

TOD Design Guidelines



History

Initial Purpose – Design Guidelines & Standards – What's Working



History – Initial Purpose

- Board direction to UTA Staff for the design of TOD
- UTA goals for TOD
- Qualitative & quantitative criteria for creating and evaluating development proposals (i.e. Design Review Committee)
- General definitions
- TOD review processes



History – Design Guidelines & Standards

Connectivity

- Block and grid structure
- Street and pedestrian realm design
- Transit-critical infrastructure design

TRANSIT-ORIENTED DESIGN (TOD) DESIGN GUIDELINES | Updated - December 2014




Photo courtesy of Wasatch Front Regional Council

Building Orientation and Setbacks

INTENT: Buildings should frame the pedestrian environment and help create a sense of enclosure for public space. This simply cannot be achieved in areas with large setbacks or where there is significant space between buildings. Street oriented buildings provide a consistent "street wall" while also providing a functional relationship between public space (the street) and private space (building interiors). To achieve this form the following design elements shall be followed.

7.1
All street corners shall be occupied by a building unless the corner is set aside for open space.


7.2
Building setbacks shall be between 0' and 5' feet from the sidewalk on primary streets and 0' to 10' on secondary streets. A larger setback may be allowed if fronting a major corridor with more than 4 lanes of traffic.

7.3
Side yard setbacks between buildings shall be no more than 5' unless there is a major pedestrian/bicycle connection requiring additional space or vehicular access to parking facilities is needed. Side yard parking may be allowed on secondary/local streets provided that they appropriately screened.


7.4
Vehicular access (driveways) shall be limited to one between streets, especially on primary streets.

7.5
Driveways shall be no more than 24' wide and ideally should be sized to accommodate one-way traffic or a yield lane.

7.6
Principal entrances shall be located on the front or corner façade.



Front entrance at corner rendering

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Development Form

- Density
- Parking Ratios
- Building Orientation


“Building setbacks shall be between 0' and 5' feet [sic] from the sidewalk on primary streets and 0' to 10' on secondary streets...”



History – What’s Working

- Catalogs design concepts
- Describes impact that development form has on pedestrian and transit experience

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Connectivity

Multi-modal connectivity is paramount to successful transit-oriented development.

The auto-centric development patterns of the past sixty years have led to a number of negative externalities both from a regional and local perspective that have been well documented in TOD literature. Designs that cater only to the automobile often lead to a lack of on-street activity, developments with no sense of place, and areas where almost every trip requires the use of an automobile, neglecting populations like the young, elderly, and disabled who are unable drive. Health issues like rising obesity and diabetes rates as well as air quality issues have also been linked to auto-centric design.

Recent research, including survey's conducted by the National Association for Realtors, suggests that demographic shifts will continue to fuel demand for more walkable, smart growth developments nationwide and that consumer preferences for housing and job locations are shifting to more walkable, urban environments. Studies also suggest that walk, bike, and transit trips have all increased over the past decade, especially for those in the millennial generation. Even today, 25% of workers in the Salt Lake City region commute to work by some other means than driving alone (United States Census Bureau/American Fact Finder, 2013). Each mode needs to be considered and carefully planned for in order to meet these demands and ensure that transit stations are conveniently and safely accessible for all users.

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- Links street and architectural design with ridership generation & revenue

“...demographic shifts will continue to fuel demand for more walkable, smart growth developments nationwide and that consumer preferences for housing and job locations are shifting to more walkable, urban environments”

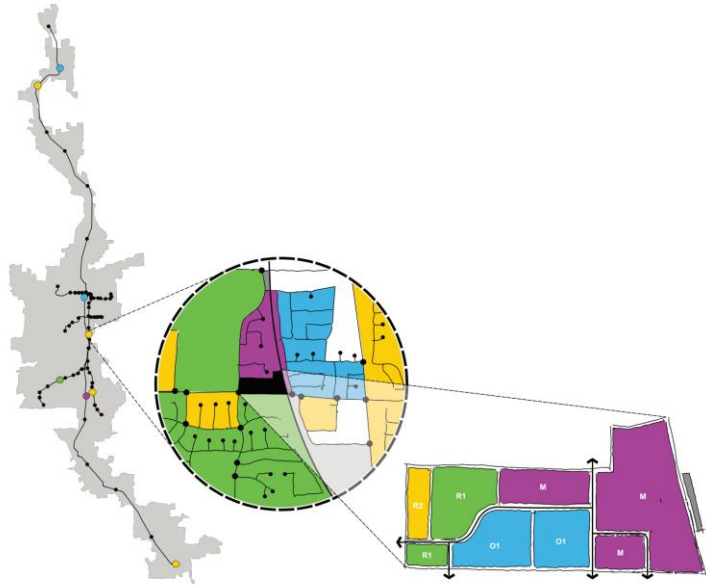


TOD Design Guidelines Update

Current TOD Program - Revised Purpose - UDA
- Stakeholder Workshops - Revised Guidelines



Current TOD Program



TOD Board Policy & Strategic Plan

- Regional Analysis > Station area planning > Site Design

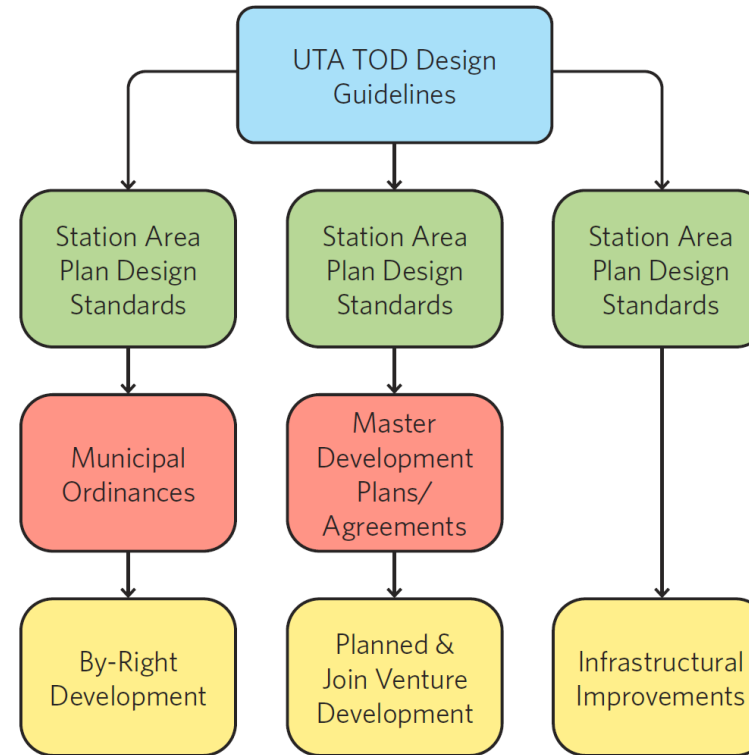
SB150: UTA may develop controlled property if city adopts station area plan

HB462: Cities must adopt a station area plan in order to qualify for STPP funds and HTRZ



Revised Purpose

- Provide catalog of TOD concepts for cities and stakeholders
- Support and reinforce concepts during station area planning, to assist with HB462 efforts
- Influence ordinances and master development plans within station areas
- Produce by-right and planned developments that exhibit TOD Principals
- Improve infrastructure to enhance orientation within station areas



Urban Design Associates (UDA)



UDA

- Premier urban design firm in the United States
- Worked with UTA on a variety of station area planning projects
- Bid on project in December 2021



Stakeholder Workshops

Weaknesses

- Current guidelines are too general at times, and at times, too specific
- Too much emphasis on density and other metric requirements
- Commercial uses and services have lagged behind residential development
- Too many suburban areas are reluctant to give up the Park & Ride model

Opportunities

- Align vision for TOD between UTA, municipalities, and other stakeholders
- Develop frameworks that support future densities that may be ahead of the market
- Encourage municipalities to create transit-oriented districts within station areas
- Create a sense of place at each station
- Clearly communicate design concepts with the development community during planned and by-right development



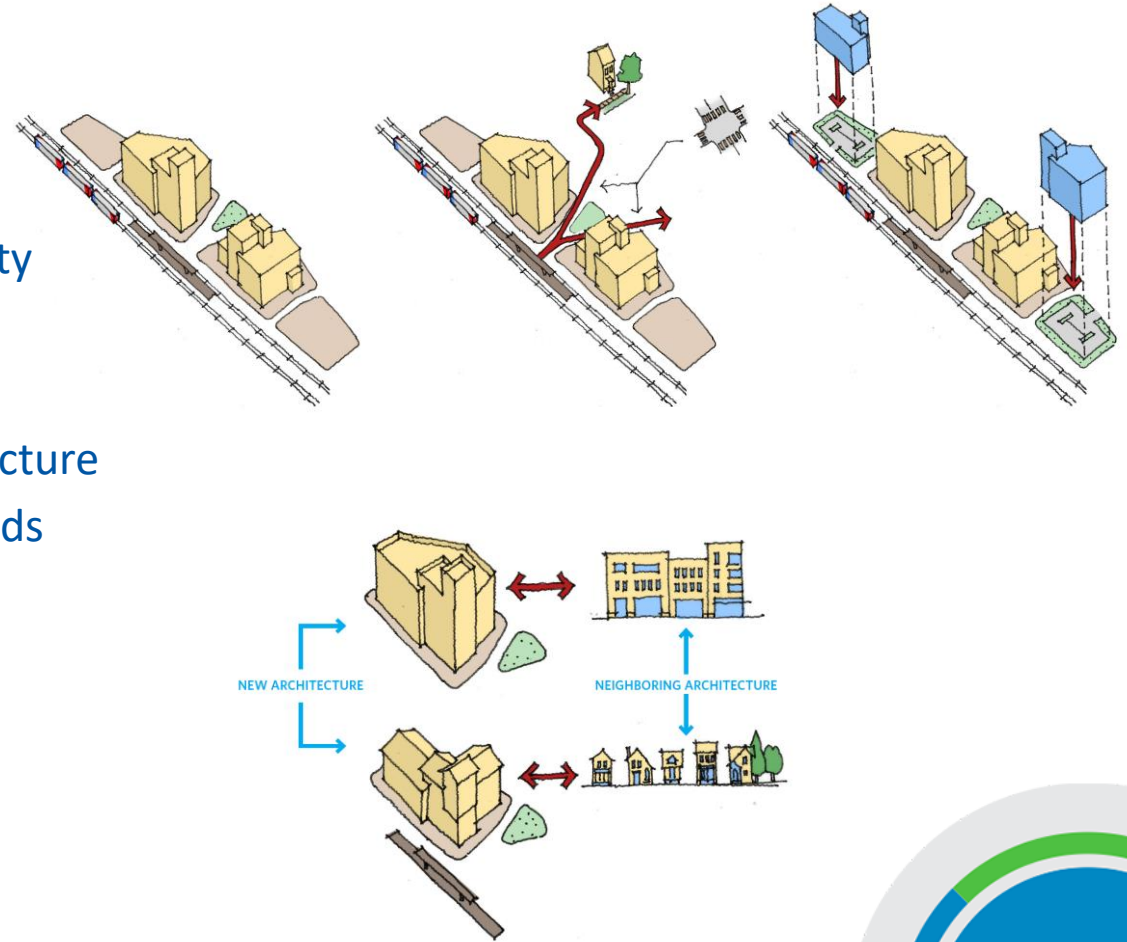
Revised Guidelines

Land Use

- Intensity
- Mixed-Use
- Architectural Form
- Orientation
- Placemaking
- Redevelopment Strategies
- Affordable Housing

Station Access

- Streetscapes
- Multimodal Functionality
- Pedestrian Realm
- Bike & Multiuse Paths
- Transit-Critical Infrastructure
- Catchment Areas & Sheds
- Mobility Options (TDM)
- Addressing & Reducing Parking Demand



Questions?

