Transit Oriented Development Along the Wasatch Front

Rail-Volution
Salt Lake City, Utah
September 2005

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Utah Transit Authority
Greater Wasatch Area

- 10 Counties
- 90 Cities and Towns
- 157 Special Service Districts

Over 500 City Council Members
Over 500 Planning Commissioners
30 County Commissioners
90 Mayors
100’s of developers, realtors and other key stakeholders
Natural Urban Growth Boundaries

Utah Transit Authority:

- Public Transit District
- Linear Geographic Area - 130 miles by 20 miles (1400 square miles)
- Currently Employs: 1700+
- Operates 650+ Buses and 69 LRV’S
- Carries 34,000,000+ Passengers Per Year
Rich Planning History
North/South, University and Medical Center Light Rail Projects--TRAX

- TRAX currently adds the equivalent of one lane on I-15
- 80% of residents have a favorable impression of TRAX
- More than 60% of residents used transit last year
- Ridership growing faster than population and VMT
Good Fiscal Partnerships

- **North/South TRAX:**
  - SLC Contributed $20 M for Downtown Enhancements
  - Interlocal Agreements

- **University TRAX:**
  - Salt Lake City and LDS Church: $1.6 M
  - State Legislative Guarantee $5 M for 10 Years
  - $12 M from CMAQ for LRT Vehicles
  - Interlocal Agreements from 5 Key Stakeholders
  - Budget Reductions from all Stakeholders

- **Medical Center TRAX:**
  - $1 M Design Contribution
  - 250 Parking Stalls @ LDS Church Parking Structure: $4.7 M Value
  - $1 M Pedestrian Bridge
  - $700 K Real Estate
The Power of Partnerships

The “vision” step is key to planning livable communities

- Public chooses options to be studied
- Partnerships are created early
- Momentum builds

- Utah League of Cities and Towns
- Utah Association of Counties
- Mountainlands Association of Government’s
- Wasatch Front Regional Council
- Utah Department of Transportation
- Utah Transit Authority
- Utah Foundation
- Salt Lake Chamber of Commerce
Envision Utah

- Public / Private Partnerships
- Community Based Planning
- Educational Campaign
Envision Utah

- Quality Growth Strategies
  - enhance air quality
  - increase mobility and transportation choices
  - preserve critical lands,
  - conserve and maintain availability of water resources
  - provide housing opportunities for a range of family and income types
  - maximize efficiency in public and infrastructure investments to promote other goals
Broad Scope of Community Interests in the Envision Utah Partnership

- Business Leaders
- Developers
- Utility Companies
- Local Government
- State Government
- Conservation and Citizen Groups
- Religious Leaders
- Education
- Media
Scenario Approach:
Contrasts today’s choices by showing long-term consequences

Scenario A & B

Scenario C

Scenario D
Major Public Workshop Findings

- **Infill** -- Participants preferred greater population numbers in infill areas than new expansion.
- **Wasatch Back** -- Nearly all participants indicated that only minimal development should occur in the Wasatch Back.
- **Rail Transit** -- Rail was seen as an essential component of the region’s growth.
- **Walkable** -- Participants expressed a general preference for walkable development.
- **Critical Lands** -- Near general consensus that critical lands should be conserved.
Serious Challenges Ahead:

- Adding a million residents by 2020
- Urbanizing 87% more land by 2020
- Needing new water sources by 2010
- Risking increases in air pollution
- Worsening crowding and congestion
- Increasing costs for businesses and families
- Rising infrastructure needs
Traditional Planning Approach

- **D**ecide – through analysis and research
- **E**ducate – the public about the solution
- **A**nnounce – the plan
- **D**efend – the plan and yourself
Regional Choices and Outcomes

Our Region’s Future

Transportation

Job Creation
Air Quality

Land Consumption

Water Use

Traffic

Land Use

Housing Opportunities
Open Space
Miles of Driving

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Partnerships for Regional Visioning

- Growing National Phenomenon
- Revolution in “Scale-Appropriate” Urban Problem Solving
- New Science
  - New Governance Structures
  - New Public Engagement Methods
  - New Tools for Analyzing Alternative Futures
  - Existing Tools Used in New Ways
  - New Communication Technologies
Ambitious 2030 Transit Plan

- Existing 2001 plan
- 2004 plan

Bar chart showing miles:
- Existing: 0 miles
- 2001 plan: 50 miles
- 2004 plan: 100 miles
- 2030 LRP Update Transit Plan map
Estimated Statistics between Salt Lake, Davis and Weber Counties:

acres within ½ mile of transit nodes:

80,000

Housing units within ½ mile transit nodes @ 8 DU/acre on half of the acres:

320,000 units

Population estimate @ 3 persons per household:

960,000

80,000 Acres = 125 Square Miles
FTA New Starts Criteria

- FTA Criteria
  - Existing Land use
  - Transit supportive plans and policies
  - Performance and impacts of policies
  - Other factors

- UTA Application
  - Development potential prior to major project
  - Have good project alignments
  - Work with local government to develop TOD zoning
  - Encourage TOD development

UTA Application
UTA Joint Development Criteria Reflects FTA Criteria

- FTA Circular 9300.1
  - Development should be both to secure a revenue stream for the transit system and to help shape the community that is being served by the transit system.

- UTA Application
  - Enhance effectiveness of transit project
  - Provide revenue for transit operations
  - Development should increase transit ridership
UTA Policy on Development

Encourage and support
- Transit Oriented Development
- Joint Development
With the goal of building a system of uses accessible by transit

- Increased ridership
  - Excellent access between station and development
  - Increased Activity
- Maintenance of Park & Ride access
  - Move parking at no cost to UTA
- Generate Cash Flow
  - To support transit operations
  - Share in up-side potential of UTA’s properties
Latest Project: Commuter Rail
WVC Corridor and Station Spacing
West Valley Downtown/ TOD

A

B

C

D
Mid-Jordan Corridor and Station Spacing
Bingham Junction Development Plan

BINGHAM JUNCTION
Illustrative Plan
Redwood Station Development
Daybreak’s Master Plan
Drawing of Built-out Daybreak Community
Townhomes at Daybreak
Homes at Daybreak