Bending the Market – Using Joint Development as a Catalyst

UTAH TRANSIT AUTHORITY JOINT DEVELOPMENT PROGRAM

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About UTA

- Public Transit District – covering six counties
- Population – serves approximately 2 million people
- Linear Geographic Area - 130 miles by 20 miles (1400 square miles)
- UTA Currently Employs approximately 2000 people
- UTA Operates 700+ Buses, 400 vans, 100 LRVs and 60 commuter rail
- UTA Carries 38,000,000 Passengers Per Year
UTAH TRANSIT AUTHORITY
2030 Plan

• Utah is currently growing at 2 ½ times the national average, largely due to a strong economy and family demographics

• Adding a million residents by 2030

• Urbanizing 87% more land by 2020
Regional TOD Vision

- Regional Growth Principles
  (Developed by local elected officials):
  - Efficient and adequately maintained infrastructure
  - Regional mobility through transportation choices
  - Integrate land-use with transportation
  - Provide housing for people in all life stages and incomes
  - Ensure public health & safety
  - Enhance the regional economy
  - Promote regional collaboration
  - Strengthen sense of community
  - Protect and enhance the environment
- Convert public land into property and sales tax revenue generators
- Drive economic growth
- Efficient use infrastructure
- Infrastructure cost reduction
- Land usage reduction
- Lower housing and transportation costs:
  - Avg. savings of $6,251 per year (APTA)
  - Market currently demanding more walkable, mixed use communities
- Reduce congestion
  - Residents of TOD drive 30% less
  - TOD residents use transit 3 to 5 times more
  - TOD produces 43% less emissions than conventional suburban type development (Reconnecting America)
What Does SB272 Do?

- Allows a public transit district to participate in a limited liability basis in the ownership and development of areas in proximity to stations and rights-of-way.
- Prohibits any board member from having any interest in the transit supportive developments.
- Requires the participating entities to make an equity contribution equal to or no less than 25% of the appraised value of the property.
- Limits the number of developments to no more than 5 projects.

- FTA allows UTA to be able to use federally funded land as an equity contribution towards a TOD joint venture.
- Development of the land will allow cities to receive revenue and allow UTA to retain the proceeds to offset costs of service and mitigate impact to taxpayers.
- UTA has no land use or eminent domain authority.
Process for Selecting TOD Sites

- **Open and transparent process**
  - Follow city zoning, planning and permitting process
  - Involve city staff, planning commission, mayor and council
  - Community / municipal support, compatible land-use zoning and market research
  - Public outreach

- **Project readiness, availability of property and opportunity**
  - Geographic distribution
  - Market studies identify the need and TOD potential
  - Availability of Funding Sources (federal, local and private)
  - Transit ridership
  - Likelihood of success
  - Developer and Tenant interest

- **Find viable developer following established procurement policies. Include representatives from city or town on selection committee.**

- **Financing**
  - Developer must meet statutory requirement of 25% equity
  - Verification of good public investment
Criteria for Selecting JV Projects

- Developer and Tenant Interest
- Transit Oriented Development potential and master planning
- Availability of funding sources (federal, local, or private)
- Level of city’s interest in TOD and willingness to adapt zoning and use plans to accommodate appropriate development types and densities
- Market studies identify the need for the uses proposed
- Consider geographic distribution in Weber, Davis, Salt Lake and Utah Counties
- Increased Ridership
- A practical solution to encourage growth in transportation corridors (Envision Utah 3% Strategy)
Stakeholder Involvement

- Stakeholder cities are involved in providing input during the market research phase, developer selection and master planning process
- Metropolitan planning organizations are involved in regional and transportation planning
- Affordable housing groups provide input on the need for affordable housing in the area
- Public meetings are held to incorporate input into master planning process
- UTA Board and Planning & Development committee public discussions
Developer Selection

• The established UTA procurement requirements are followed to solicit developer interest in specific projects

• Submitted Developer proposals shall be based on:
  – Experience with TOD and mixed use projects
  – Financial capacity
  – Economic benefit to UTA
  – Quality of the master plan
  – Procurement selection teams have been established and include TOD staff, UTA executives and city representatives
  – Final Developer selection will be reviewed by the Planning and Development Committee and on to the full Board for final approval
1. Salt Lake Central Station
   • 4 acres + large RDA
   • Urban Redevelopment – Urban Center
   • Commuter Rail, Light Rail, Bus, Bicycle

3. Downtown Circulator
   • Multi-site
   • Urban Corridor - Main Street
   • Street Car

4. 39th Trax
   • Large RDA Town Center
   • Suburban Redevelopment
   • Light Rail, Bus

5. Sandy Trax
   • 35 acres Town Center
   • Suburban Infill
   • Light Rail, Bus

6. Provo Hub
   • 14 acres
   • Suburban Infill
   • Station Community
   • Commuter Rail, Bus Rapid Transit

HUD Sustainable Communities
Impressive Regional Collaboration

• WASATCH FRONT REGIONAL COUNCIL (MPO)
• ENVISION UTAH
• SALT LAKE COUNTY
• UTAH TRANSIT AUTHORITY
• UNIVERSITY OF UTAH
• UTAH DEPT OF TRANSPORTATION
• UTAH CHAPTER OF AMERICAN PLANNING ASSOC.
• MOUNTAINLAND ASSOCIATION OF GOVERNMENTS
• SALT LAKE CITY
3900 South TRAX TOD

Phase 1 28,400 SF College Building
Phase 2 27,000 SF College Building
7000 SF Retail
88 Unit Residential

This was the first TOD project for FTA where the transit agency requested that FTA both allow its land interest to be contributed to Joint Development LLC, and have its land interest subordinated to a construction loan.
JORDAN VALLEY TOD

36 ACRES
- 1396 RESIDENTIAL UNITS INCLUDING MARKET RATE, AFFORDABLE AND SENIOR HOUSING
- 10,160 SF RESTAURANTS AND RETAIL
  - 83,200 SF OFFICE

AMENITIES:
CLUBHOUSE COMPLEX, POOLS, HEALTHCLUB, COMMUNITY GARDENS, BIKE & PEDESTRIAN INFRASTRUCTURE, WALKING PATHS ALONG BINGHAM CREEK, TRANSIT PLAZA WITH NEIGHBORHOOD RETAIL AND RESTAURANTS.
WITHIN WALKING DISTANCE OF JORDAN VALLEY HOSPITAL AND SALT LAKE COMMUNITY COLLEGE

FTA APPROVED $14 MILLION IN UNUSED CONTINGENCY FUNDS LEFT OVER FROM THE CONSTRUCTION OF THE MID JORDAN LIGHT RAIL LINE TO BE USED TO CONVERT THE ORIGINALLY PLANNED 10 ACRE SURFACE PARKING LOT INTO 2 SHARED PARKING STRUCTURES, AND CONSTRUCT THE TRANSIT CRITICAL SITE INFRASTRUCTURE WHICH ENABLES THIS TOD TO MOVE FORWARD
Sandy TOD Existing Conditions

Replacing 11 acres of surface parking with a 1.4 million SF Mixed Use Transit Oriented Development
We held a public design charette, received input from over 30 stakeholders and neighborhood groups in developing the plan.

This site achieves all of the livable, sustainable community goals – walkable commercial mixed use district, housing for all income levels and all stages of life, provides job center and economic development at a transit stop, efficient use of land and energy resources, placemaking, pedestrian and bike infrastructure, returning underutilized infill land to the tax rolls.

This is all in addition to the TOD benefits of reduced driving and reduced CO2 emissions by its occupants. It is estimated that the residents and workers occupying this TOD will save almost 6,000,000 vehicle miles travelled ANNUALLY due to the proximity to transit.
CENTRAL PARK/PLAZA

LIVE WORK TOWNHOUSES

SANDY TRANSIT ORIENTED DEVELOPMENT CONCEPT 10000 S TRAX

OFFICE
Developer and neighborhood stakeholders are being included in the design phase to coordinate connectivity issues, integration of the streetcar with their developments, and discuss value capture strategies.
SALT LAKE INTERMODAL HUB