Cultivating Transit-Oriented Communities

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Overview

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
Connected

Circuitous
Benefits of TOD

Addresses Growth Challenges

Economic Development

Environment

Public health

Affordability

Sense of Place
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
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

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

System Plan → Station Area → Concept Plan → RFP → Master Plan → Site Plan → Financial Plan → Const. Mgmt → Prop Mgmt
PLANNING STAGE

A process that prioritizes development, mitigates risk, and engages markets to cultivate a realistic and progressive vision.
Facilitates the transparent identification and selection of development partners who are best suited to carry out a planned vision.
Provides an overview of what will be included in a specific TOD project, and when it will happen.
Prepares a single phase of a Master Plan for municipal review and construction
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.
Coordinate construction and property management in order to reduce the associated risks.
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
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.

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.

RECOMMENDATION 3.1
Change parking standards to reduce the amount of parking required in the Downtown Area. Require parking predominantly 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 buildings 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 WFRSC 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?