

# **GAINING LEVERAGE**

through

## **FTA's New Starts Land Use Criteria**

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# Evaluation and Rating of Transit Supportive Land Use

## Agenda

Development of land use ratings

What others have done to raise their rating

Challenges FTA faces with LU rating

Proposed revisions to evaluation framework

# New Starts Project Ratings

## SAFETEA-LU

Section 5309: “The Secretary may approve a grant . . .for fixed guideway capital project only if [it] is justified based on . . .

- mobility improvements
- environmental benefits
- cost effectiveness
- operating efficiencies
- public transportation supportive land use policies/future patterns**
- economic development effects

# History FTA Land Use Rating

ISTEA introduces “additional consideration”	1991
Land Use measure outlined in FTA Policy Paper	1994
Federal Register Notice on New Starts criteria	1996
Pilot Test of Land Use evaluation/rating	1996-7
1 <sup>st</sup> time applied in project rating	1998-99
<b>SAFETEA-LU</b>	<b>2005</b>
Land use is fully part of justification criteria	
<b>Economic development benefits added as criteria</b>	

# Land Use Rating

**Based on:**

**1/3 Existing Land use**

**1/3 Transit Supportive Plans / Policies**

**1/3 Past Performance / Potential Impact**

# Existing Land Use

## CORRIDOR & STATION AREAS

### Quantity:

Population and employment

Total employment served by system

Development

Parking

**High trip generators**

**Character of development**

**Pedestrian accessibility**

# **Transit-supportive Plans / Policies**

**Growth Management**

**Transit Supportive Corridor Policies**

**Transit Supportive Station Area Zoning**

**Tools to Implement Land Use Policies**

(outreach / collaboration with other agencies and developers,  
and incentives for TOD)

# Past Performance / Future Impacts

Performance of LU policies

Potential impact of transit on  
regional land use



# **Strong Ratings for Established Urban Corridors**

**New York**

**Boston**

**San Francisco**

**Chicago**

**Pittsburgh**

**Cleveland**

**Los Angeles**

# **FOCUS: Plans and Policies**

## **Case Study Projects –**

**how they improved their LU ratings**

<b>Hiawatha, Minneapolis, MN</b>	<b>+5</b>
<b>South Sacramento Ph.II</b>	<b>+5</b>
<b>Dulles Corridor Metrorail</b>	<b>+2</b>
<b>Salt Lake City East Line</b>	<b>+1</b>

# Hiawatha Line +1

FY 2000-2001 Improvements

Growth  
Management

Regional growth  
management  
policies that  
support TOD



# Hiawatha Line +2

## Transit Supportive Corridor Policies

TOD zoning  
made part of  
Minneapolis  
comprehensive  
plan



# Hiawatha Line +2

## Station Area Zoning

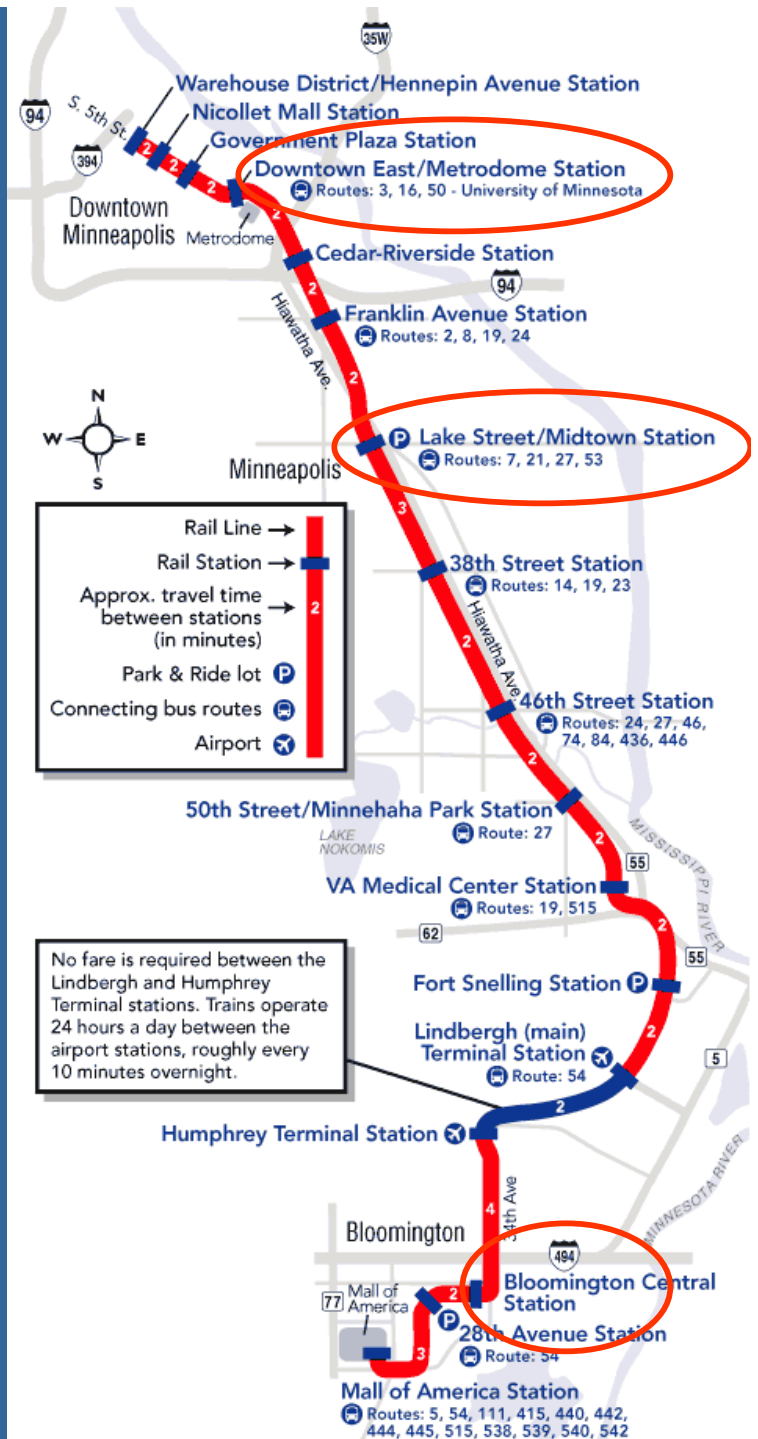
TOD Master Planning at stations

Reduced parking in station areas

## Tools

Investment policy to foster station development that is pedestrian oriented

Public involvement initiatives



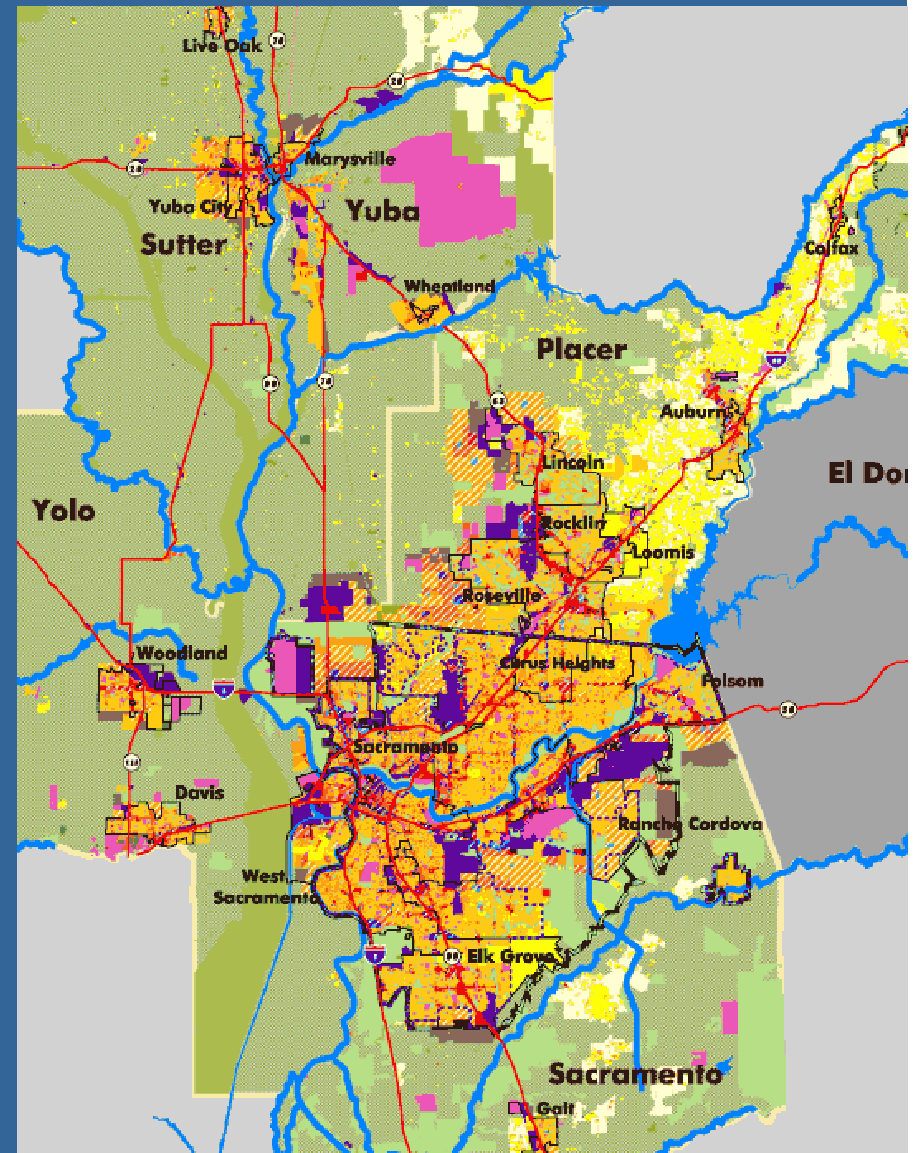
# Sacramento South Ph.II +2

2005-2006 Plan/policy improvements

## Growth Management

SACOG is developing  
“Preferred BLUEPRINT  
Scenario for 2050”

based on regional  
smart growth principles



# Sacramento South Ph.II +1

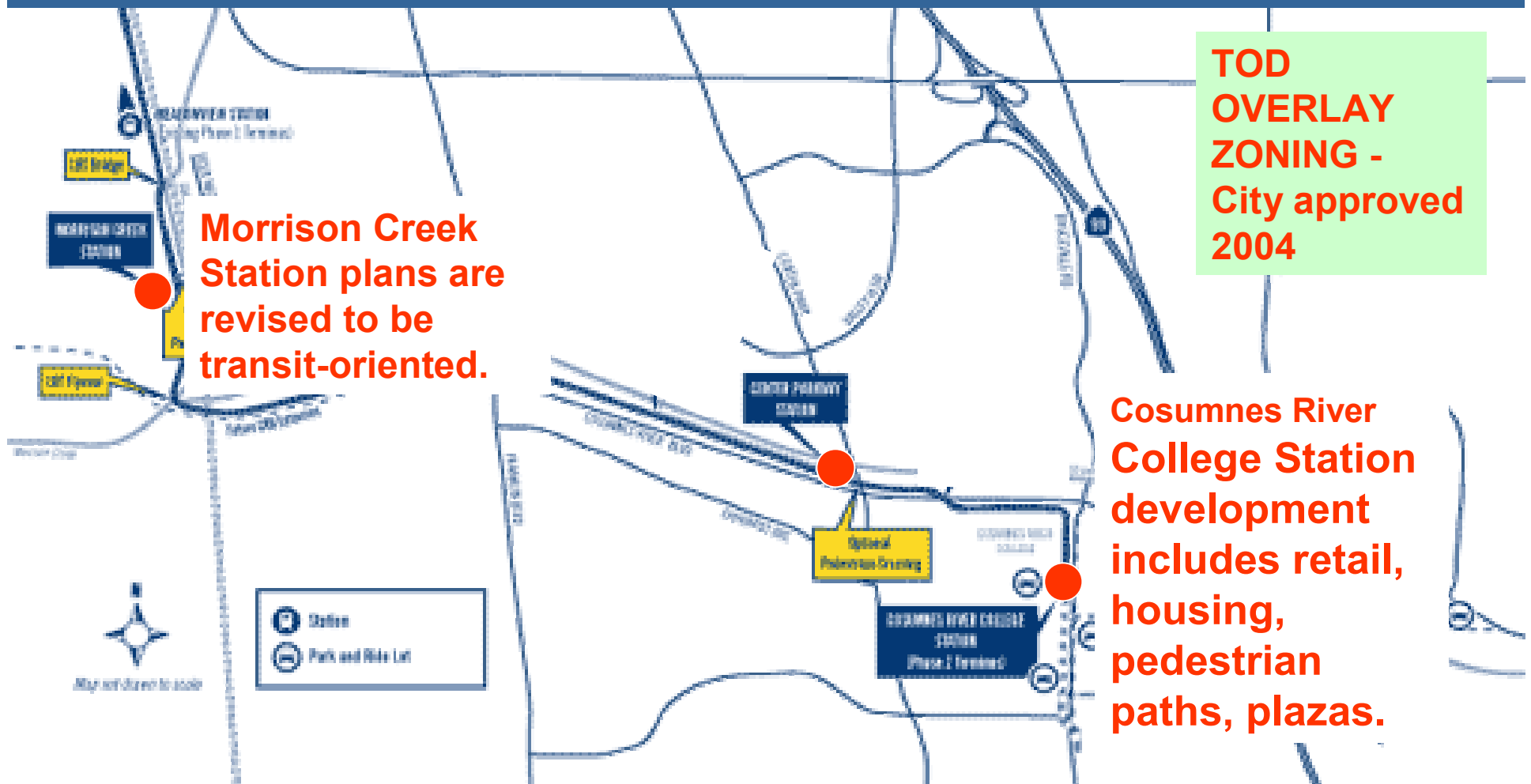
## Transit Supportive Corridor Policies

SacRT's  
Transit for  
Livable  
Communities  
Project  
highlights  
development  
opportunities at  
stations.



# Sacramento South Ph.II +2

## Transit Supportive Zoning in Stations Areas



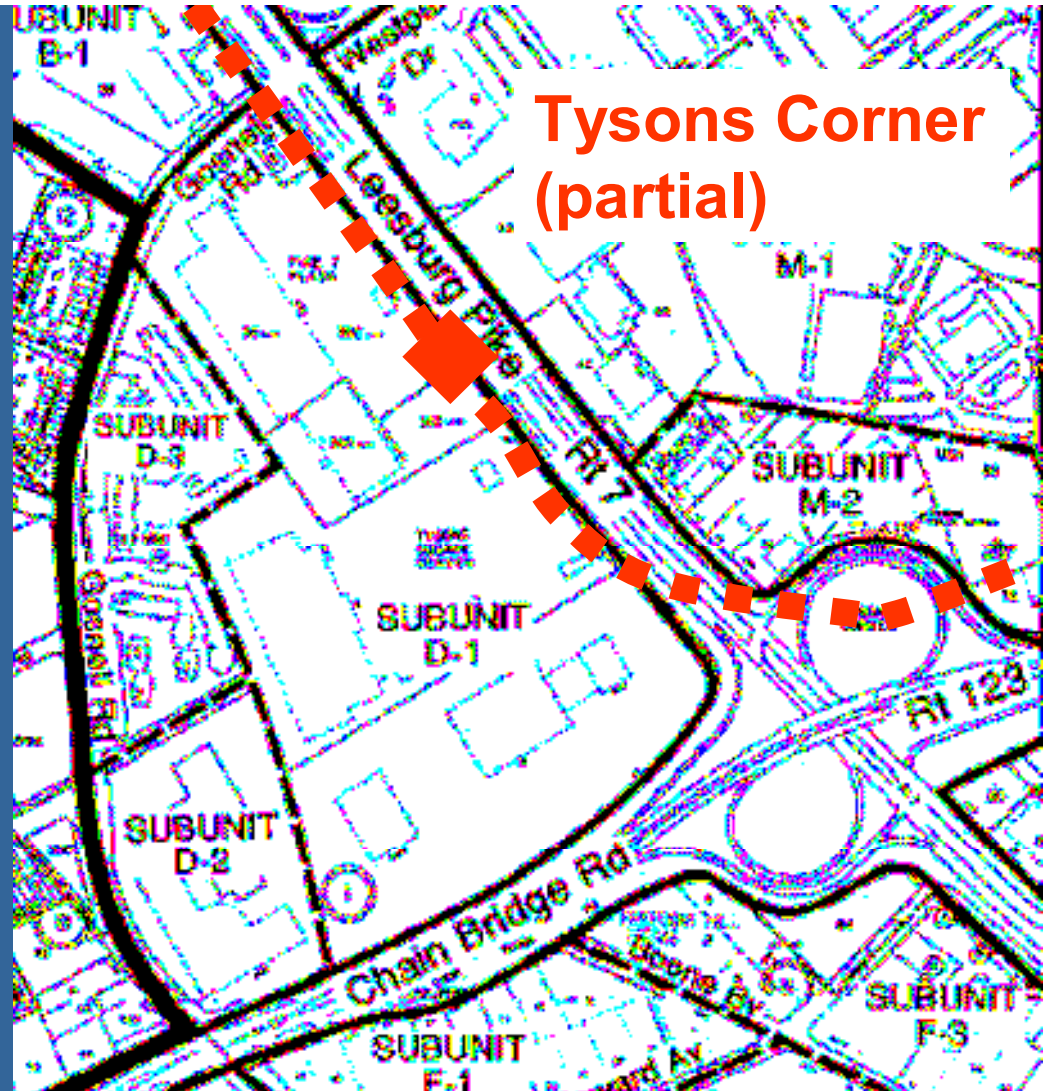


# Dulles Corridor Metrorail +1

FY 2005-2006 Plan/Policy  
improvements

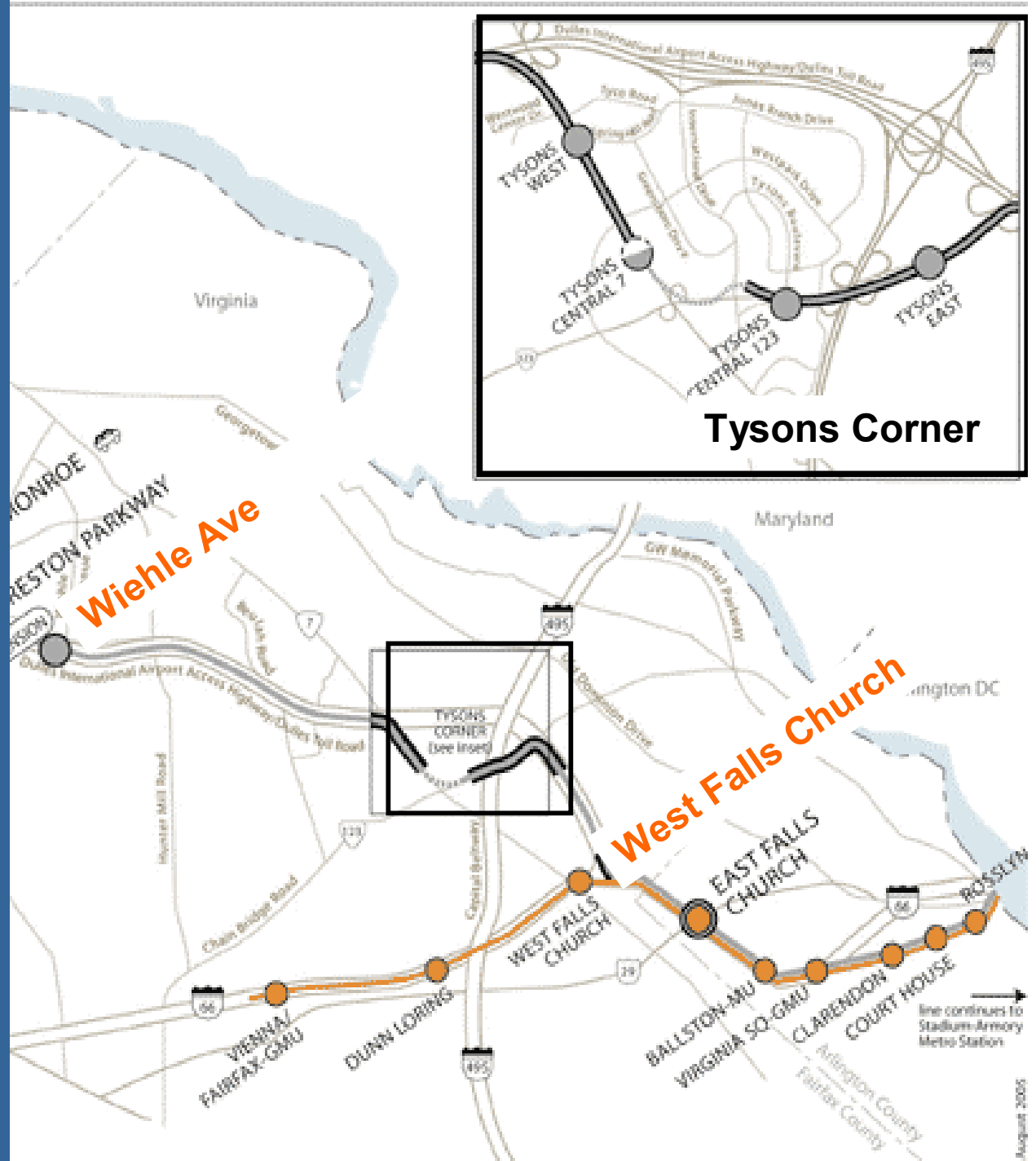
## Transit-supportive Corridor Policies

**Fairfax County Comprehensive Plan 2003 -**  
In rapid rail station areas, allows higher density, mixed use,  
and streetscape changes to create pedestrian scale



# Dulles Corridor Metrorail +1 Tools

- In 2000 VA Dept Rail & Public Transport'n funded Fairfax County for full-time land use planner for project.
- Outreach and collaboration with County, residents, developers.

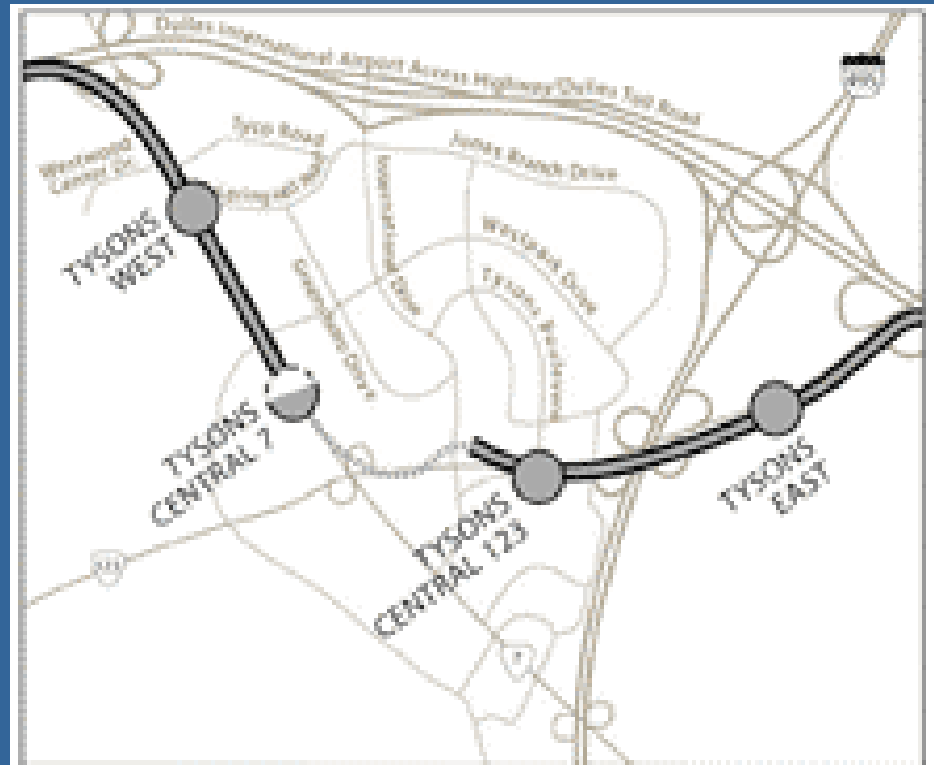


# Dulles Corridor Metrorail

## Tools

Special improvement  
TAX district to  
support transit –  
passed!

Incentive zoning used  
to increase  
development near  
transit stations.

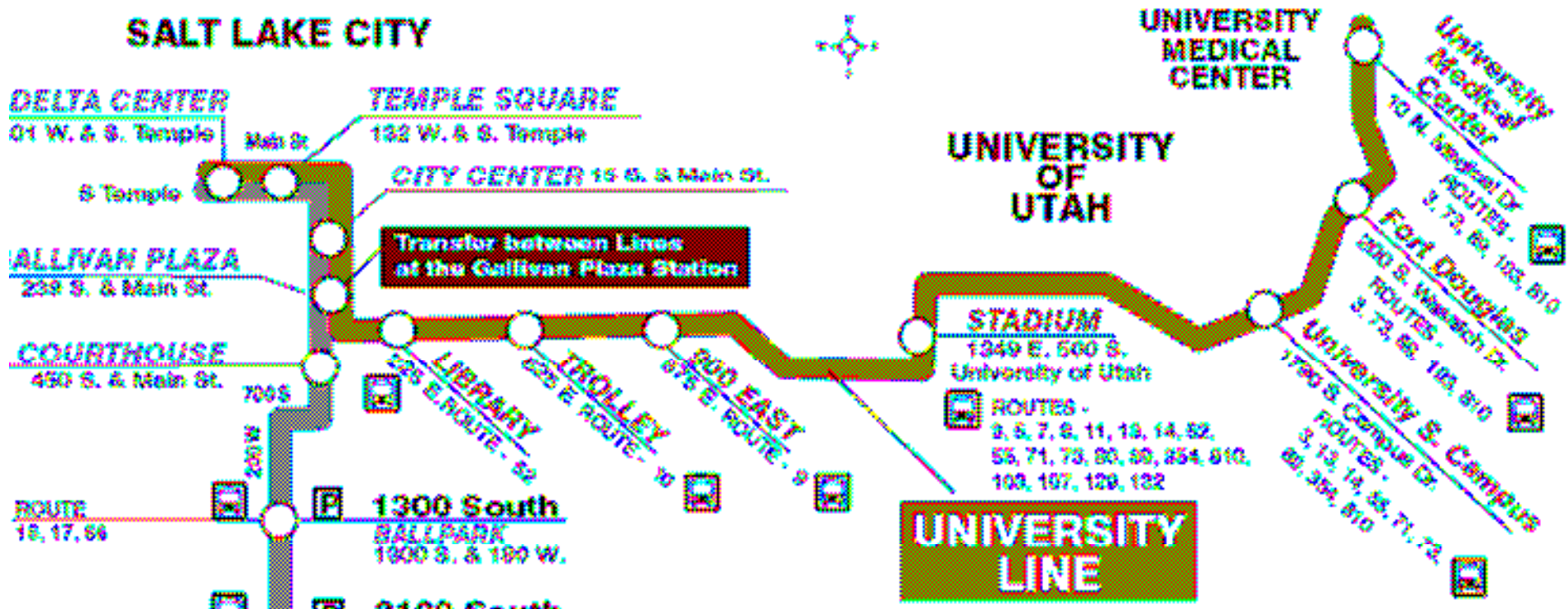


# Salt Lake City East LRT +1

FY1999 – 2000  
Plan and Policy  
Improvements

## Transit Supportive Station Area Zoning

Zoning in place to allow high-density, mixed-use development in station areas esp. CBD, East Downtown.



# Challenges in Rating

- Measure transit-land use relationship more quantitatively
- Incorporate regional market forces into measuring system
- Improve assessment of future impact of the project on region / corridor
- Achieve a consistent application of criteria across projects
- Avoid clustering of “medium” ratings (better distinguish between projects)

# Land Use Ratings FY99-FY06

	Fiscal Year							
	1999	2000	2001	2002	2003	2004	2005	2006
High	2	5	7	3	3	5	4	4
Med-High	8	8	8	4	8	9	9	8
<b>Medium</b>	<b>9</b>	<b>16</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>13</b>	<b>15</b>
Low-Med	9	10	8	2	3	1	2	2
Low	2	1	0	0	0	0	0	0
Total	30	40	41	27	31	31	28	29
<b>Average Rating</b>	<b>3.0</b>	<b>3.2</b>	<b>3.3</b>	<b>3.3</b>	<b>3.4</b>	<b>3.6</b>	<b>3.5</b>	<b>3.3</b>

# FTA to revise LU evaluation criteria to address challenges

**Urban Land Institute** Workshop Dec. 2003

Recommended --

- Raise the bar, reduce “mediums”
- Increase weight given to Plans and Policies
- Use simple station types (*High TOD, Med TOD, P&R*)
- Encourage LU considerations earlier in planning

# **FTA proposes new Land Use Framework**

**Development Potential  
Transit Supportive Policies / Actions  
Development Climate  
Transit Accessibility**



# Development Potential

## Development/redevelopment potential

- Difference between existing and allowable under current regulations and ordinances
- Indicators of vacancy / underdevelopment

## Local Conditions

- Availability of infrastructure
- Availability of parcels of adequate size
- Environmental cleanup constraints

# **Transit Supportive Policies/Actions**

- **Zoning and Design Regulations**
- **Public Agency Support for Development**
- **Performance of Policies**
- **Permitting / regulatory process**

# Development Climate

- **Recent development trends**
- **Expected future economic conditions**

# Transit Accessibility

**User benefits per station area employment\***

**+**

**User benefits per station area population\***

\* Within station area, population & employment from MPO Long Range Plan forecasts

