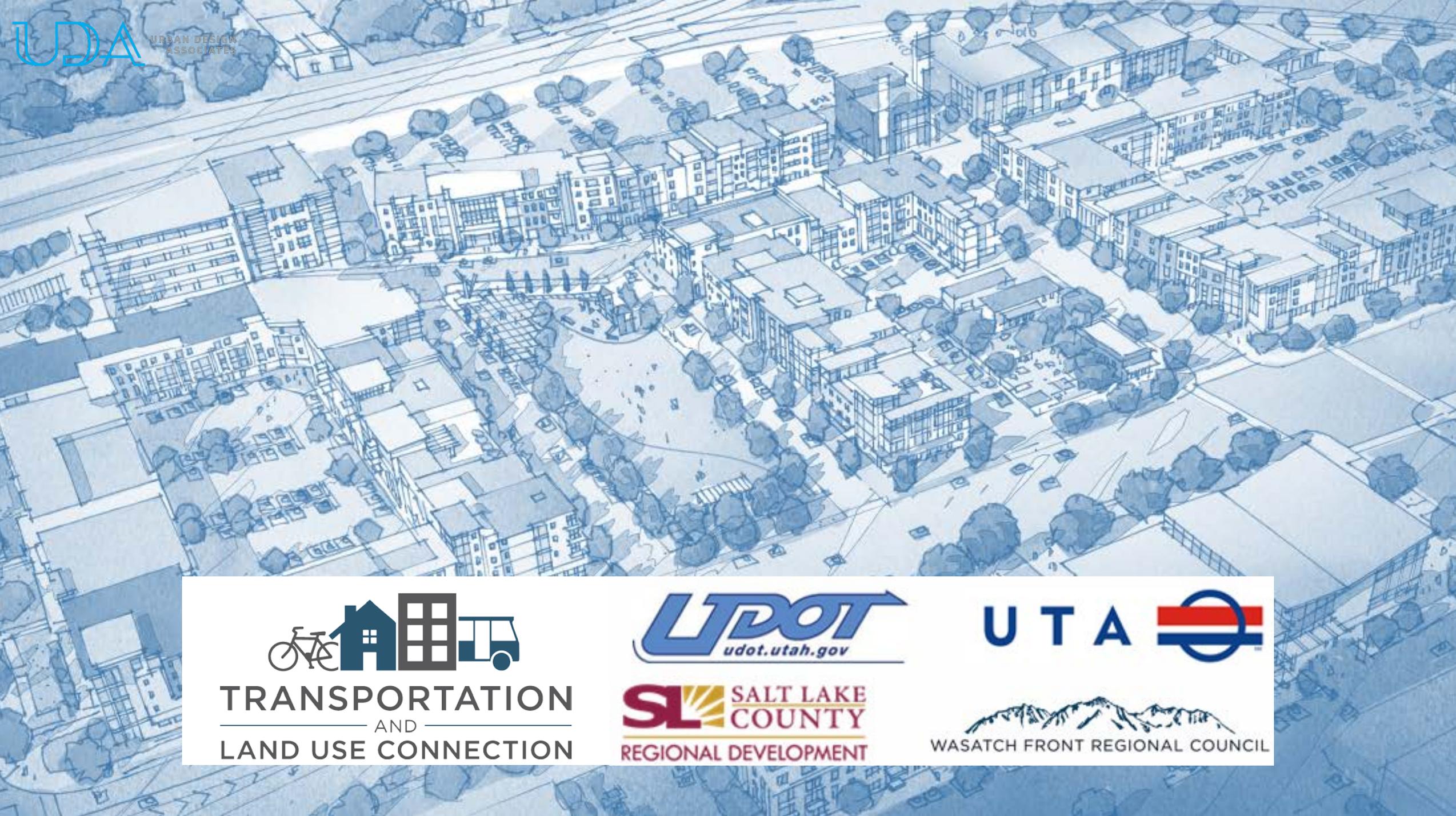


MANAGEMENTSTAGE

Coordinate construction and property management in order to reduce the associated risks







 **TRANSPORTATION AND LAND USE CONNECTION**

 **UTDOT**
udot.utah.gov

 **SALT LAKE COUNTY**
REGIONAL DEVELOPMENT

 **UTA**

 **WASATCH FRONT REGIONAL COUNCIL**



Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options to optimize mobility**

Create **communities** with opportunities to **live, work, and play**

TRANSPORTATION
— AND —
LAND USE CONNECTION

TLC Projects

Ordinances

Transportation/Active Transportation Master Plans

Complete Streets & Street Connectivity

First/Last Mile Implementation

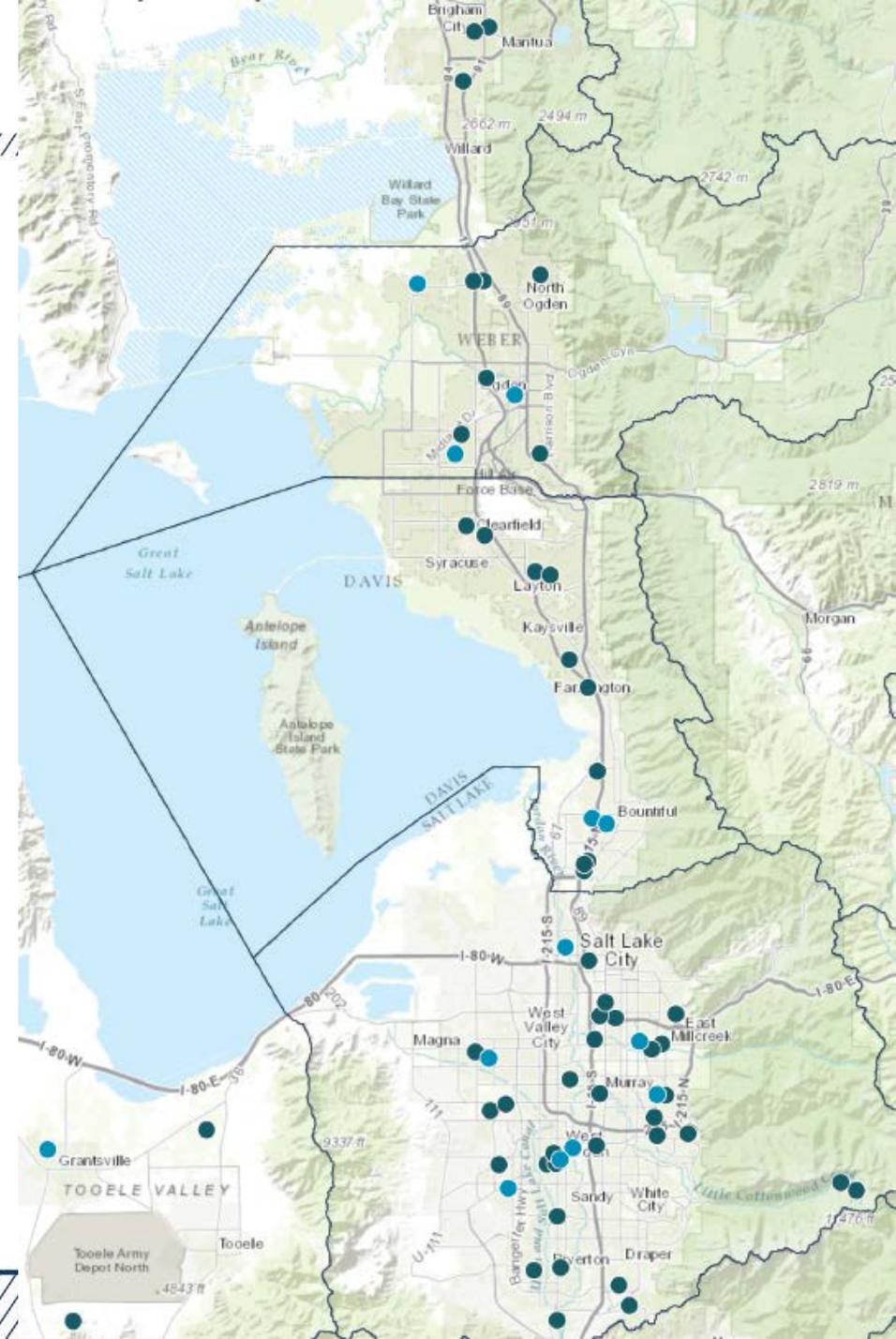
Station & Small Area Plans

Corridor Plans

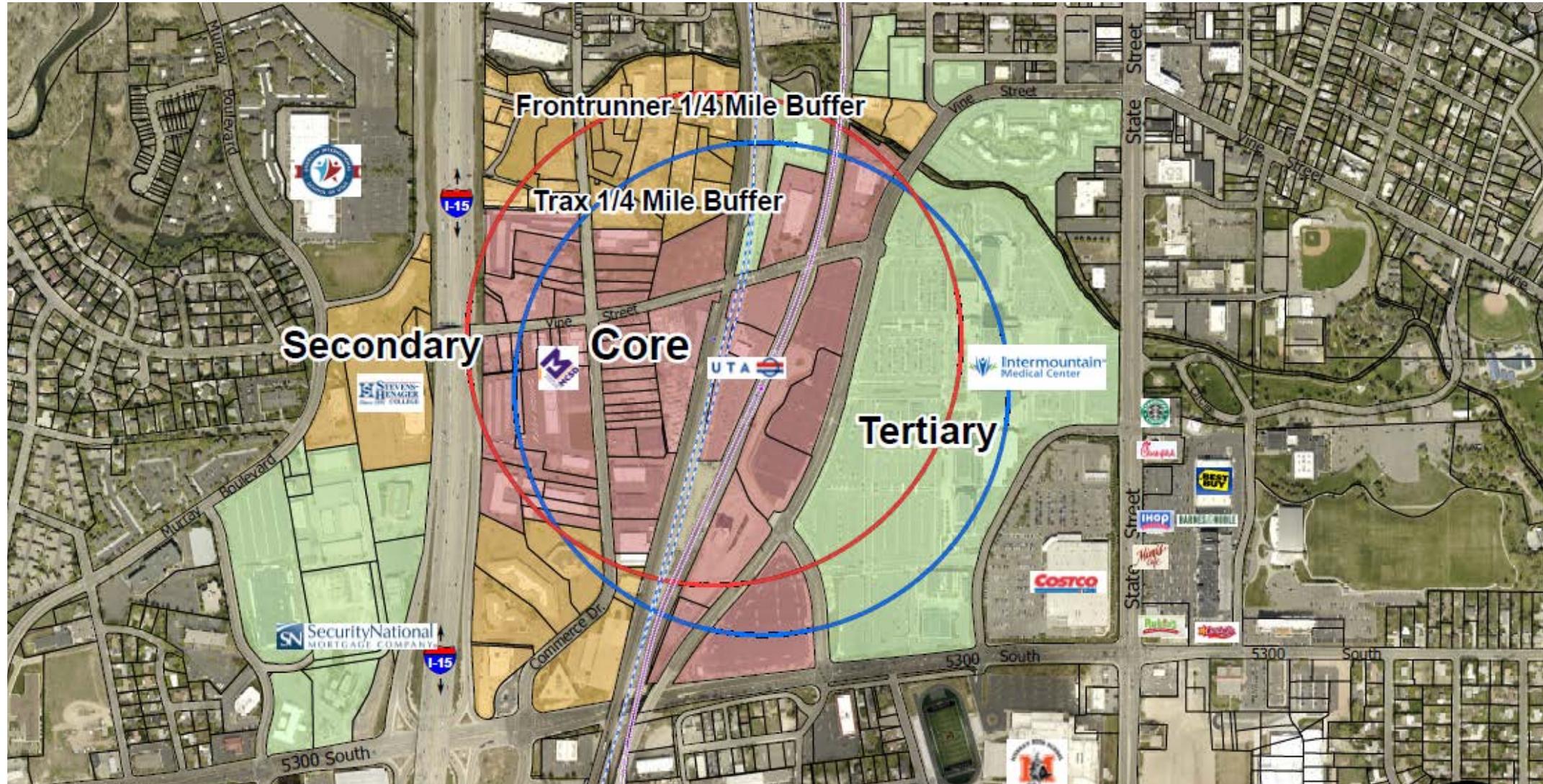
Studies (such as market, redevelopment)

Visioning

Parking Reform

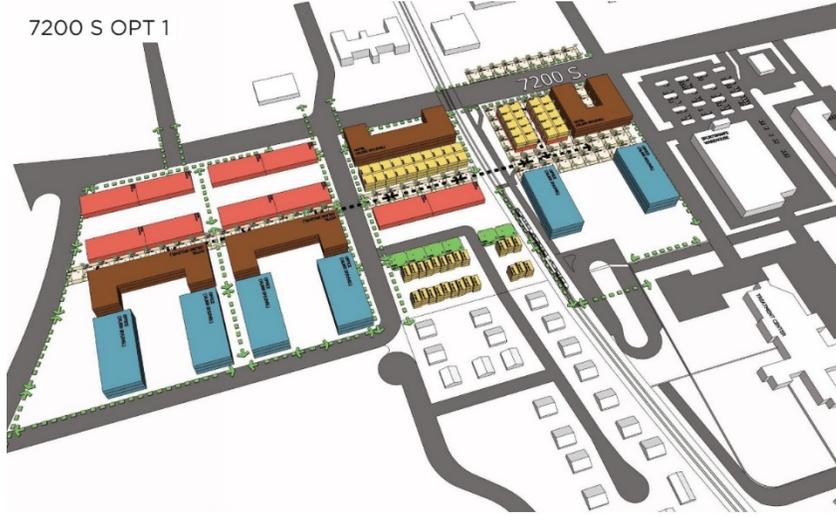


Murray Station Area Plan

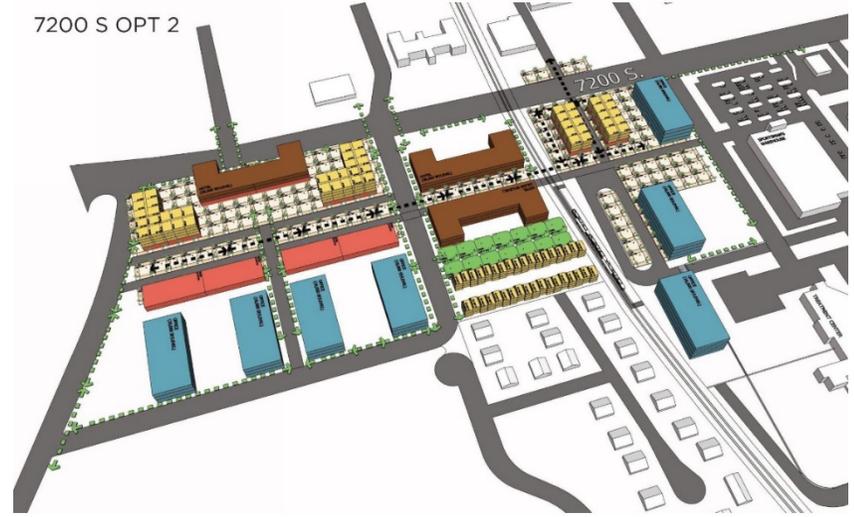


Midvale Station Area Plan

7200 S OPT 1



7200 S OPT 2



CENTER ST OPT 1



CENTER ST OPT 2



Salt Lake City Central Station Area Plan



Roy Frontrunner Station Plan

2

PROMOTE THE FRONTRUNNER STATION AS A SITE FOR TRANSIT-ORIENTED DEVELOPMENT

THE ISSUE TODAY:

The Roy Frontrunner Station Area does not currently meet many of the criteria that would make transit-oriented development viable, either by UTA or the private development community. Changes must be made to zoning standards and design guidelines in order to encourage the type of Station Area envisioned in this plan.



RECOMMENDATION 2.1

Ensure that zoning accommodates vertical mixed-use development, and allows retail, dining, and entertainment uses that support the development of a regional destination in the Station Area.



Photo source: UTA Transit-Oriented Development (TOD) Design Guidelines

RECOMMENDATION 2.2

Work with UTA to better meet the TOD criteria summarized on page 34 of this document. This will help establish the Roy FrontRunner station as a higher priority for TOD investments. Implementation of many of the recommendations below will be beneficial in working towards this goal.



3

IMPLEMENT PEDESTRIAN & TRANSIT FRIENDLY DEVELOPMENT STANDARDS

THE ISSUE TODAY:

Current parking standards require too much parking in the front of buildings, negatively affecting the pedestrian environment and hindering redevelopment potential.



Parking fronting 1900 West in Downtown Roy

RECOMMENDATION 3.1

Change parking standards to reduce the amount of parking required in the Downtown Area. Require parking predominately on the side or rear of buildings. Parking areas should comprise 40% or less of street frontage, and no more than 50% of total project parking should be located between the building's front façade and the primary street.

RECOMMENDATION 3.2

At the Roy FrontRunner Station Area, implement transit friendly parking standards that are less than or equal to the UTA and WFRC Station Community recommendations.



RECOMMENDATION 3.3

Explore programs that incentivize the provision of public amenities, like public space or affordable housing, for example, by offering parking reductions in return.

South Salt Lake Streetcar Form-Based Code



Questions?

