



# Summary: Transit-Specific Development

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## Transit-Oriented Development (TODs)

- **Transit-oriented development (TOD):** a mixed-use residential or commercial area that is designed to maximize access to public transit and includes the development of land owned by a large public transit district. (*17B-2a-802*)
- Public transit district shall perform a cost-benefit analysis of the development, including effect on:
  - Service and ridership
  - Regional plans made by the Metropolitan Planning Organization (MPO)
  - Local economy
  - Environment and air quality
  - Affordable housing
  - Integration with other transportation modes.
- All TODs are required to have a Station Area Plan (SAP).

## Station Area Plans (SAPs)

*HB462 from GS2022 (Rep. Waldrip/Sen. Anderegg)*

- **Goal:** Maximize development potential around public transit stations through a collaborative, city-led planning approach; Cities can determine how to meet transit-specific development objectives without mandating a specific approach.
- If a city has a fixed-guideway public transit station (commuter rail, light rail, or Bus Rapid Transit), it is required to develop a SAP for that station, as well as update its general plan and zoning.
- Plans are reviewed by the relevant MPO in consultation with the transit authority.
- Municipalities are required to adopt a SAP for existing public transit stations and appropriate land use regulations no later than December 31, 2025.
- New stations (not under construction as of May 2022) must adopt a SAP before the station can open for service.

Plan objectives:	Potential actions:
Increase availability and affordability of housing, including moderate income housing	<ul style="list-style-type: none"> <li>• Provide for densities necessary to develop moderate income housing</li> <li>• Align SAP with MIHP element of general plan</li> <li>• Provide for affordable cost of living in connection with housing, parking and transportation</li> </ul>
Promote sustainable environmental conditions	<ul style="list-style-type: none"> <li>• Conserve water through efficient land use</li> <li>• Improve air quality through reduced vehicle trips</li> <li>• Establish parks, open spaces, and recreational opportunities</li> </ul>
Enhance access to opportunities	<ul style="list-style-type: none"> <li>• Encourage mixed-use development</li> <li>• Enable employment and educational opportunities in close proximity to the transit station</li> <li>• Promote enhanced broadband connections</li> </ul>
Increase transportation choices and connections	<ul style="list-style-type: none"> <li>• Support investment in infrastructure for all modes of transportation</li> <li>• Increase utilization of public transit</li> <li>• Encourage safe streets through bike lanes and pedestrian walkways</li> </ul>



## Housing and Transit Reinvestment Zones (HTRZs)

*SB217 from GS2021 (Sen. Harper/Rep. Handy)*

### **Objectives:**

1. Higher utilization of public transit
2. Increase availability of housing, including affordable housing
3. Conserve water resources through efficient land use
4. Improve air quality by reducing fuel consumption and motor vehicle trips
5. Encourage transformative, mixed-use development and investment in transportation and public transit infrastructure in strategic areas
6. Strategic land use and municipal planning in major transit investment corridors
7. Increase access to employment and educational opportunities. ([63N-3-603](#))

### **Additional requirements:**

1. At least 10% of the proposed housing units within the HTRZ are affordable housing
2. At least 51% of the developable area within the HTRZ is dedicated to residential development with an average of 50 multi-family dwelling units per acre or greater
3. Mixed-use development
4. Cannot exceed 1/3-mile radius of commuter rail station or public transit hub
5. Maximum total area of 125 noncontiguous square acres
6. Maximum capture of 80% of each taxing entity's tax increment above the base year for a term of no more than 25 consecutive years within a 45-year period up to the tax increment amount approved in the HTRZ proposal.

### **Process:**

1. Initiated by the municipality or public transit county
2. Proposal submitted to Governor's Office of Economic Opportunity (GOEO)
3. Independent gap analysis conducted by GOEO and consultants
4. Independent HTRZ committee creation, with members including:
  - a. one representative each from: GOEO; each municipality; UDOT; UTA; each relevant MPO; and the largest taxing entity (after the municipality, county and school district); and
  - b. one designee each of the president of the Senate; the speaker of the House; the chair of USBE; the chief executive officer of each affected county; and the school superintendent of the affected school district.