

FTA New Starts:  
*Land Use Guidelines*

ULI Advisory Review

# Review Panel

- Maureen McAvey, Chair - Urban Land Institute
- G.B. Arrington - Parsons Brinkerhoff
- Robert Dunphy - Urban Land Institute
- Reid Ewing - University of Maryland
- Will Fleissig - Continuum Partners
- Jeff Ordway - Bart
- Troy Russ - Glatting Jackson Kercher Anglin
- Gerry Tully - Proterra Companies, Inc.

# Overview

## Objectives of a new rating system

- Minimize risk of new projects
- Encourage highest standards of transit oriented development
- Find fair, defensible, logical methods of rating competing projects
- Maximize the benefit of transit investment dollars

# Overall themes

- Raise the bar, encourage “high” scores
- Reduce the incidence of averaging to “medium”
- Lessen subjectivity
- Improve reliability
- Consider land use considerations earlier in the review process
- Develop threshold or pass/fail criteria

# Land Use Element

- Part of overall weighting system
- Independent of cost effectiveness
- Recommend:
  - Equal weighting to cost effectiveness
  - Must achieve medium or better to move to next level
  - Enhanced medium threshold levels

# Simplified Station Typology

- High TOD
- Moderate TOD
- Low TOD

# Simplified Station Typology

- Station A: High TOD
  - >40% walk access
  - Full mix of land uses
  - >60% parking in structures
  - Shared parking district

# Simplified Station Typology

- Station B: Moderate TOD
  - 25 - 40% walk access
  - Mix of land uses
  - <40% parking in structures
  - No parking district



# Simplified Station Typology

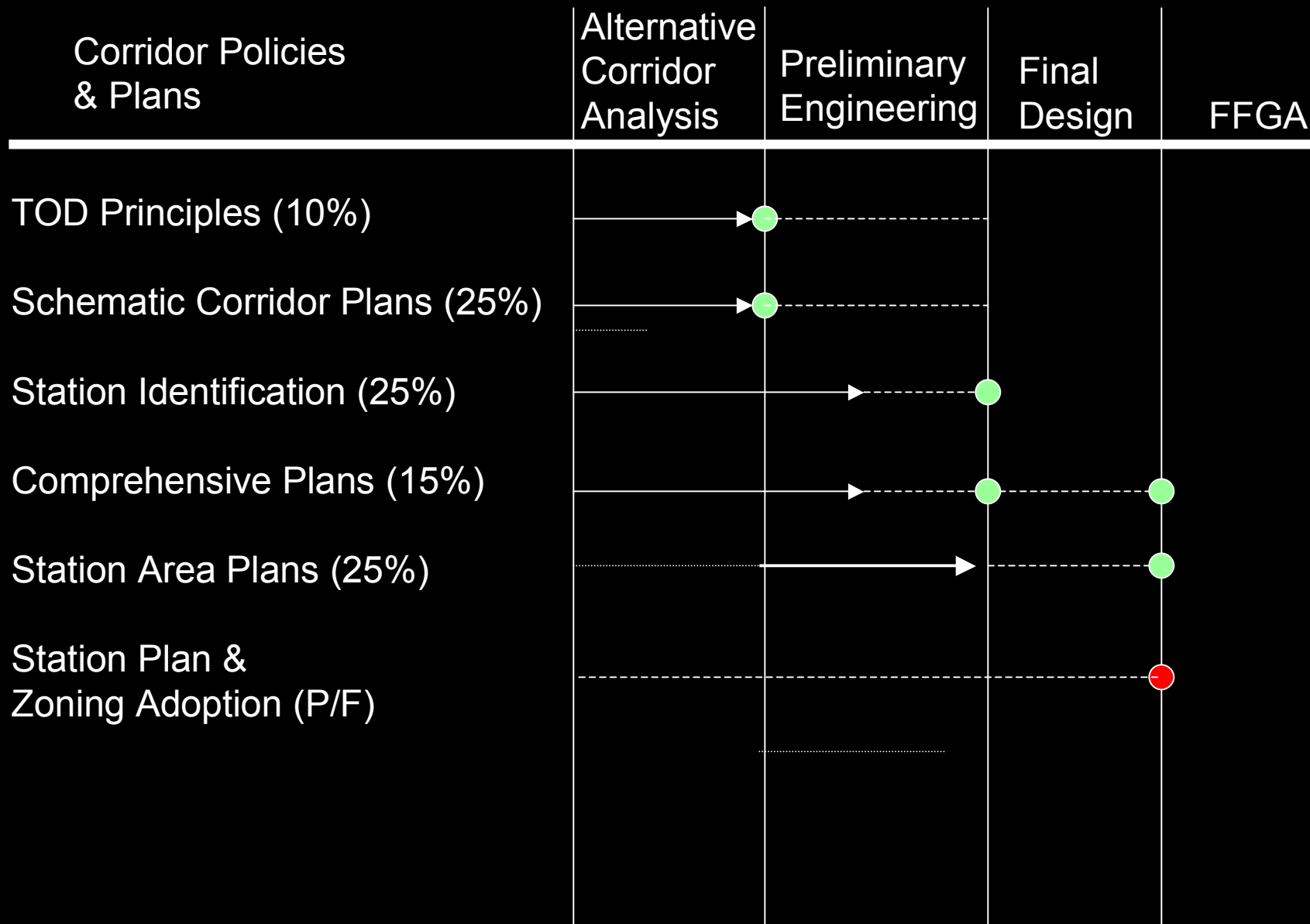
- Station C: Low TOD
  - <25% walk access (predominate P&R access)
  - Minimal mix of land uses
  - Majority surface parking
  - Parking assigned to individual land uses

Existing Land Use  
Weight: 20%

Transit Plans and  
Policies  
Weight: 65%

Regional Policies  
Weight: 10%

Corridor Policies & Plans  
Weight: 15%



# Zoning

- Corridor/Alternatives Analysis
  - Identify existing zoning and changes needed to be transit supportive
- Early P.E.
  - Identify specific changes for A, B, C stations
- Late P.E.
  - Initiate process to change zoning
  - Develop model code and/or create new categories
- Final Design
  - Adopt interim or final codes
- FFGA
  - Adopt final codes and mapping for A and B stations (conditioned on FFGA approval)
  - **PASS/FAIL test**

# Incentives

- Organizational – Transit Agency Partnerships
  - Local jurisdictions (IGAs, MOUs)
    - 50% of population within corridor *pass/fail* at end of PE
  - Housing Authorities (secondary)
  - Not for profits (secondary)
- Organizational - TOD Program & Resources
  - Internal Transit Agency (point person on staff)
  - Community Outreach
  - Developer/Landowners
  - Adopted Board Policy
  - Enabling legislation



# Incentives (cont'd)

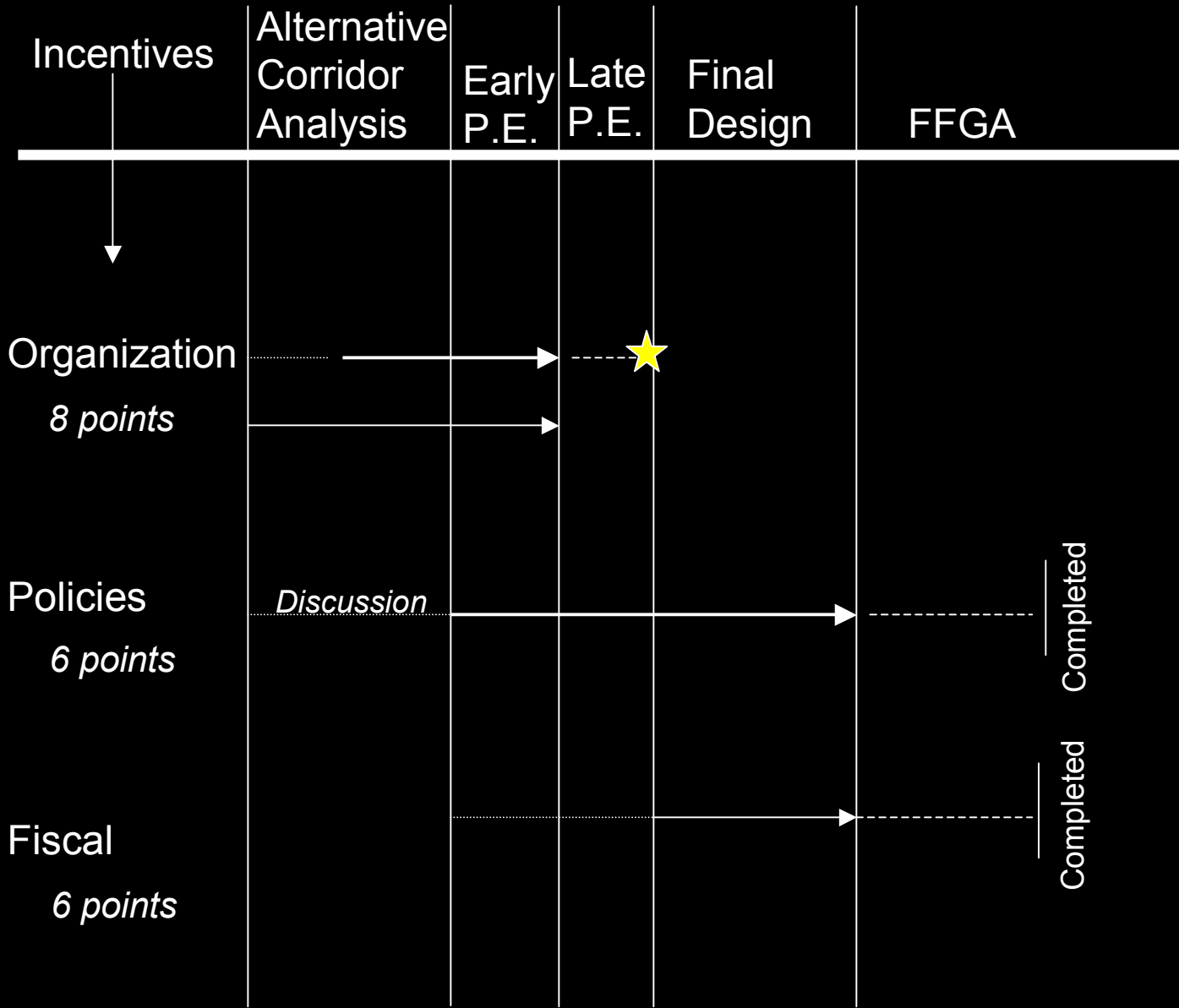
## ■ Policies

- Master EIR for station areas
- Parking / LOS Reductions
- Density Bonuses
- Land Assembly Assistance
- By right development review
- Multi-modal access program & policies

# Incentives (cont'd)

## ■ Fiscal

- Infrastructure enhancements
- Parking districts
- Funding districts (TIF, BID)
- Tax benefits, credits
- Impact fee credits



Incentives

Alternative  
Corridor  
Analysis

Early  
P.E.

Late  
P.E.

Final  
Design

FFGA

Organization

*8 points*

Policies

*6 points*

Fiscal

*6 points*

*Discussion*

Completed  
Completed

# Performance Examples

# Performance

- Mixed standards/zoning
- Pedestrian places
- Pedestrian infrastructure
- Urban design guidelines
- TND ordinances
- Targeting funding to enhance pedestrian projects
- Program with developers re: mixed use, TND, transit supportive

# Future Research

- Development of a new transit-supportive guidelines to replace August 2002 existing guidelines and standards

# Current Status

- New Starts Guidelines are in the process of being re-written to include significant land use consideration
- Future funding requests will be evaluated based on new goals and objectives
- Transit will need to impact community patterns of development

We need to continue to push for  
a system that considers a  
comprehensive Land Use and  
Transportation connection.





Land Use Matters!

# Thank You

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