Getting the Most Out of Station Area Planning

Rail~Volution 2010 • October 21, 2010

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Why Link Land Use and Transportation in Transit Planning?

- Neighborhood Revitalization
- Economics
- Travel Demand
- Accessibility and Proximity
- Mobility Needs
- Reduced Urban Expansion
- Economic Development
- Livable Neighborhoods and Cities
- Congestion

TOD

Livable Neighborhoods and Cities
Economic Development
Reduced Urban Expansion
Congestion

Livable Neighborhoods and Cities
Economic Development
Reduced Urban Expansion
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Neighborhood Revitalization
Economics
Travel Demand
Accessibility and Proximity
Mobility Needs

Renaissance Planning Group
Linking Transit System, Corridor and Station Area Plans

- Community vision
- System purpose and need
- Transit technology
- Spacing and phasing of station areas
- Existing community context
- Transit ridership goals
**4 D’s of Transit Usage**

- **Density**: Doubling density = 60% increase of transit use
- **Diversity**: Mixed use suburban centers = 10%+ higher transit use than single use centers
- **Design**: Pedestrian-friendly design and grid street patterns = 20% increase of transit use than suburban subdivision design
- **Destination**: Accessibility
  - In Washington, DC, those living near transit 7-8 times greater likelihood of commuting using transit

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**Development Increases Transit Ridership**

- **Built Environment**
  - **Density**
  - **Diversity**
  - **Design**

- **Travel Demand**
  - Trip Rates
  - Mode Splits
  - Trip Distances = Vehicle Miles Traveled

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**Renaissance Planning Group**
Land Use Analysis is a Decision-Making Tool

Project Applications
- Case Studies
  - Hillsborough MPO Transit Study
  - HART AA
  - Richmond BRT AA Study
  - Birmingham Transit Scenario Planning
  - Hillsborough MPO TOD Implementation and Market Analysis
  - & Station Area Sketch Plan
  - Build Out Analysis
- Florida TOD Handbook
- NTI TOD Course

Project Justification Rating
- Mobility Improvements (20%)
- Environmental Benefits (10%)
- Public Transportation Supportive Land Use (20%)
- Economic Development Effects (20%)
- Operating Efficiencies (10%)
- Cost Effectiveness (20%)
Land Use Analysis is a Decision-Making Tool

Birmingham Transit Scenario Plan

- Building Upon Past Initiatives
- Validating Growth Visions
- Defining Integrated Transit and Economic Development Centers
- Translating Transit Systems Plan to Next Step Implementation (Alternatives Analysis, Land Use Plans, and Comprehensive Plan Policies)
Calibrating TODs to Enhance Transit System Plans

- TOD policies provide enhanced implementation efforts and FTA new starts support
- Community approved plans and policies reduce impediments to TOD
Importance of TOD

Potential Benefits of the TOD “Virtuous Circle”
- TOD Leads to Increase Ridership
- Ridership Supports System Expansion
- System Expansion Increases Transit Accessibility
- Accessibility Enhances Attractiveness of Land for Developers
- Increased Value Supports More TOD

TOD

- Neighborhood Revitalization
- Land Values
- Accessibility to Jobs and Workers
- Ridership
- System Expansion

- Livable Neighborhoods and Cities
- Economic Development
- Reduced Urban Expansion
- Congestion Relief

TOD Leads to Increase Ridership
Ridership Supports System Expansion
System Expansion Increases Transit Accessibility
Accessibility Enhances Attractiveness of Land for Developers
Increased Value Supports More TOD
Deconstructing Ballston TOD

**Density**
- 1st Qtr Mile = 3.0 FAR
- 2nd Qtr Mile = 0.7 FAR
- Overall = 1.4 FAR

2/3 Building Area in 1st Qtr Mile

**Land Use**
- 1st Qtr Mile: Equal Res/Non-Res Mix
- 2nd Qtr Mile: Higher Res Mix

**Parking**
- 70% of Parking in 2nd Qtr Mile
- Most Parking in 1st Qtr Mile in Structure / Underground
Arlington County, VA
Ballston Station Area

Arlington Metrorail Stations
Ridership by Time Period

- Balanced development = balanced flows
- 39% of residents use transit to commute
- ≈ 2/3 access by “non motorized transport”
- 5 miles of bike lanes on corridor – “Green Connectors”
### Arlington County, VA Policy Tools

- General land use plan
- Zoning
- Sector and subarea plans and guidelines
- Special-purpose plans (e.g., retail action plans)
- Site plans, including as-of-right review
- Targeted infrastructure improvements
- Travel Demand Management (TDM)
- Ongoing public participation process
Arlington County, VA
Success

• Good planning
• Receptive population
• Location
• Opportunity provided by deteriorating corridor
• Tax base potential
• Collaborative political environment
• Size
Dallas, TX
Mockingbird Station Area

Development Program
- 80K SF Retail
- 200K SF Multifamily
- 140K SF Office
- Movie Theatre

Shortcomings
- Too much parking
- Poor pedestrian connections

- Dallas’ Mockingbird Station was the first mixed-use project in Texas designed specifically for a light rail station
- Primarily funded by the private sector
What are the most important variables to creating a TOD?
What are the most important measures to implementing a TOD?
<table>
<thead>
<tr>
<th>Station Type</th>
<th>Maximum Density Range</th>
<th>Maximum FAR Range</th>
<th>Applicable City Planning Dist.&amp;/or Location</th>
<th>Range of Building Height</th>
<th>Range of Desired Land Uses</th>
<th>Range of Allowable Housing Forms</th>
<th>Transit System Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBD: Guided by FAR</td>
<td>CBD: Any FAR is acceptable if market feasible</td>
<td>Business Center (CBD)*</td>
<td>FAA Height Limits</td>
<td>Office (general/medical/R&amp;D), Residential, Entertainment, Public/Semi-Public</td>
<td>High-rise and mid-rise apartments and condos</td>
<td>Intermodal facility/transit hub. Major regional inter-regional destination with high quality local transit feeder connections</td>
<td></td>
</tr>
<tr>
<td>75-200 du/ac</td>
<td>2.5-7.5</td>
<td>Westshore Planning District*</td>
<td>FAA Height Limits</td>
<td>Office (general/medical/R&amp;D), Retail, Residential, Entertainment, Public/Semi-Public</td>
<td>High-rise and mid-rise apartments and condos</td>
<td>Regional Destination. Linked with high quality local transit feeder connections</td>
<td></td>
</tr>
<tr>
<td>40-60 du/ac</td>
<td>1.5-3.5</td>
<td>Business Center (USF) / Brandon (I-75 area)*</td>
<td>3-12 stories</td>
<td>Office (general/medical/R&amp;D), Retail, Entertainment, Educational, Institutional, Medical, Residential</td>
<td>Mid-rise apartments, condos, and apartment complexes</td>
<td>Regional Destination. Will be served by Park-n-Ride facilities and local high quality transit feeder connections</td>
<td></td>
</tr>
<tr>
<td>40-60 du/ac</td>
<td>1.5-3.0</td>
<td>Urban Village, Mixed-Use Corridor Village*</td>
<td>2-8 stories</td>
<td>Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public</td>
<td>Low to mid-rise apartments, condos, and townhomes</td>
<td>Walk Up Station with potential for localized parking and will utilize local transit connections</td>
<td></td>
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<tr>
<td>15-40 du/ac</td>
<td>1.0-2.5</td>
<td>Westchase area*</td>
<td>2-8 stories</td>
<td>Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public</td>
<td>Low to mid-rise apartments, condos, and townhomes</td>
<td>Walk Up Station with strong potential for Park-n-Ride and will require local transit connections</td>
<td></td>
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<tr>
<td>20-30 du/ac</td>
<td>1.0-2.5</td>
<td>Mixed Use Corridor Village, Traditional Neighborhood*</td>
<td>2-5 stories</td>
<td>Office (general/medical), Retail, Residential, Public/Semi-Public</td>
<td>Low to mid-rise apartments, condos, townhomes, and attached dwellings</td>
<td>Local transit feeder system with walk-up stops with limited or no parking</td>
<td></td>
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<tr>
<td>10-20 du/ac</td>
<td>0.5-1.5</td>
<td>Brandon (area neighborhoods)*</td>
<td>2-3 stories</td>
<td>Office (general/medical), Retail, Residential, Public/Semi-Public</td>
<td>Low rise, townhomes, attached and small lot detached residential</td>
<td>Local transit feeder system. Walk-up stops with parking</td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>0.6-3.0</td>
<td>University Planning District (Business Center - USF)*</td>
<td>3-12 Stories</td>
<td>Office (general/medical/R&amp;D), flex space, support retail, restaurant, lodging, Public/Semi-Public</td>
<td>N/A</td>
<td>Regional Destination, Linked with high quality local transit feeder connections</td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>1.0-2.5</td>
<td>Tampa International Airport, Business Center - Westshore*</td>
<td>FAA Height Limits</td>
<td>Airport, airport related uses and support services</td>
<td>N/A</td>
<td>Regional Destination, Linked with high quality local transit feeder connections</td>
<td></td>
</tr>
<tr>
<td>N/A</td>
<td>Average: 0.5</td>
<td>Mixed Use Corridor Village* / Community Plan Areas*</td>
<td>N/A</td>
<td>Office (general/medical/R&amp;D)/Retail</td>
<td>N/A</td>
<td>Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections</td>
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<tr>
<td>Land Use</td>
<td>Design</td>
<td>Policy</td>
<td>Implementation Strategies</td>
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<tr>
<td>Station Area Typology and Redevelopment Vision</td>
<td>Building Form, Massing, Setbacks, and Site Design</td>
<td>Station Development Evolution – Requirements, Triggers, and Thresholds</td>
<td>Capital Improvement Funding - Public Investment</td>
<td></td>
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<tr>
<td>Surrounding Development Pattern and Community Character</td>
<td>Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)</td>
<td>Incremental Parking Reduction Policies</td>
<td>Anchor Tenant Identification</td>
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<tr>
<td>Location Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections</td>
<td>Public Realm, Streetscape, and Open Space</td>
<td>Workforce and Affordable Housing</td>
<td>Public/Private Partnerships</td>
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<tr>
<td>Mixed Use Development (Vertical) and Mix of Uses</td>
<td>Transitions to/Compatibility with Surrounding Development Patterns</td>
<td>Land Use Flexibility</td>
<td>Joint/Shared Facilities</td>
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<tr>
<td>Density/Intensity Minimums (where appropriate) and maximums</td>
<td>LEED or Other Sustainable Design Principles</td>
<td>Housing Mix</td>
<td>Property Aggregation</td>
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</tr>
<tr>
<td>Identified Growth and Redevelopment Areas</td>
<td>Bicycle and Pedestrian Facilities</td>
<td></td>
<td>Regulatory Changes (e.g. Form Based Code, Overlays, etc.)</td>
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<tr>
<td></td>
<td>Building Heights</td>
<td></td>
<td>Development Incentives</td>
<td></td>
<td></td>
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<td></td>
<td>Roadway Typical Sections</td>
<td></td>
<td>Location-Specific Market Studies</td>
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<td></td>
<td>Public Parking</td>
<td></td>
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</table>
Comparing Policies to Build Out Analysis

How much development can reasonably be accommodated in the TOD?

How does the test-fit compare with land use policies?

<table>
<thead>
<tr>
<th>Transit Oriented Development</th>
<th>Project Target</th>
<th>Project Total</th>
<th>Station Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Mixed Use Regional Center - Urban</td>
<td>31 Acres</td>
<td>61 Acres</td>
</tr>
<tr>
<td>Acres</td>
<td>2.5 - 7.5</td>
<td>2.5</td>
<td>14 Dus/Acre</td>
</tr>
<tr>
<td>Total FAR</td>
<td>Guided by FAR</td>
<td>35 Dus/Acre</td>
<td></td>
</tr>
<tr>
<td>Residential Density</td>
<td>35% Residential / 65% Non-Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mix of Uses</td>
<td>900 Units</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Residential Units</td>
<td>2.3 Million Sq.Ft.</td>
<td></td>
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</tr>
</tbody>
</table>
Final Considerations

• Develop a local and regional vision
• Define or build upon a transit system plan
• Consider existing and future land use as a driver for ridership
• Revise land use policies early (before AA)
• Evaluate current transit service plans
• Develop partnerships
• Understand the technical requirements and build the case (develop the story!)
Resource Links

www.floridatod.com
www.theplanningcommission.org/tod
www.gohartaa.org

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