Coordinating Transportation and Land Use Planning: A Review of National Experience

presented to
Coordination of Transit, Regional Transportation Planning and Land Use, Denver, CO

presented by
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Cambridge Systematics, Inc.

August 27, 2007

Transportation leadership you can trust.

Planning Processes

Land Use
- Local Comprehensive Plan
- Public Facility Plans
- Area/Neighborhood Plans
- Zoning/Development Regulations and Guidelines
- Development Review and Permitting
- Project Implementation

Transportation
- Regional Visioning
- Long-Range Transportation Plan
- Corridor and Area Plans
- Functional Plans
- Project Programming
- Project Development
- Project Implementation
- TOD-supportive infrastructure
- Transit & TOD in vision
- TOD overlay
- Joint development
- Transit access & design
- Station area plans
- TOD policies, areas

Transit corridor plans

Transit & TOD in vision

TOD-supportive infrastructure

TOD policies, areas

Station area plans

Transit corridor plans
FTA’s New Starts Evaluation and Rating Framework

- Existing Land Use
- Plans and Policies
- Performance and Impacts

Summary Rating

Project Justification Rating

Financial Rating

Other Factors

- Mobility Improvements
- Environmental Benefits
- Operating Efficiencies
- Cost Effectiveness
- Land Use
- Capital Cost
- O&M Cost
- User Benefits

FTA Guidelines for New Starts Projects

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♦ = Usually Lead Role  ♦ = Sometimes Secondary Role
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Targeted Capital Investment:
BART Station Siting Criteria

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<th>Project Type</th>
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<tr>
<td>BART</td>
<td>Housing Unit Minimum</td>
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<td>Combined Housing Units And Jobs Threshold</td>
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<tr>
<td>Light Rail</td>
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<td>Bus Rapid Transit</td>
<td>3,300</td>
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<td>Ferry</td>
<td>2,200</td>
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Development Thresholds: Averages per Station Area (1/2 mile radius)
Station Area Planning: Kenosha-Racine-Milwaukee Commuter Rail

- Project sponsor: Southeastern Wisconsin Regional Planning Commission (MPO)
- Land Use Planning in Alternatives Analysis phase (pre-PE)
- Transit-Oriented Land Use Technical Report
  - Inventory and Analysis
  - Market Assessment
  - Station Area Workshops and Stakeholder Interviews
  - Station Area Plan Concepts
  - Policy Recommendations

KRM TOD Portfolios: Existing Conditions
KRM TOD Portfolios: Future Concept

KRM Station Portfolios: Urban Design Framework
Zoning Changes:
Seattle’s Station Area Interim Overlay Zoning District

- A radius that extends up to ¼ mile of a station
- Medium- to high-density residential development
- Presence of a commercial or mixed-use area where goods and services are available to the public
- Opportunity sites for new developments with good access to transit, bicycle, and pedestrian modes
- Single-family development is allowed only if minimum density standards are met

Zoning Changes:
Mixed Use Districts in Boulder

- **MU-X**: Mixed-Use Redeveloping
  - Offices, shops, and high density housing along major transit corridor
- **BMS-X**: Business Main Street Redeveloping
  - “Village center” with neighborhood services
- **MU-D**: Mixed Use Developing
  - Transition between Main Street and mixed-density residential
- **RMS-X**: Residential Main Street Redeveloping
  - Transition between Main Street commercial and established residential districts
- **IMS-X**: Industrial Main Street Redeveloping
  - Live/Work transition between Main Street and Industrial districts
Technical Assistance: Massachusetts Model TOD Bylaw

Transit-Oriented Development Overlay District

Model Bylaw

Section 1.0 Background and Authority

The Town finds that Transit Oriented Development benefits the general health and welfare of the inhabitants of the town by fulfilling existing housing, transportation and employment needs. Therefore, the Town implements this bylaw and designates certain zoning districts as Transit Oriented Development Districts ("TOD" Districts) to encourage furtherance of transit oriented development.

Section 2.0 Purpose

The purposes of the Transit Oriented Development (TOD) Overlay District are to:

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Technical Assistance: NJ Transit – Community Planning

- Grants to 11 communities to develop station area plans
- On-call consultant to assist with plan development, code revision, etc.

Source: Project for Public Spaces.

Source: Regional Plan Association.
Joint Development

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**Joint Development: WMATA’s Joint Development Program**

- **Real estate development department**
  - Pro-active in management of land holdings
    - Screen holdings according to development potential
    - Issue RFPs for Level 1 sites (private-sector interest; little need for public interventions/subsidies)
  
- **White Flint – North Bethesda**
  - 34 acre mixed-use development
  - WMATA to receive $66 million for 55-year lease
  - Expected to generate 6,500 daily riders

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Source: Cervero, 2002
Technical Assistance:
DART Economic Development Coordinator

- Serves as a point of contact
- Counsels developers
- Encourages cities to incorporate TOD into land use plans
- Works with developers to create TOD projects on DART-owned land

State Agency Support for TOD

- Promote inter-agency and public-private partnerships
- Coordinate policies and incentives among state agencies
- Provide financial incentives
- Remove regulatory and statutory barriers to land use
- Provide technical assistance to local governments
- Sponsor demonstration TOD planning and implementation programs
- Disposition of state land; siting of state buildings
Conclusions

- Transportation agencies throughout the U.S. are leading efforts to link transit and land use planning
- Roles for agencies at all levels, including state, MPO, transit agency, local jurisdictions
- Pay attention to market factors; involve the development community
- Coordination of policies and programs is critical to success