

Planning for Transit Supportive Development

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Plans**

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Planning for Transit Supportive Development

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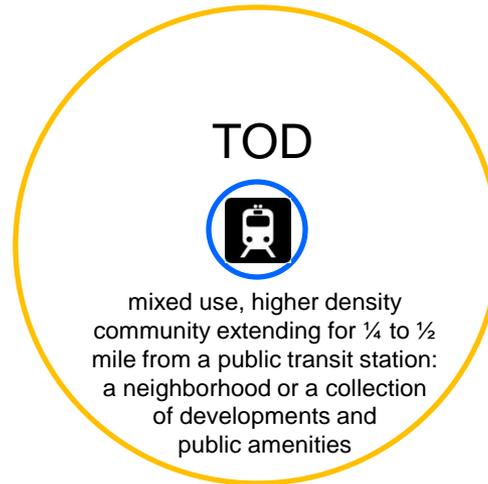
Planning for Transit Supportive Development

What is Transit Supportive Development?

- A different approach to planning – one that integrates transit planning with local land use planning.
- Describes the type of development which may be supported by and in turn support transit.

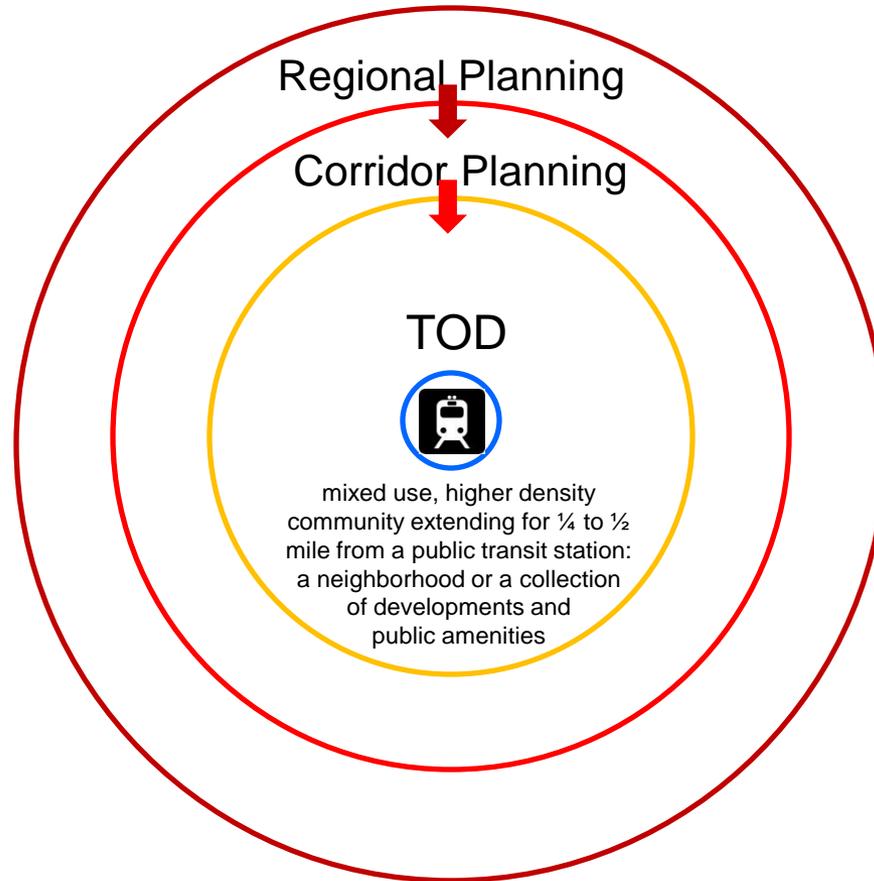
Planning for Transit Supportive Development

Transit Supportive Development (TSD) vs. Transit Oriented Development (TOD)?



Planning for Transit Supportive Development

Transit Supportive Development (TSD) vs. Transit Oriented Development (TOD)?



Planning for Transit Supportive Development

Basic principles of Transit Supportive Development:

- convenient access to transit is or can be a key attraction to foster mixed use development
- increased density and mixed uses in station areas not only supports transit but also may accomplish other goals including reducing sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, and realizing environmental benefits.

Planning for Transit Supportive Development

Basic Premise for this Research:

- Public transit can play a significant role in creation of a sustainable transportation system and sustainable communities- but only if transit investments are supported by compatible land use policies.
- Planning for transit investments and planning for local land use and developments occur at different scales and jurisdictional levels, and at different times – need to bridge this gap.

Planning for Transit Supportive Development

Challenges Facing Transit Supportive Development

- **Disconnects in the planning process:** Operational “silos” among the many parties lead to single-focus criteria and decisions.
- **Structural challenges:** include the absence of a local plan and zoning ordinances that support transit supportive development, especially mixed uses and higher densities.
- **Timing:** Time frame for transit planning: years before the system becomes operational - Time frame for local development: two to three years before the transit system becomes operational, and after the transit system is constructed

Transit supportive development is often viewed as the last step in the process and is expected to accommodate earlier, foundational decisions (i.e., station locations)



Planning for Transit Supportive Development

What is Needed:

- tools and resources for MPOs, regional planners, transit agencies, and local governments to integrate transit planning and land use planning.

Planning for Transit Supportive Development

Products of NJIT's Research:

- ❖ *Planning for Transit Supportive Development: A Practitioner's Guide*
- ❖ *Web Based Tool*



Planning for Transit Supportive Development

❖ *What is the Practitioner's Guide?*

- a toolkit of best practices, guidance, success stories, useful techniques, transferable examples, lessons learned on how to link transit investment planning with land use planning, and the benefits of such.
- provides tools and resources for three distinct levels of planning: regional, corridor and local, while demonstrating the need to coordinate the planning and implementation efforts of these distinct levels

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❖ *Sample Topics Included in the Practitioner's Guide*

- Need for Project Champions
- Transit Supportive Development Regulations and Funding
- Economic and Environmental Benefits of Transit Supportive Developments
- Case Studies of Transit Corridor Planning
- Case Studies of Transit Station Neighborhood Planning

Planning for Transit Supportive Development

❖ *What is the Web based tool*

- *Practitioner's Guide*
- *Case Studies*
- *Transit Supportive Developments Database*

PLANNING FOR TRANSIT SUPPORTIVE DEVELOPMENT

WEBTOOL CONTENT

Practitioners Guide

The Practitioner's Guide provides detailed information in text format on various key issues relevant to planning for transit supportive development. Read 'vertically' and 'horizontally'.

Case Studies

The Case Study portion of this site provides transportation and land use professionals with access to specific case studies under the following two headings.

Corridor Case Studies

and

Station/Neighborhood Case Studies

Transit Supportive Developments

TSD search tool will allow the user to choose from specific parameters that will result in the identification of specific real world TSDs that match those parameters: associated data, photos, aerial, street view, 3-D structure.

Planning for Transit Supportive Development

Tools, Guidance and Resources

[Practitioner's Guide](#)

[Case Studies](#)

[Transit Supportive Developments](#)



Planning for Transit Supportive Development is a toolkit of innovative measures to link transit planning with land use planning. It is a resource for Metropolitan Planning Organizations (MPOs); Regional Councils of Government; transit agencies; and regional, county and local government planners and officials to assist them in the development and implementation of strategies that integrate transit and land use planning in an effort to encourage Transit Supportive Development.

On this site, Planning for Transit Supportive Development tools are contained in three sections:

- **Planning for Transit Supportive Development, A Practitioner's Guide** contains best practices, guidance, success stories, useful techniques, transferable examples, and lessons learned aimed at providing planners at both the regional, corridor and local levels with ideas and techniques on how to better integrate transit planning and land use planning. In this section, the user can chose and read sections of *Planning for Transit Supportive Development, A Practitioner's Guide*.
- **Case Studies:** When integrating transit planning and land use planning with a goal of creating more sustainable communities, there is no 'one size fits all', no prescriptive methods, and no silver bullet. Regions and communities have approached integrating transit planning and local land use planning in different ways. In this section, the user can search and review specific corridor planning case studies and specific station neighborhood planning case studies.
- **Transit Supportive Developments:** Developments that are supported by and support transit are located throughout the United States. In this section, a user can search, using chosen parameters, real-world transit supportive developments located throughout the country and experience them via images, Google Earth, and associate characteristics data.

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Transit Supportive Developments

Transit Supportive Developments are developments that are supported by and support transit. These types of developments exist throughout the United States. They exist near various types of transit modes and are of varying sizes and types. Some are singular uses (i.e., residential) and others are mixed use developments.

This search tool allows a user to view a variety of Transit Supportive Developments across the country, many of which are highlighted in the case studies contained in the website. A user can choose a state, a project size (by acres), a transit mode and/or a development use or uses. The search will result in Transit Supportive Developments, contained in a data base, that best fit the search parameters. Each Transit Supportive Development result will include a project description, project data sheet, photos, maps of the site, and links to Google Earth Street View and a Google Earth 3D warehouse representation if one exists.

State

Optionally filter by one or more states

Project Size (acres)

0

And:

83

Transit Mode

- Bus
- Commuter Rail
- Heavy Rail
- Light Rail
- Streetcar

Use Mix

- Commercial
- Civic
- Open Space/Park
- Other
- Other Commercial
- Residential
- Retail

Search

Clear Search



Albina Corner

Portland, Oregon

1 acres

Bus, Light Rail



Archstone Del Mar Station

Pasadena, California

3 acres

Light Rail



The Dalton

Pasadena, California

1 acres

Light Rail



Del Norte Place

El Cerrito, California

4 acres

Light Rail

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Transit Supportive Developments

Archstone Del Mar Station

Archstone Del Mar is located in Pasadena, CA on the Metro Gold Line. This development includes four separate buildings which range from four to seven stories and straddle the Gold Line light rail tracks on 3.4 acres. It consists of 347 housing units; 20,000 square feet of retail; court yards and plazas; a parking structure; the light rail station and the restored former Pasadena Santa Fe Depot.

Location	
Location	Pasadena, California
Transit Orientation	
Transit part of project?	Transit part of project
Transit Station Typology	Urban Center
Proximity to transit	within 0.25 mile radius of station
Transit Technology	Light Rail
Land Use	
Neighborhood context	Rich mix of uses such as urban housing; retail; entertainment and office. A large neighborhood park sits adjacent to the station providing a public open space for residents and visitors. A couple lots in the neighborhood are dedicated to parking for neighborhood uses (both structured and surface parking).
Previous land use	historic train depot
Zoning	Central District Specific Plan
Total parking	1,200 total spaces; 600 residential 600 transit passengers
Affordable residential units	yes; quantity unknown 15% min. per city requirements
Density and Massing	
FAR	2.9u
Typical building height	7-Mar stories
Site and Building Design	
Vertical or horizontal mixed-use	horizontal
Street types & features	Pedestrian promenade; retail required at street level per zoning

Images



Google Street View



Open street view in a new window

Planning for Transit Supportive Development

Where are we in the process?

- Practitioner's Guide 'Field Testing' phase completed.
 - User Group comprised of 5 MPOs of various size and experience with combined planning for land use and transit as well as their related transit agencies and local community planners.
 1. **Atlanta Regional Commission (ARC)**
 2. **Delaware Valley Regional Planning Commission (DVRPC)**
 3. **Austin-Capital Area MPO (CAMPO)**
 4. **Nashville Area Metropolitan Planning Organization (NAMPO)**
 5. **Santa Fe Metropolitan Planning Organization (SFMPO)**
- Currently finalizing Practitioner's Guide.
- Concurrently developing the web based tool.

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Thank You