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%
<table>
<thead>
<tr>
<th>Corridor Policies &amp; Plans</th>
<th>Alternative Corridor Analysis</th>
<th>Preliminary Engineering</th>
<th>Final Design</th>
<th>FFGA</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOD Principles (10%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schematic Corridor Plans (25%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Identification (25%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comprehensive Plans (15%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Area Plans (25%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Station Plan &amp; Zoning Adoption (P/F)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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

Discussion

6 points

Fiscal

6 points

Completed

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!

TRANSIT PILL? NO THANKS... I'LL JUST LIVE WITH THE CARS A WHILE LONGER.
Thank You

Gerry Tully
Proterra Companies, Inc.

Gerry@proterrainc.com