I-93 Transit Investment Study

Land Use and Development Policy Analysis

Technical Advisory Committee Meeting

September 27, 2007

New Hampshire Department of Transportation
Massachusetts Executive Office of Transportation

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Agenda

- **Overview of TOD principles and benefits**
- **Review of TOD tools: national models**
- **New Hampshire and Massachusetts land use policy analysis:**
  - Local analysis
  - Summary findings

Transit-Oriented Development

Design:

- compact, walkable

Diversity:

- mixed use

Density:

- by contemporary U.S. standards

Rail and Bus TOD

- 91% of TODs are rail-based; 8% are bus-based

Rail TOD	Bus TOD
• fixed route encourages development • greater opportunity for joint development • larger impact on land use • proven track record of success • attracts “choice” riders • comparatively expensive	• flexibility for route deviation • cost effective • can serve dispersed areas • perceived as “second class” mode • “too” flexible for developers • shorter track record of success

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TOD Benefits: Transportation, Social, Economic, Environmental

- Reduce congestion
- Lower roadway costs
- Reduce sprawl
- Conserve land
- Improve quality of life
- Provide more housing choices
- Support economic development
- Support transit investment

Source: New Hampshire Long Range Transportation Plan, image courtesy of Wilbur Smith.

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Somerville, MA (Davis Square)

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Middleton, WI

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TOD Tools

- Station Area Zoning
- District Boundaries
- Mix of Uses
- Development Density and Intensity
- Regulatory and Policy Incentives
- Design Guidelines
- Parking
- Housing affordability

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Station Area Zoning

- **Best practices:**
  - Allow the creation of TOD zones
    - **Base zones:** traditional zoning tool
    - **Overlay zones:** control without complexity
    - **Floating zones:** specific to development

Seattle, WA: McClellan station. Source: http://www.seattle.gov/transportation/ppmp_sap_home.htm

- **National models:**
  - **Seattle, WA**
    - Station Area Planning Program
  - **Portland, OR**
    - Light Rail Transit Station overlay zones
  - **Minneapolis, MN**
    - Hiawatha Corridor light rail transit station areas

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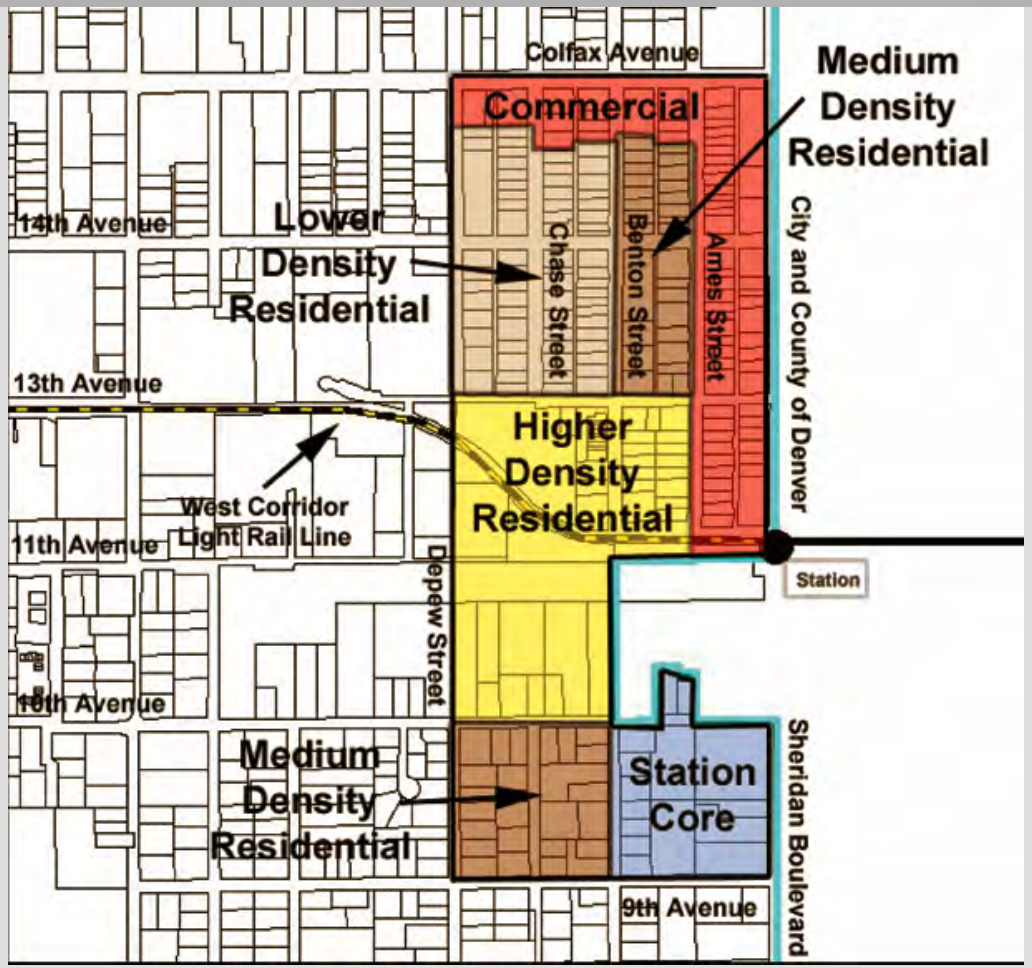
District Boundaries

- **Best practices:**
  - Half- to quarter-mile of station
  - Gradate intensity
- **National model:**
  - **Lakewood, CO:**
    - West Corridor Light Rail Station Area Planning



Source: City of Lakewood, CO. Sheridan Boulevard Station Area Plan, November 2006.

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Mix of Uses

- **Best practices:**
  - Commercial core with residential use
  - Mix varies by station type:
    - Regional, district, and developing neighborhood

- **National models:**
  - **San Diego, CA**
    - Encourages village greens and plazas
  - **Gresham, OR**
    - Creates four zones around each station
  - **Seattle, WA**
    - Allows light industrial uses
  - **Tacoma, WA**
    - Combines mix of uses with design and engineering guidelines

Central Fountain at the Promenade, Rio Vista West, San Diego.
Source: http://www.tndwest.com/riovistawest.html

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Development Density and Intensity

- **Best practices:**
  - Density is most important in creating ridership
  - Mix of residential types
  - Employment density is critical

- **National models:**
  - **San Diego, CA**
    - Minimum and maximum densities
  - **Huntersville, NC**
    - TOD-R and TOD-E districts
  - **Denver, CO**
    - Transit mixed-use district

Village at Arapahoe Station, Denver, CO. Source: Transit Oriented Development Status Report, RTA, November 2005.

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Regulatory and Policy Incentives

- **Best practices:**
  - Incentives are key to overcoming TOD developmental obstacles
  - Regulatory clarity and stability
  - Relevant incentives

- **National models:**
  - **Somerville, MA**
    - Infrastructure improvements, site acquisition
  - **Charlotte, NC**
    - TOD Response Team
  - **Montgomery County, MD**
    - Density bonuses for affordable housing
  - **Orlando, FL**
    - Sliding scale for impact fees

Charlotte, NC. Source: Reconnecting America's Center for Transit-Oriented Development "Realizing the Potential: Expanding Housing Opportunities near Transit."

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Design Guidelines

- **Best practices:**
  - Good design encourages transit usage
  - Advisory
  - Soften perceptions of density

- **National models:**
  - **Raleigh-Durham, NC**
    - Triangle Transit Authority guidebook
  - **San Diego, CA**
    - Transit-Oriented Development Design Guidelines
  - **Somerville, MA**
    - Design Review Overlay Districts

Davis Square, Somerville, MA. Source: www.answers.com

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Parking

- **Best practices:**
  - Parking should be most plentiful at the end of a transit line; least within the central business district
  - Park and rides can be located between stations
  - Reduced availability of parking
  - Shared and on-street parking

- **National models:**
  - **Denver, CO**
    - No requirements in downtown core; reductions available if near transit and shared
  - **Portland, OR**
    - Parking maximums for properties adjacent to rail lines

San Francisco, CA. Source: http://www.sfmta.com/cms/phome/homeparking.htm

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Housing Affordability

- **Affordability in context: what does it mean?**

- **Best practices:**
  - A diversity of housing types and prices supports a healthy community
  - Zoning can be used to encourage or require affordable housing
  - Density bonuses are used to offset developer costs

- **National models:**
  - **Renton, WA**
    - Overlake Station
  - **Atlanta, GA**
    - Lindbergh Station
  - **Los Angeles, CA**
    - Density bonus

Overlake Station, Renton, WA. Source: www.metrokc.gov

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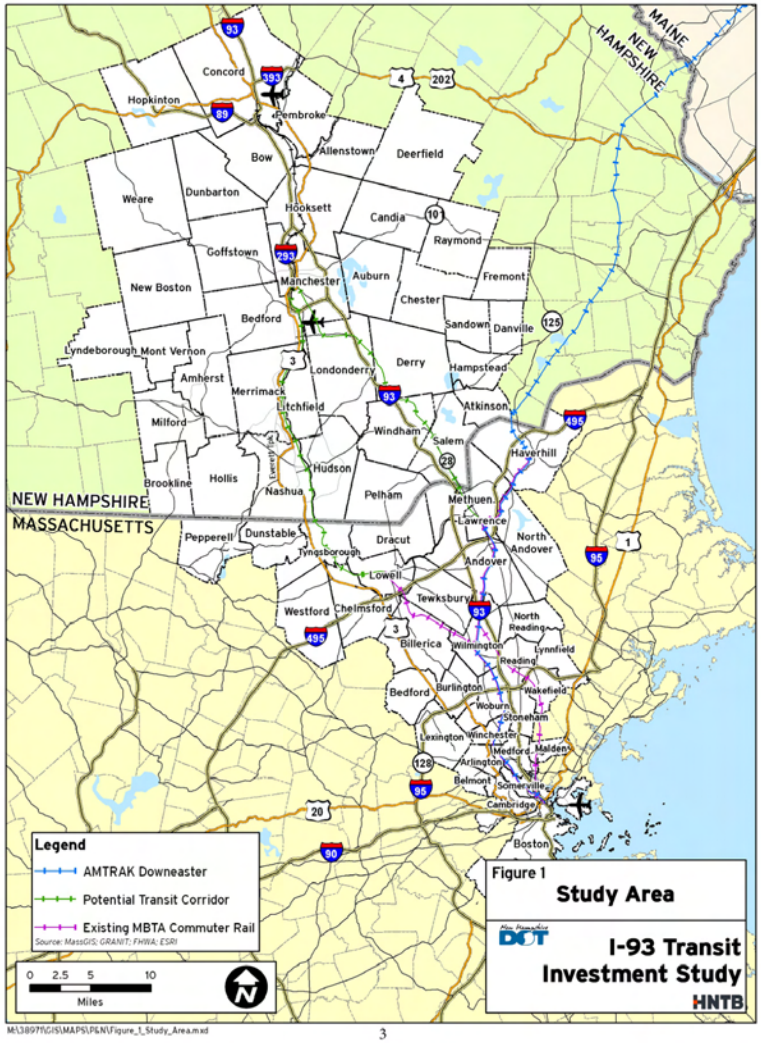
Land Use Analysis:
Communities Studied



New Hampshire:

- Bedford
- Derry
- Hudson
- Litchfield
- Londonderry
- Manchester
- Merrimack
- Nashua
- Salem
- Windham

Massachusetts:

- Andover
- Lawrence
- Methuen
- Tewksbury
- Wilmington
- Woburn

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Land Use Policy Analysis:
New Hampshire and Massachusetts

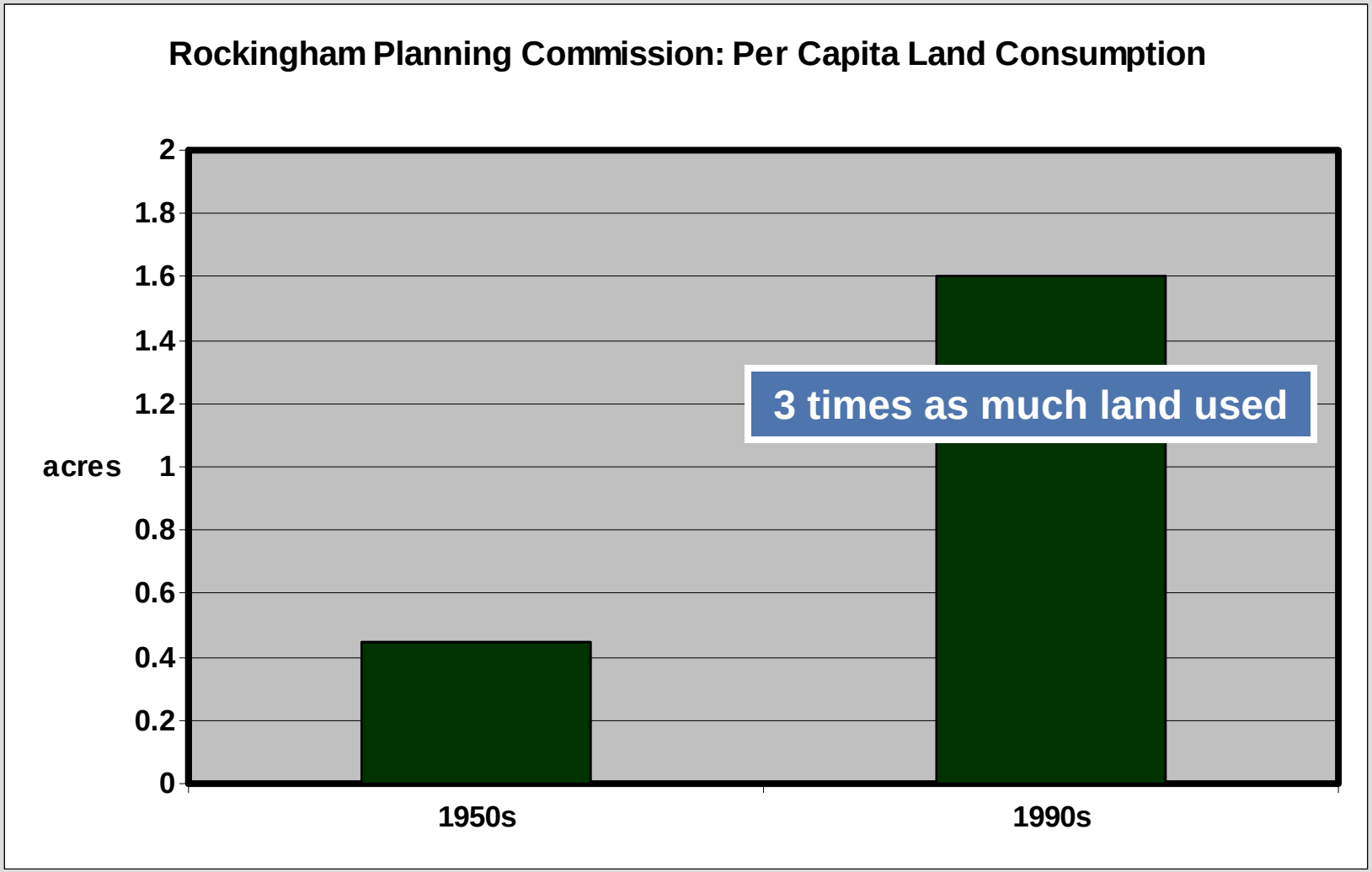
- Variety of development patterns and population densities

- Some common goals of master plans:
  - Preservation of open space
  - Affordable housing
  - Reduced traffic
  - Elimination of sprawl development

Land Use Policy Analysis:
New Hampshire and Massachusetts

- **Common constraints:**
  - Physical infrastructure: water and sewer
  - Planning and zoning personnel
  - Political will
  - Cross-municipal coordination

New Hampshire Land Use Trends



Source: The New Hampshire Office of Energy and Planning, "Achieving Smart Growth in New Hampshire"

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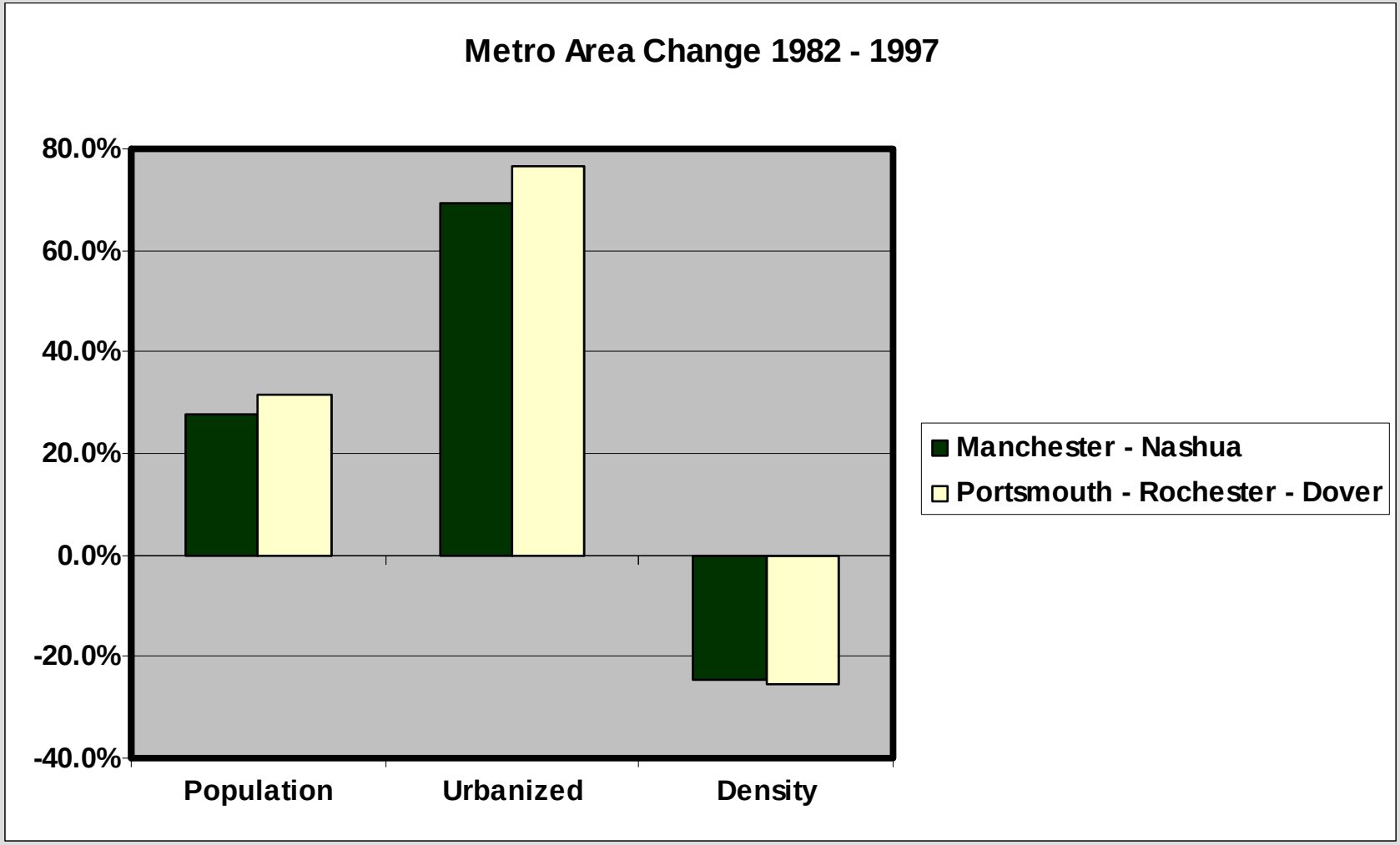
New Hampshire Land Use Trends



Source: The New Hampshire Office of Energy and Planning

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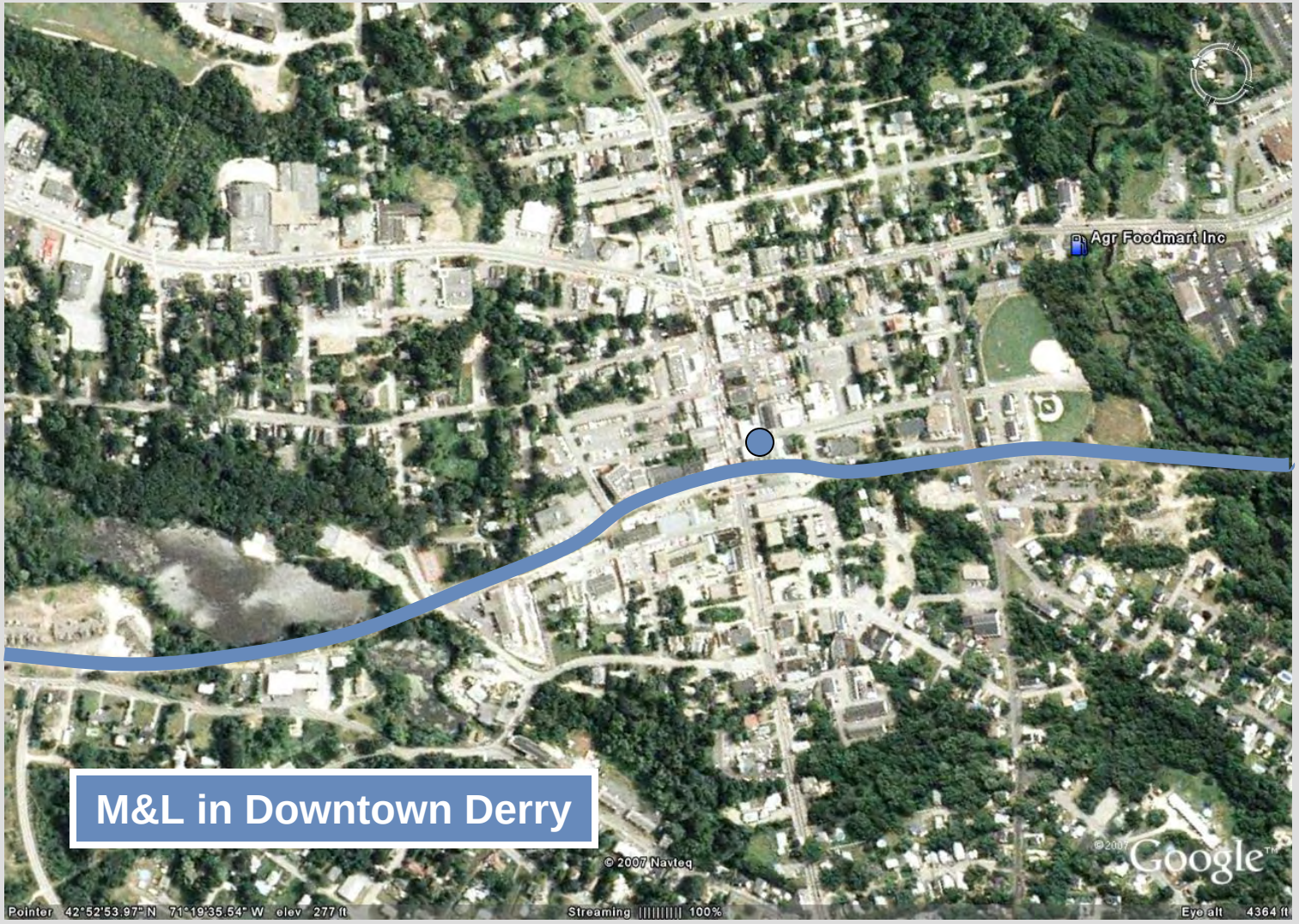
Derry, NH



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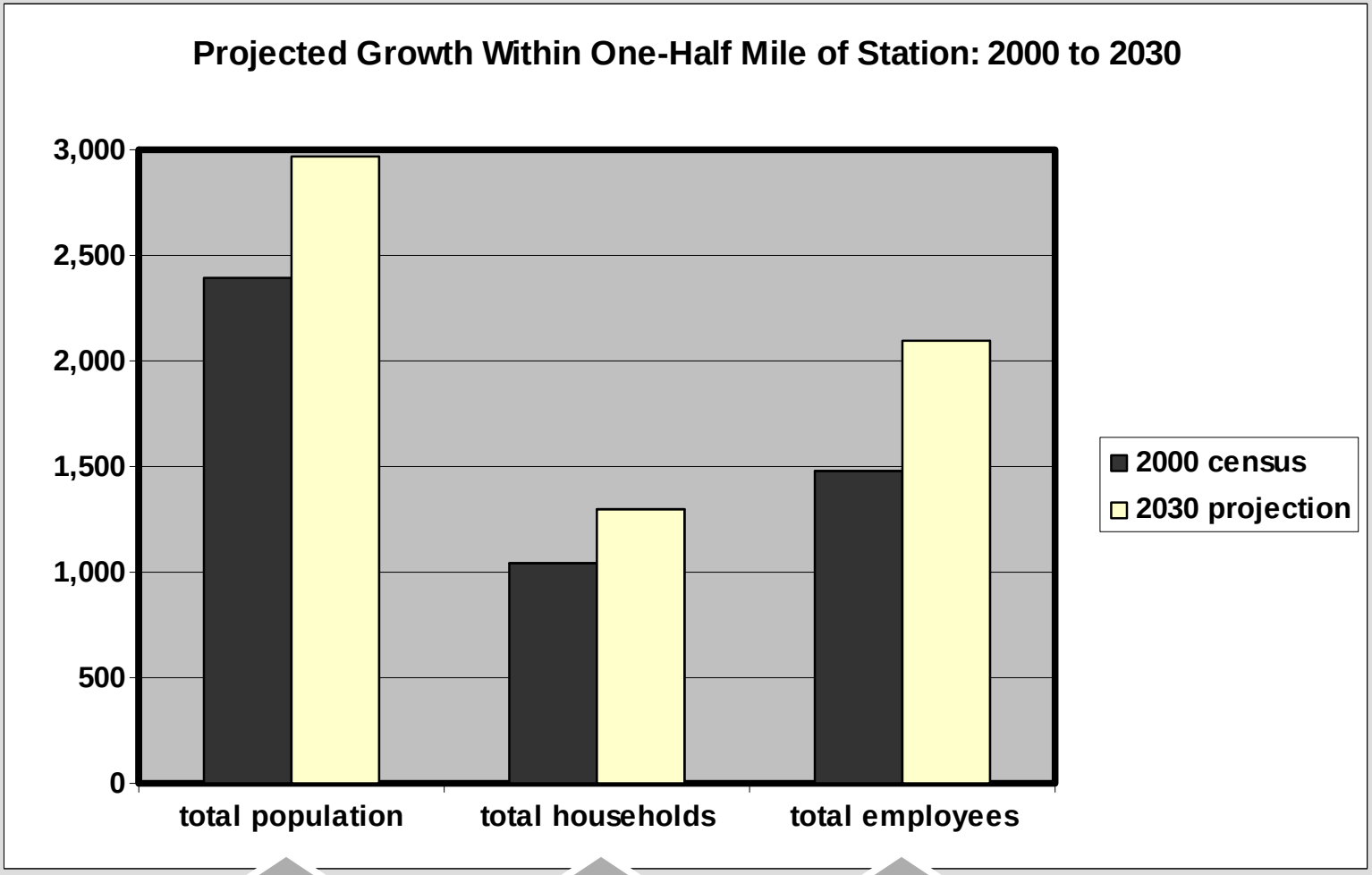
Derry, NH


Projected Growth Within One-Half Mile of Station: 2000 to 2030
3,000
2,500
2,000
1,500
1,000
500
0
total population
total households
total employees
2000 census
2030 projection
+ 24%
+ 24%
+ 41%

Derry, NH

Existing transit-supportive practices:

- New zoning code adopted in 2000: good mix of uses across districts
- Multifamily Residential district: density approaches transit-supportive level

Opportunities:

- Design regulatory and policy incentives to guide development
- Create a TOD overlay to allow increased density
- Implement parking suggestions in Master Plan

Londonderry, NH

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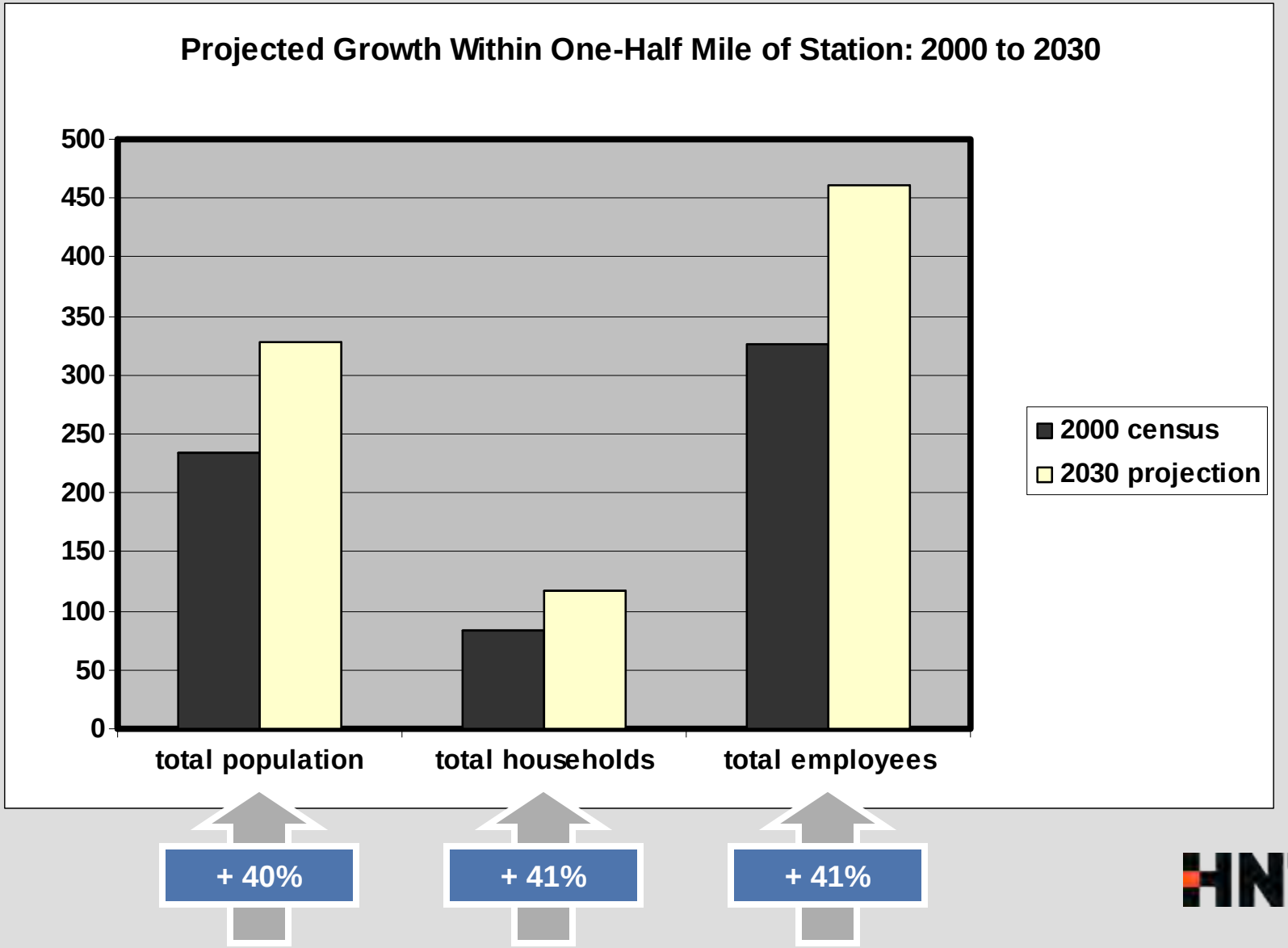
Londonderry, NH



Londonderry, NH

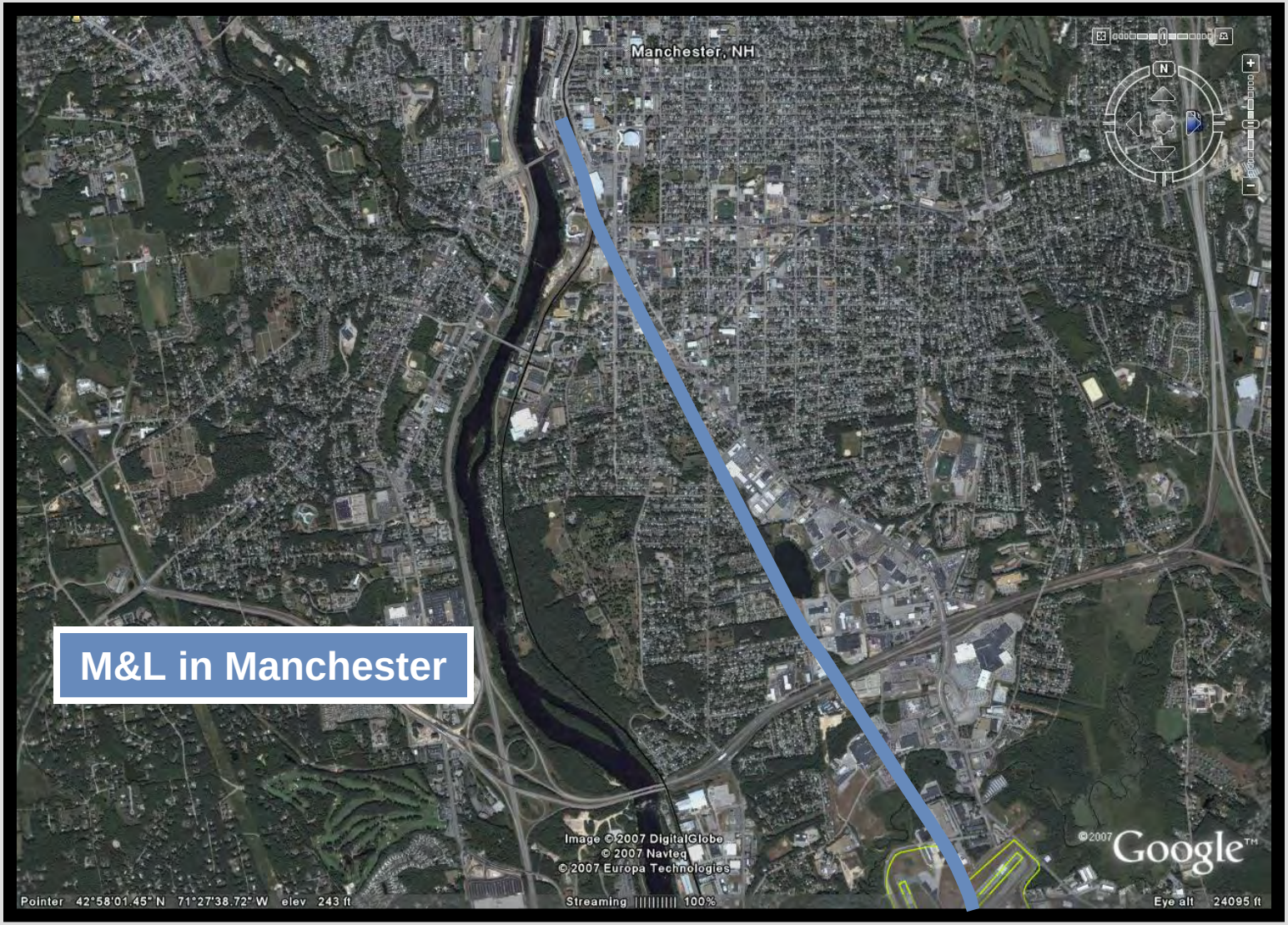
Existing transit-supportive practices:

- Planned Overlay District: performance standards and incentives

Opportunities:

- Capitalize on existing infrastructure:
  - Target non-residential and multi-family growth to TOD overlay
  - Increase density near I-93 exits 4 and 5
- Expand incentive program outside of Planned Overlay District
- Implement design guidelines
- Affordable housing

Manchester, NH



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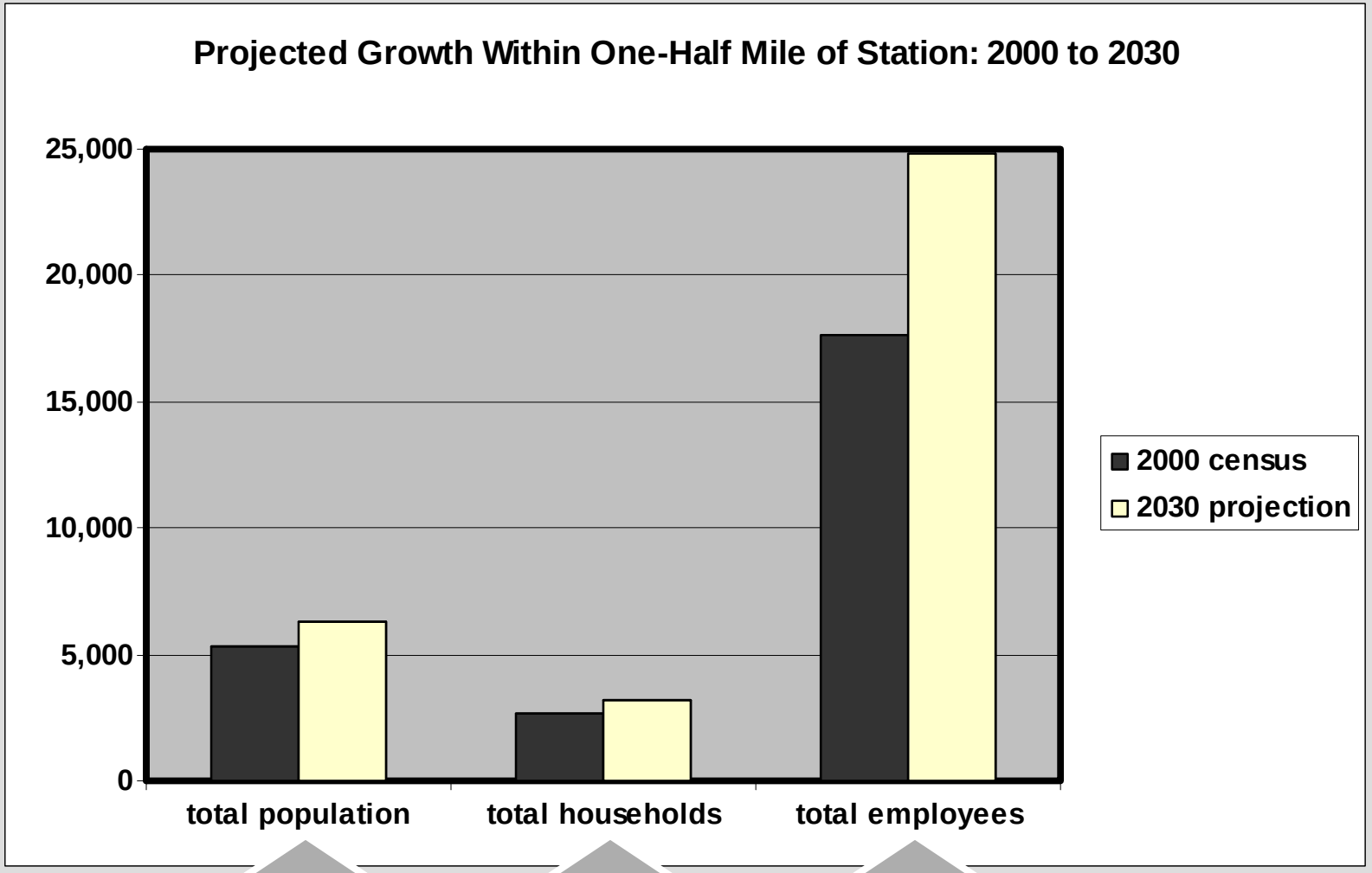
Manchester, NH



Manchester, NH

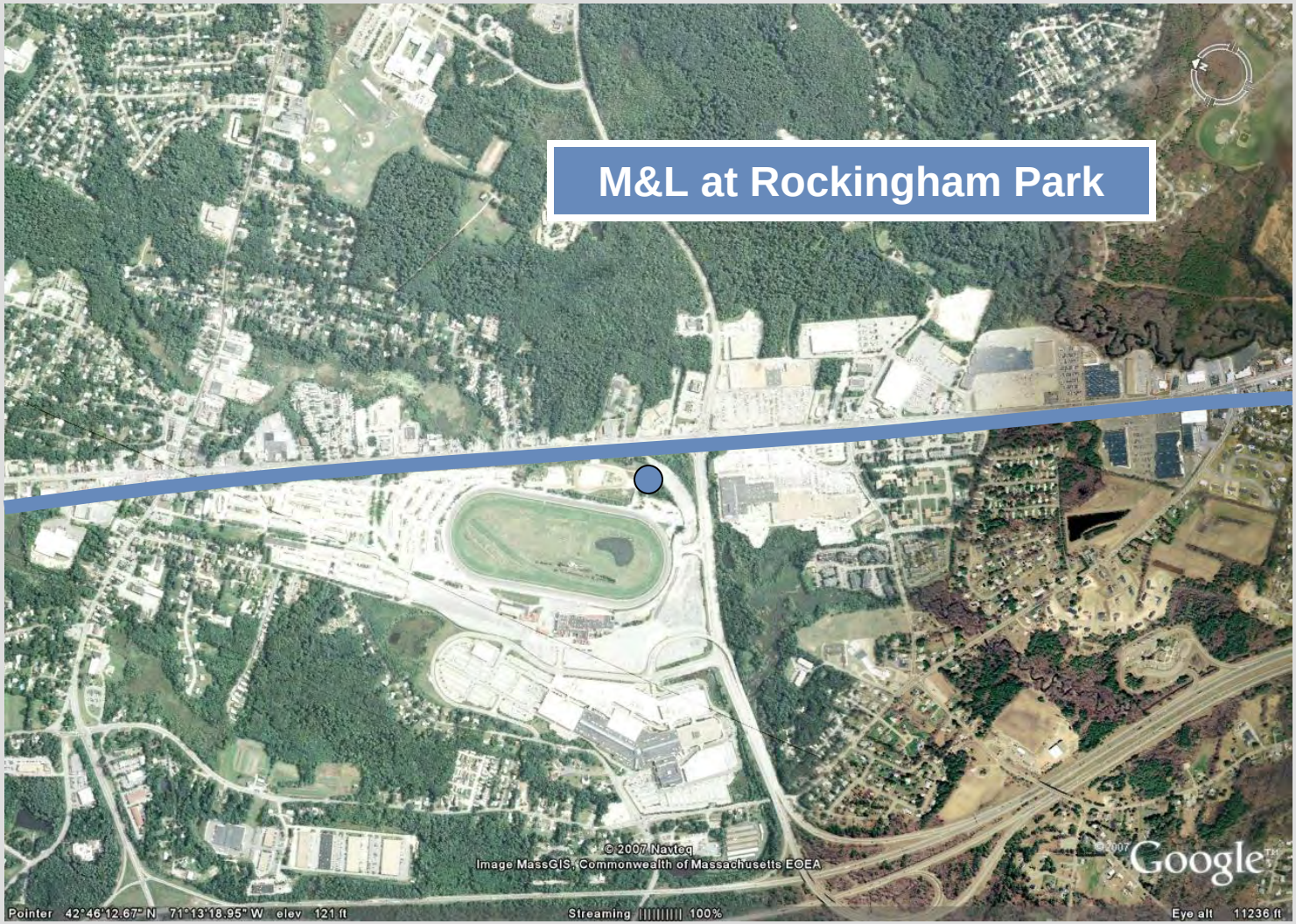
Existing transit-supportive practices:

- Variety of base and overlay zoning districts: supports fine-grained development
- Zoning code creates framework for dense mix of uses

Opportunities:

- Implement parking suggestions of the Downtown Strategic Plan
- Expand design review process
- Infill development: City assembly and packaging of parcels

Salem, NH



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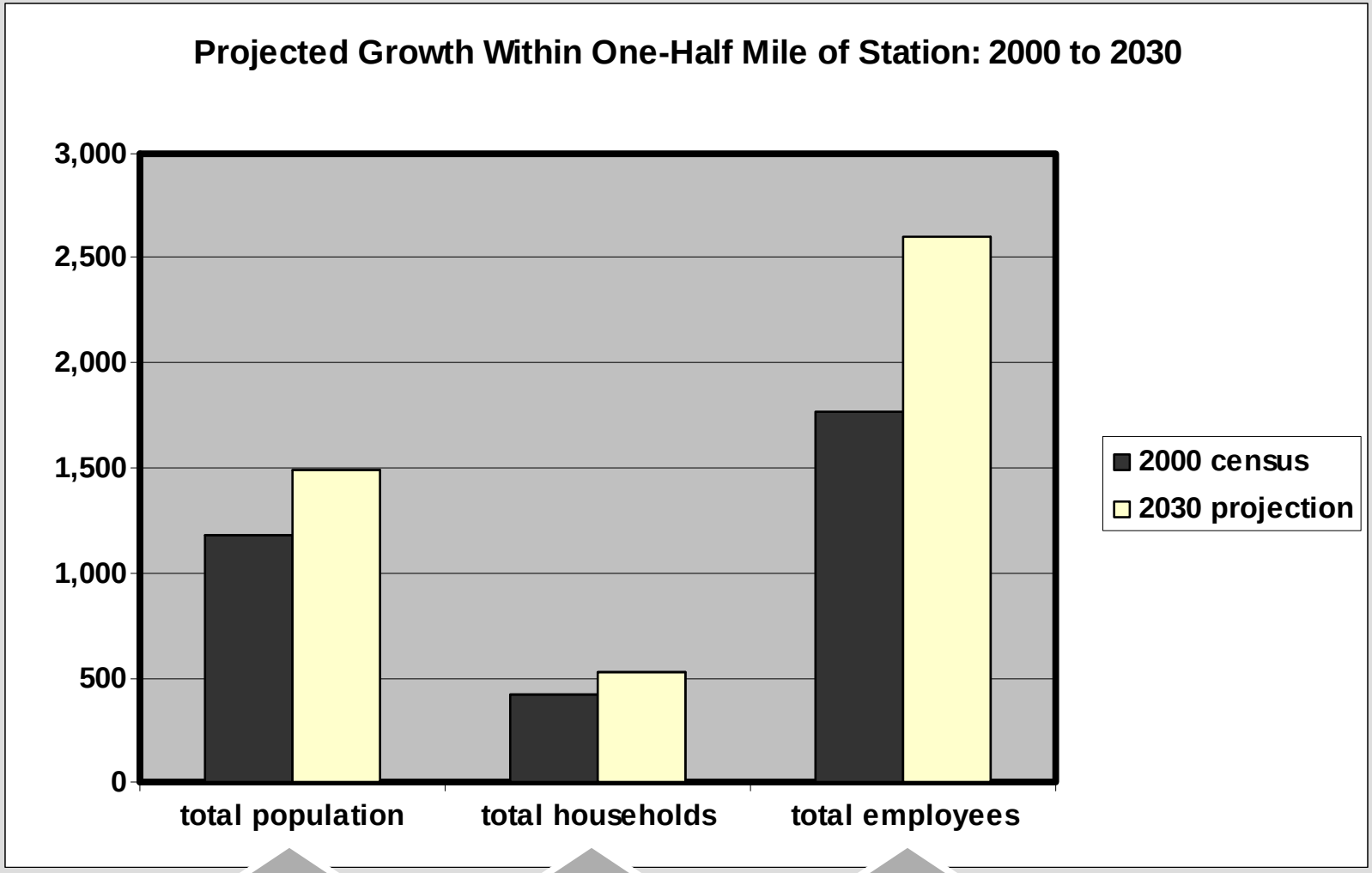
Salem, NH



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Salem, NH

Existing transit-supportive practices:

- Density bonus for open space preservation
- Density bonus for senior housing

Opportunities:

- Consider implementing a TOD district
- Reduce parking requirements to encourage pedestrians
- Expand design guidelines beyond Town Center district
- Clarify affordable housing bonus

Windham, NH

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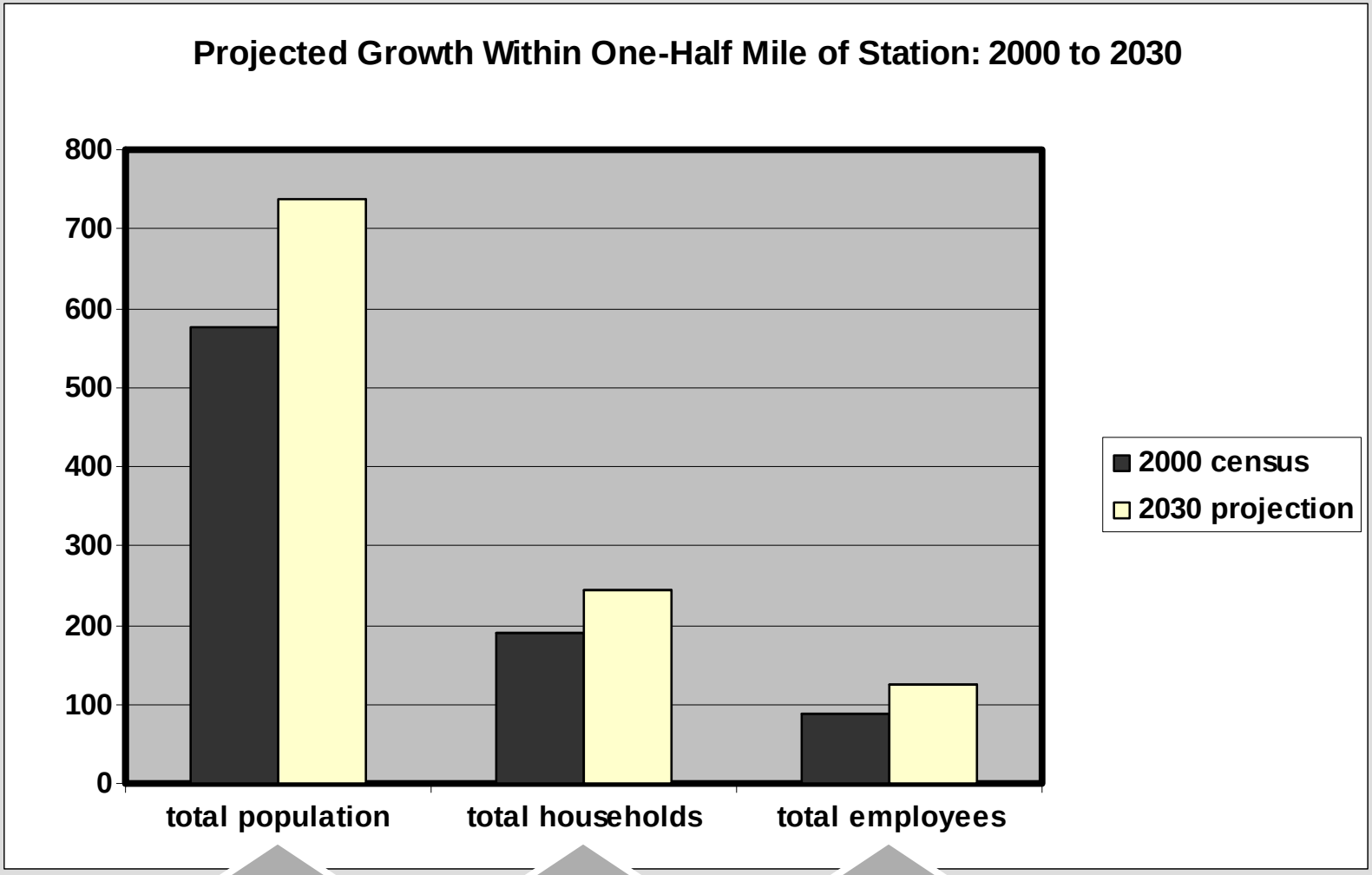
Windham, NH


Projected Growth Within One-Half Mile of Station: 2000 to 2030
800
700
600
500
400
300
200
100
0
total population
total households
total employees
2000 census
2030 projection
+ 28%
+ 28%
+ 41%

Windham, NH

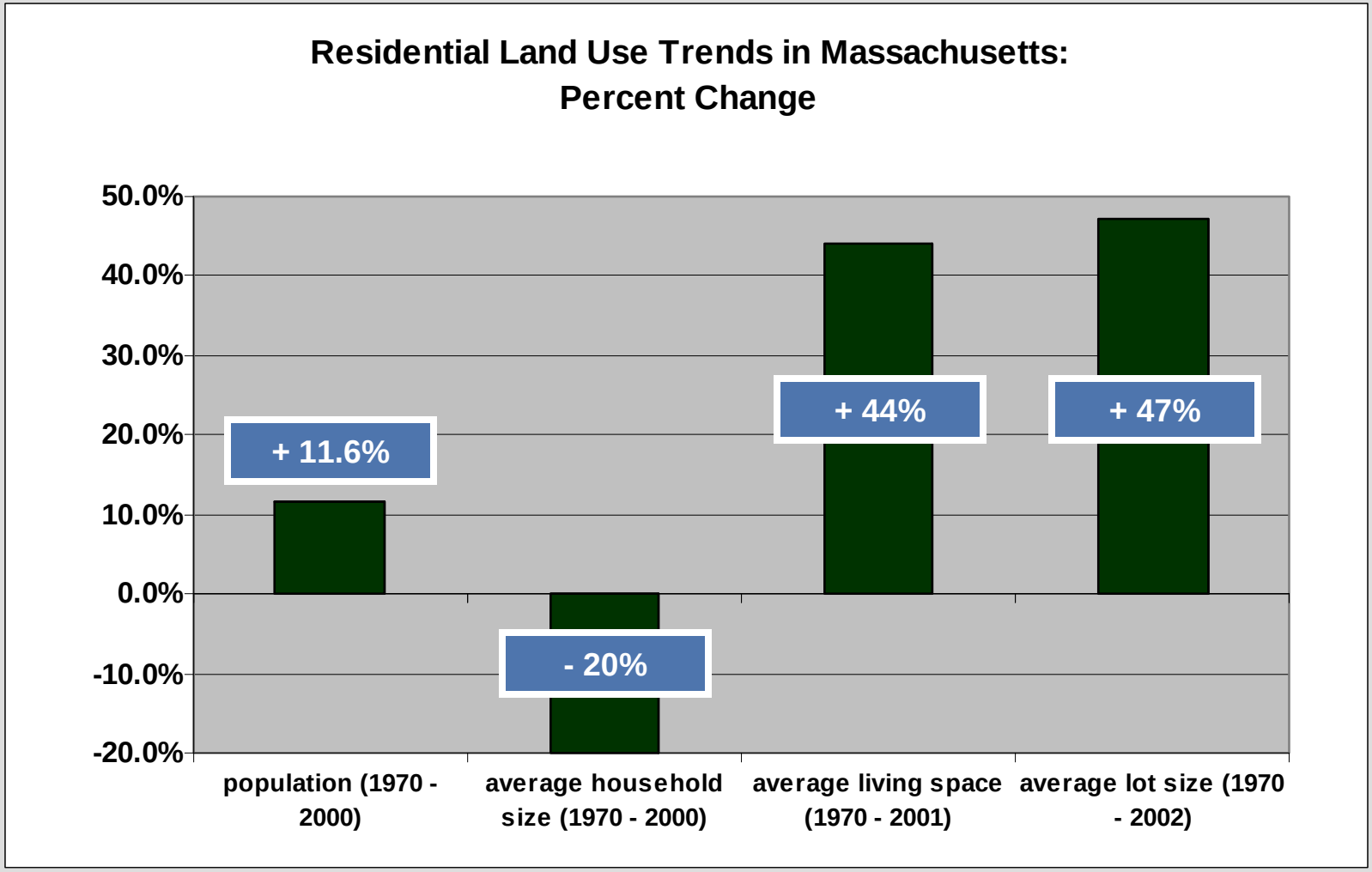
Existing transit-supportive practices:

- Three existing districts allow for denser mix of uses
- Density bonus for elderly housing
- Shared parking allowed in multiple districts

Opportunities:

- Consider implementing a TOD district
- Reduce minimum lot sizes to increase housing diversity and preserve open space

Massachusetts Land Use Trends



Source: United States Census Bureau; Massachusetts Audubon Society, "Losing Ground: At What Cost?"(2003)

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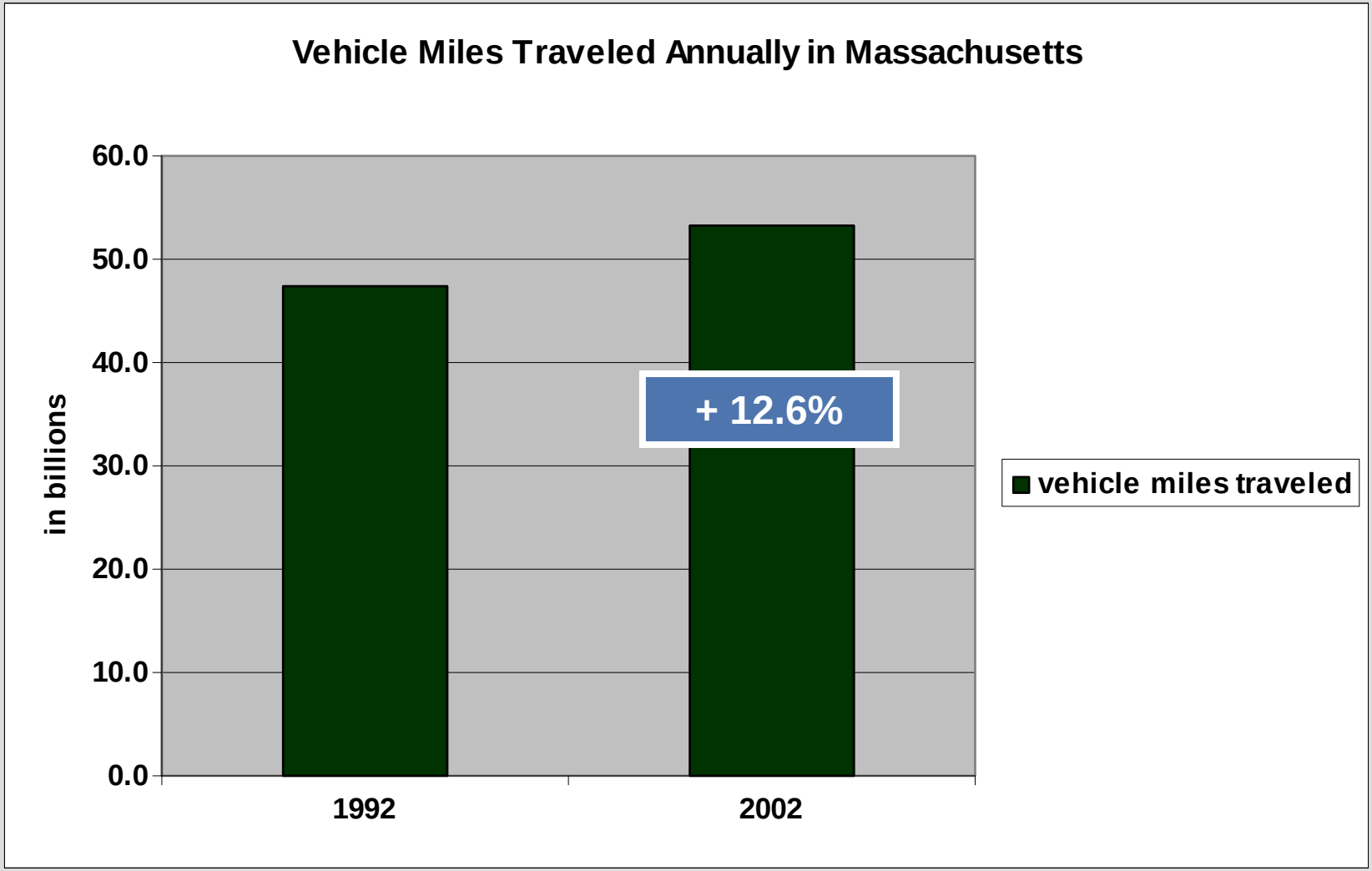
Massachusetts Land Use Trends



Source: Massachusetts Executive Office of Transportation and Construction, "Massachusetts Transportation Facts 2004"

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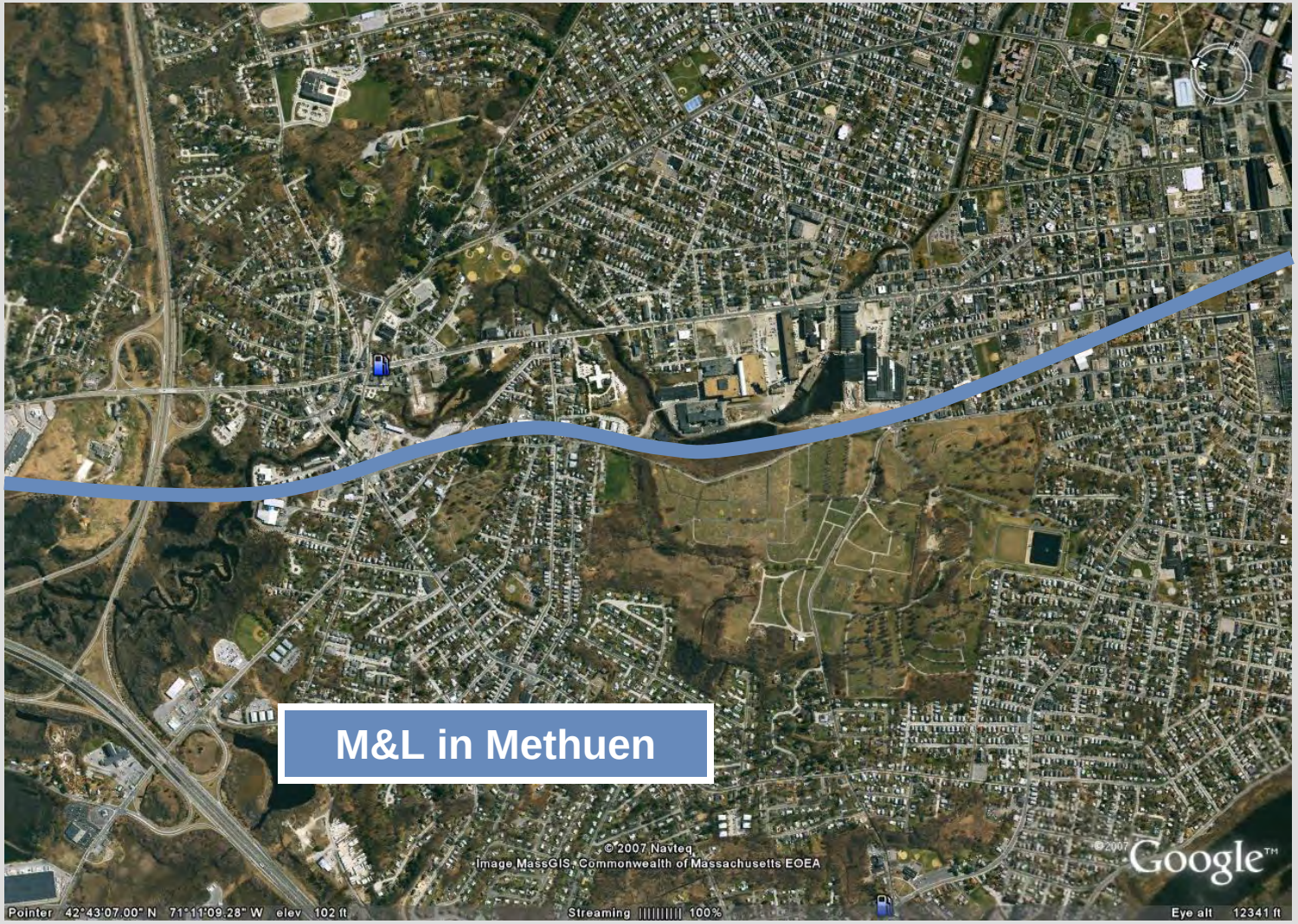
Methuen, MA



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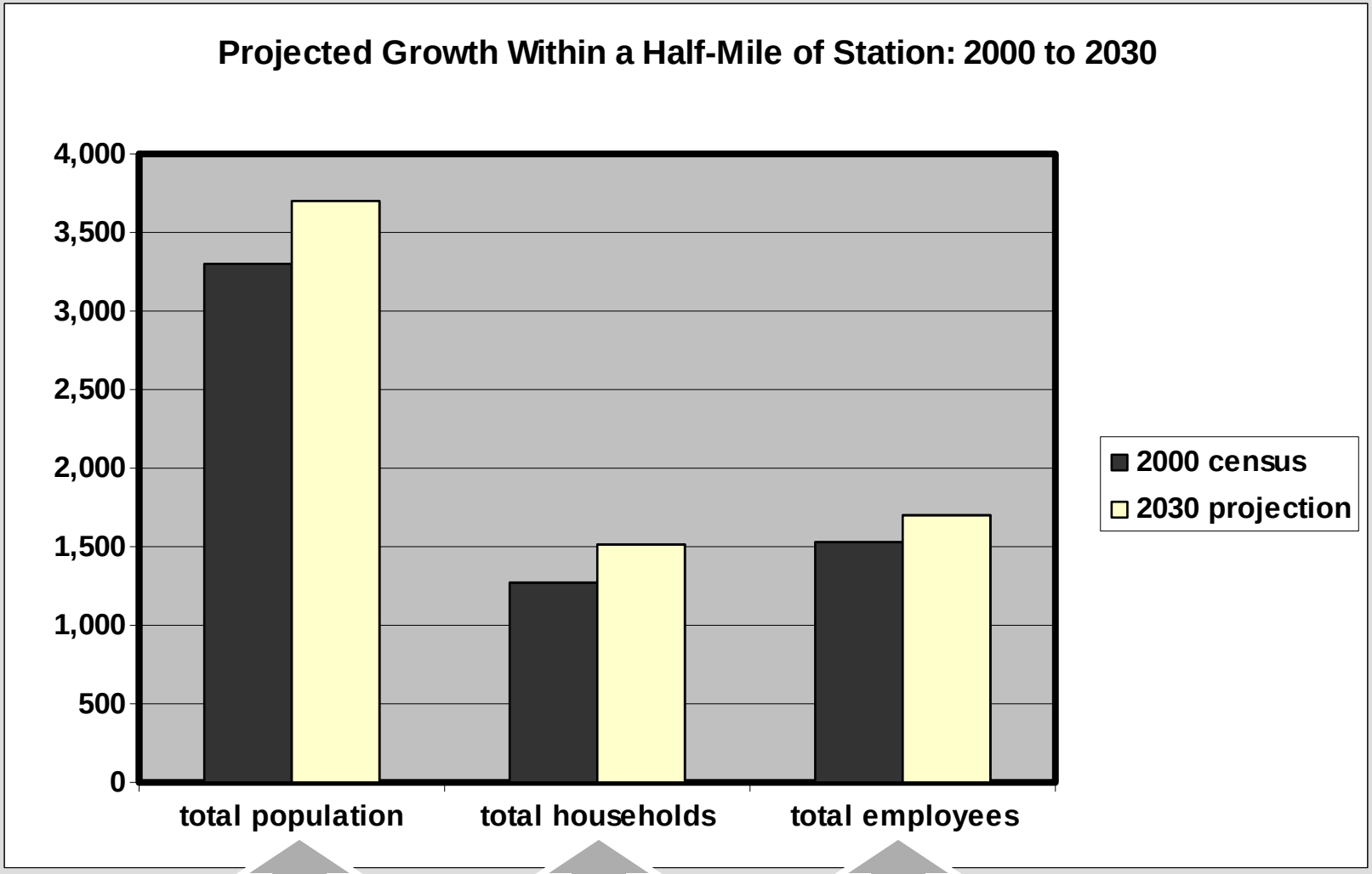
Methuen, MA



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Methuen, MA

Existing transit-supportive practices:

- Affordable housing density bonus
- Parking requirement reductions available

Opportunities:

- Infill development: assembly and packaging of City-owned parcels
- Consider implementing a TOD district
- Respond to Master Plan:
  - Allow mixed uses to balance economic development
  - Increase allowed density to concentrate development

Land Use Analysis:
Summary Findings

- Low density patterns
- Separation of uses
- Auto-centric development
- Uniform housing stock
- Decreasing affordability levels

Land Use Analysis:
Summary Findings

- Connection of sprawl and density
- Goals ➡ Policies ➡ Actions
- Coordinate transportation and land use