

Lesson 8

Local Planning



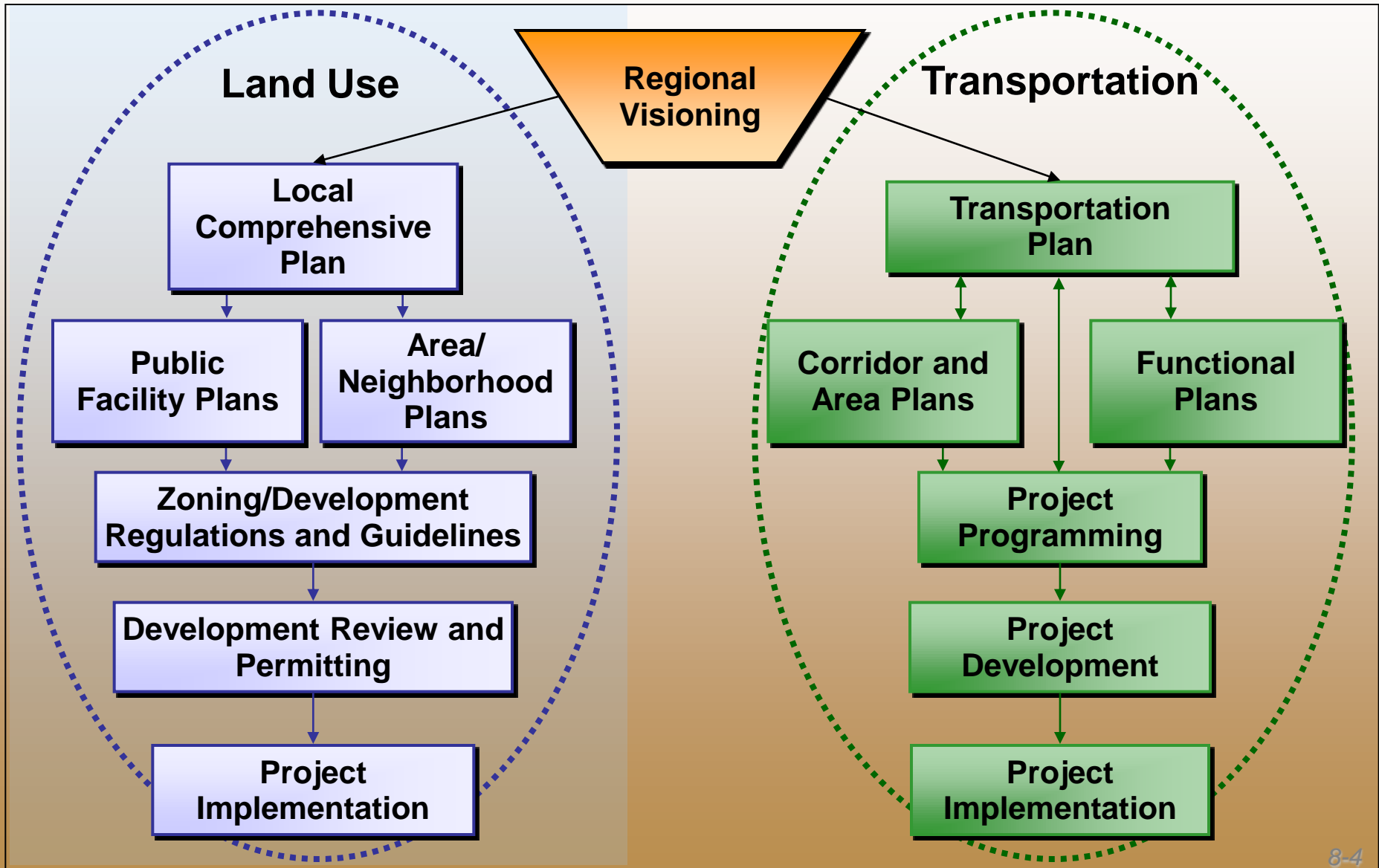
Learning Outcomes

- ▶ Describe a land use plan and its interaction with transportation planning
- ▶ Describe the regulatory process for local transportation and land use planning
- ▶ Identify where transportation planning fits into land use planning codes and regulations
- ▶ Identify key elements of successful land use and transportation planning coordination and implementation

Learning Outcomes (continued)

- ▶ Identify local decision-makers in land use and transportation choices and their interests
- ▶ Describe opportunities for collaboration between disciplines

Where Local Planning Fits



Lesson 8:

Local Planning

- ▶ **8.1 Overview of Local Planning**
- ▶ 8.2 The Local Planning Process
- ▶ 8.3 Coordination Techniques and Strategies
- ▶ 8.4 Activity and Discussion

What is Local Planning?

- ▶ Produces community vision
- ▶ Guides community development
- ▶ Includes public participation
- ▶ Leads to adopted goals and policies
- ▶ Implemented through local zoning and development codes
- ▶ Provides predictability

Local Government Units

- ▶ County
- ▶ City
- ▶ Borough
- ▶ Town
- ▶ Township
- ▶ Village
- ▶ Parish
- ▶ Tribal
- ▶ Region (rare)

Local Planning Players

- ▶ Urban planners
- ▶ Civil engineers
- ▶ Elected officials
- ▶ Appointed officials
- ▶ Private and nonprofit stakeholders
- ▶ Interest groups
- ▶ Citizens

Local Planning Players (continued)

Local departments

- ▶ Planning
- ▶ Public works
- ▶ Transportation
- ▶ Economic or community development
- ▶ Redevelopment authority
- ▶ Police, fire

Elected & appointed bodies

- ▶ City council/ board of selectmen
- ▶ Planning commission
- ▶ Zoning board of appeals
- ▶ Design review board
- ▶ Historical commission

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What's in a Comprehensive Plan?

- ▶ Establishes the local government's vision for the future
- ▶ Includes various elements
 - Land use
 - Housing
 - Economics
 - Transportation
 - Environment
 - Public services (sewer, water, etc.)
- ▶ Implementation strategy

DESIGNING WALKABLE DISTRICTS

GOAL 7.1 WALK-TO CONVENIENCE
Plan and provide for an efficient multi-modal transportation system and an interconnected street network to create safe, walkable urban neighborhoods throughout Dallas.

Creating a more pedestrian friendly Dallas is critical to the successful implementation of this Policy Plan. To establish walkable districts, the city must implement design standards that foster a safe and efficient pedestrian environment. In addition to providing safety and comfort to pedestrians, the provision of goods, services and even entertainment is also important for this goal. Residents not only need a safe environment to walk in, they also require access to goods and services within walking distance. Such an effort will require Dallas to take a new approach to defining public space and a concerted effort to locate businesses where they are most necessary and accessible.

Policy 7.1.1 Services within a quarter-mile
Encourage the creation and maintenance of community services and retail shops within a quarter-mile of homes and jobs, consistent with the Land Use Element of this Plan.

WHY ¼ MILE?
A one-quarter mile walking distance is a well known rule-of-thumb in planning. It comes from a well established transit industry standard, that transit users will walk a quarter mile, or the equivalent of three miles per hour. This is actually much better than most people might guess. Studies conducted regarding walk times by the National Personal Transportation Survey (NPTS) show that the median walking distance to and from transit stops is almost exactly a quarter mile. Of course, young people may be willing to walk a little further than older people, and users of premium transit (light rail, for example) may walk a little farther than regular bus users.



The block shown is a mile radius from central retail corridors.

IMPLEMENTATION MEASURES

- 7.1.11 Define zoning and provide incentives to bring retail convenience and/or community services within walking distance (approximately ¼ mile) of homes and/or businesses that are not presently served.
- 7.1.12 Define zoning and provide incentives that allow high-density housing and high-intensity employment types within walking distance of areas featuring retail and entertainment uses.
- 7.1.13 Amend existing zoning ordinances to support mixing complementary uses.



People in Dallas enjoy the vibrant sidewalks of the Kowal Arts District.

Policy Plan Chapter 7 URBAN DESIGN 74

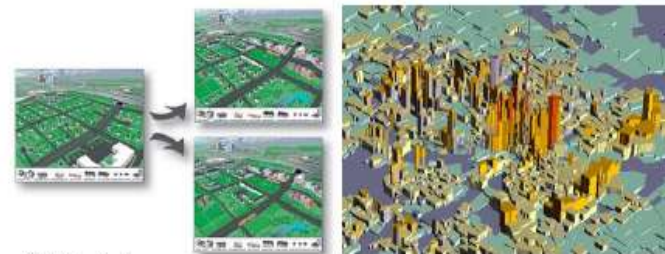
Plan Elements

Land Use

- ▶ Location & characteristics
 - Development intensity
 - Types/mix of uses
 - Design characteristics
- ▶ Geographic specificity may vary
- ▶ Followed by implementing ordinances



- The plan forges a common vision of the future to act as a mission statement and map of the future.
- Based on the analytical work, comprehensive strategies were established to set achievable goals in conjunction with the Plan.
- To achieve these goals short term tactical approaches or an implementation plan provide specific integrated actions within target areas.
- A monitoring system with near term measurable goals will enable the City and its residents to continually monitor progress while adjusting and responding to changing conditions.
- The Plan is based upon the involvement of a broad cross-section of the public who helped inform and shape the Comprehensive Plan process and final product.



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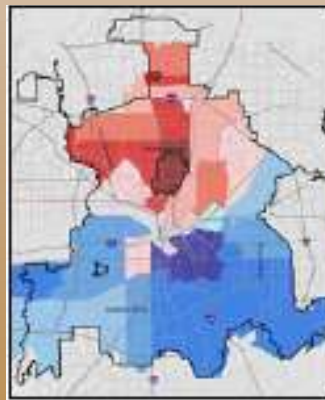
Plan Elements

Transportation

- ▶ Transportation System Plan
- ▶ Multiple plan elements (roadways, transit, ports)
- ▶ Single “circulation” element
- ▶ Component of community facilities element



Land use

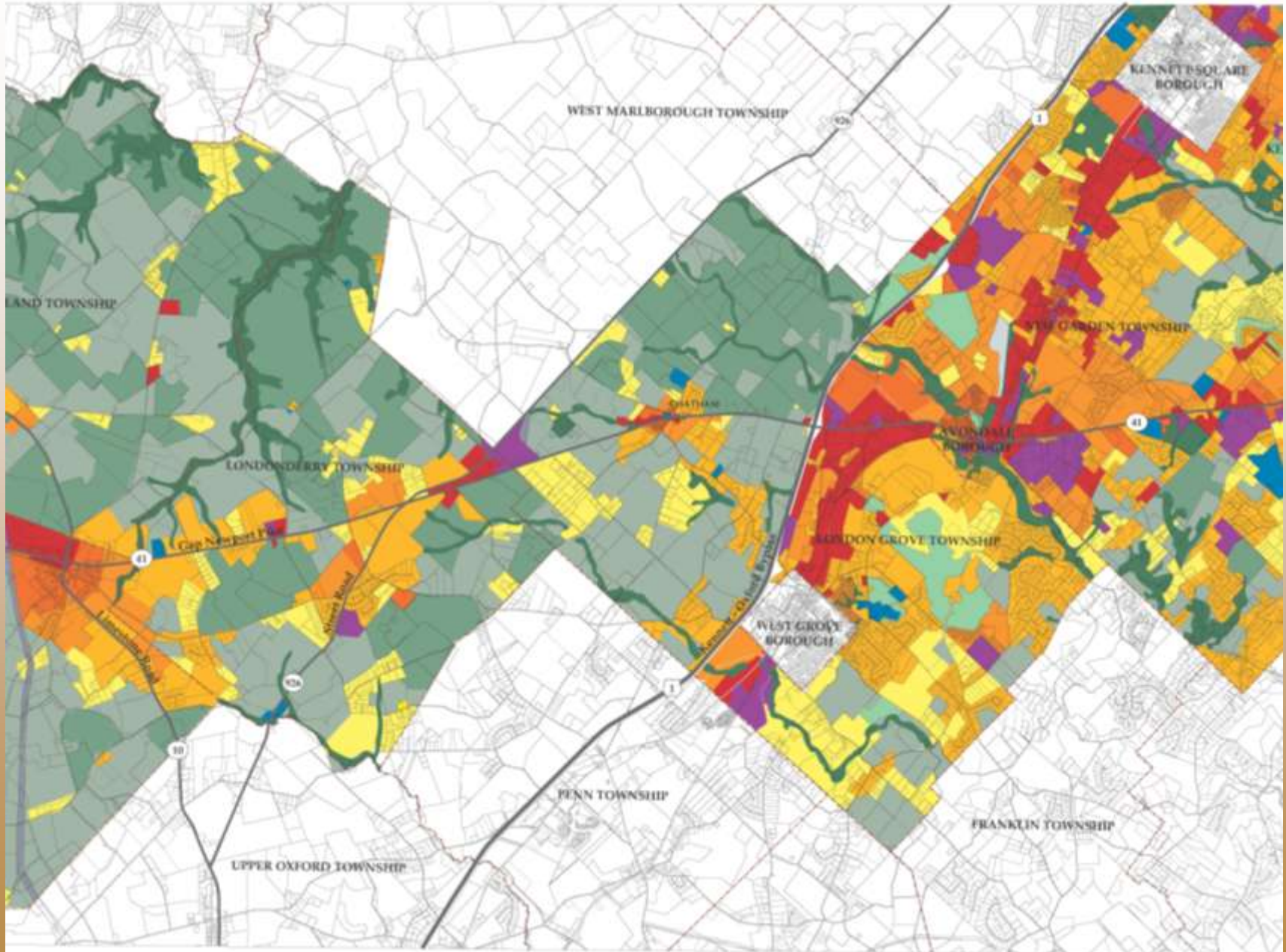


Demographics



Transportation modeling

Land Use Map



Land Use Implementation Tools

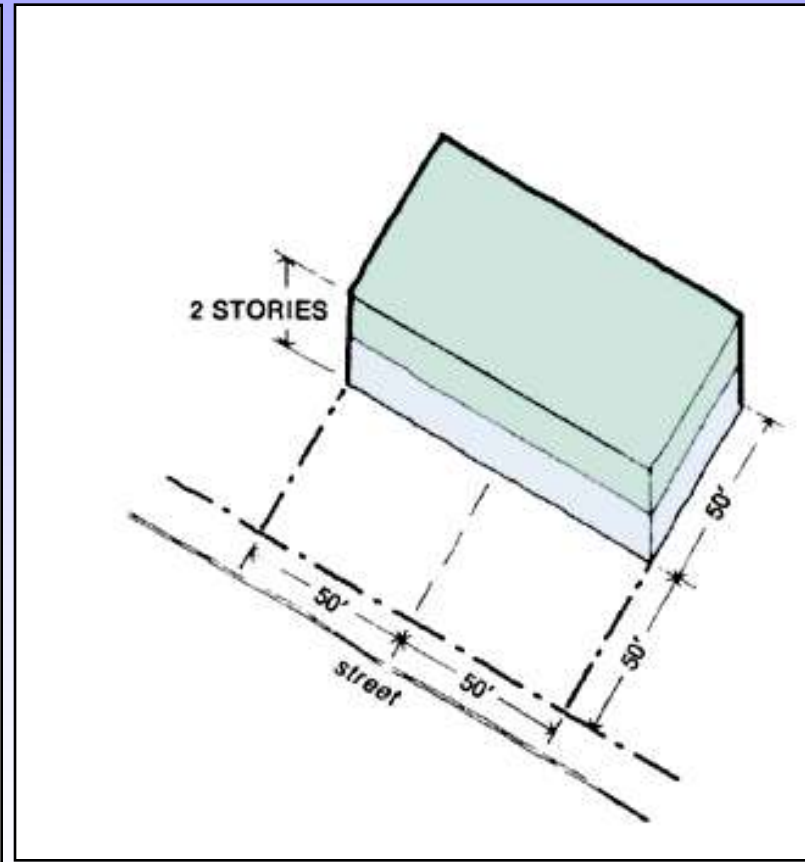
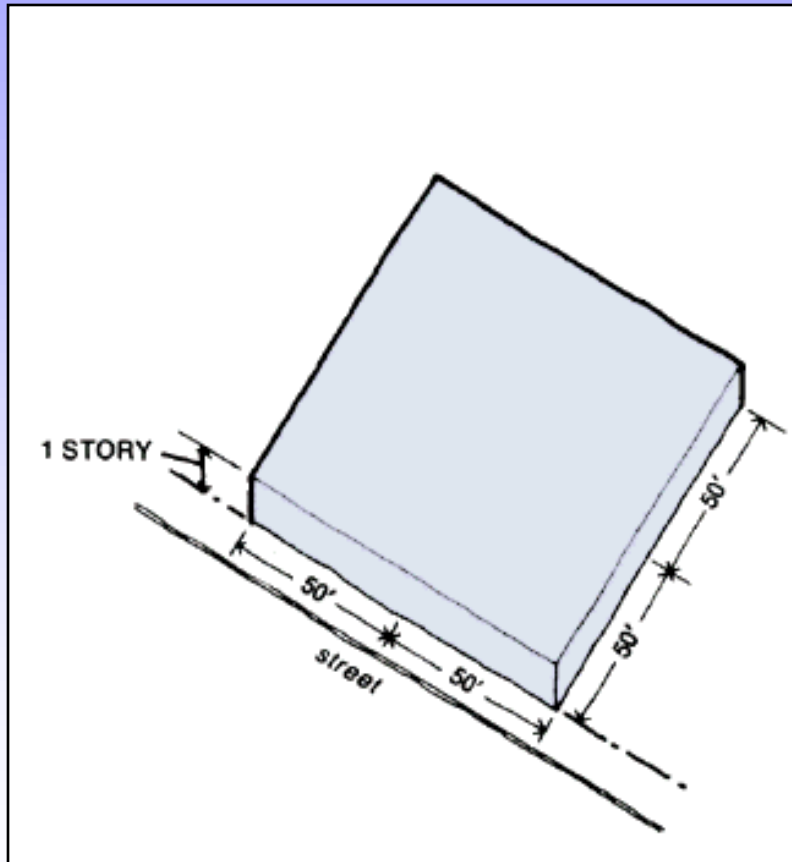
- ▶ Zoning code
- ▶ Planned unit developments (PUD)
- ▶ Sub plans
- ▶ Subdivision ordinances
- ▶ Design review
- ▶ Permitting processes and requirements

Zoning Regulation Components

- ▶ Land use definitions
- ▶ Districts
- ▶ Development standards
- ▶ Overlay zones (e.g., historic)
- ▶ Special permits
- ▶ Non-conforming uses
- ▶ Approval procedures
- ▶ Special uses or districts

Regulating Density

- ▶ FAR (Floor to Area Ratio) = Building area/lot



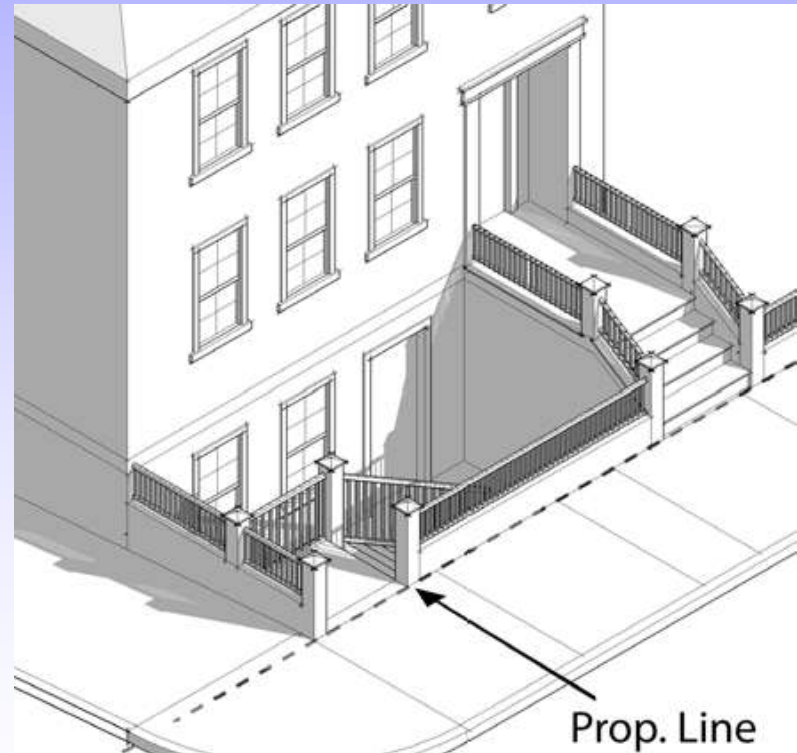
Conventional versus Alternative Zoning Codes

- ▶ Conventional zoning and subdivision regulations
 - Use, size, density zoning
 - Height, setbacks, lot size, residential, commercial, etc.
- ▶ Performance standards
 - Regulate the impact
- ▶ Form-based codes (FBC)
 - Regulate building types and urban design
 - Frontages, building orientation, windows, etc.

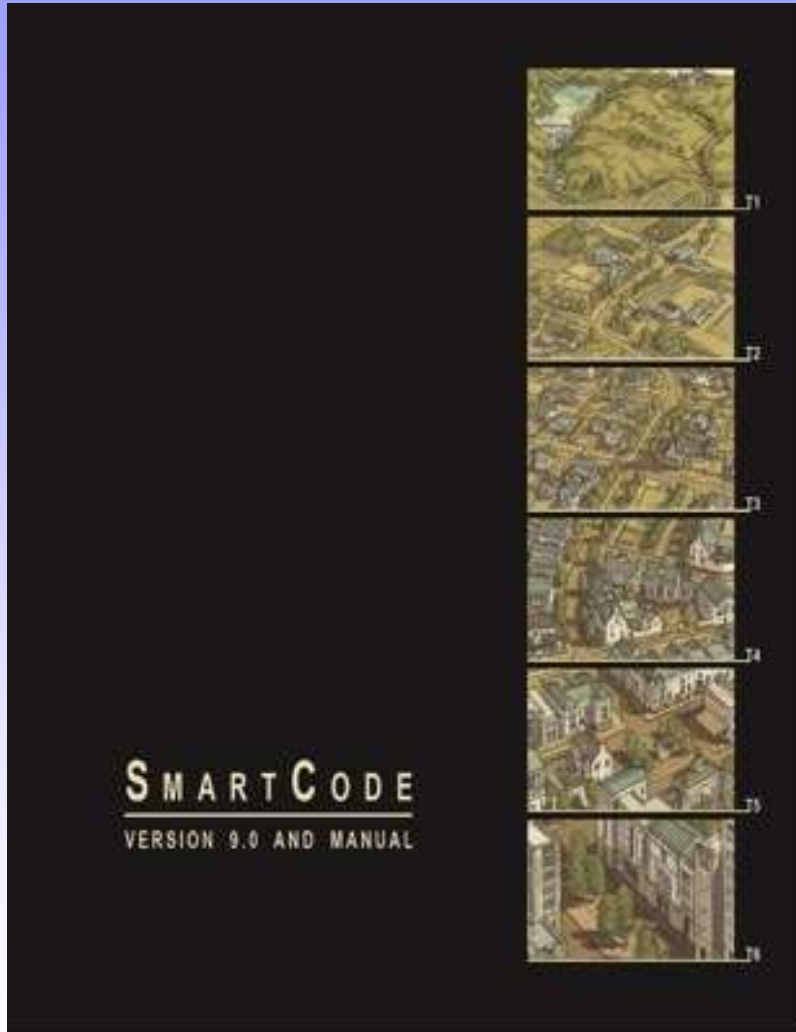
Form Based Codes



- ▶ Graphic by nature



SmartCode



- ▶ A model transect-based development code available for all scales of planning
- ▶ It folds zoning, subdivision regulations, urban design, public works standards and basic architectural controls into one compact document

Subdivision Ordinances

- ▶ Street widths
- ▶ Development standards
- ▶ Street improvement standards
- ▶ Performance bonding
- ▶ Impact fee assessment

Conventional Subdivision Standards



Performance Based Subdivision Standards

- ▶ Flexible lot size, connectivity requirements



Design Review



Permitting Process



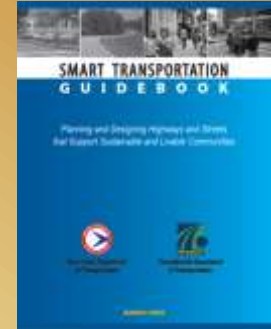
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Partnering Actions for Municipalities

- ▶ Improve the roadway network connectivity
- ▶ Help control growth in vehicular trips
 - Encourage mixed use developments
 - Consider access management ordinance
- ▶ Promote alternative modes of transportation
 - Consider sidewalks in new developments
 - Encourage transit-friendly development
- ▶ Plan regionally working with all levels of government
- ▶ Coordination of operational improvements
 - Maintain efficient signal system



Concurrency & Adequate Public Facilities Ordinances

- ▶ Montgomery County, MD – APFO
 - Development allocated to growth areas
 - LOS standards vary by availability of transit service
- ▶ Florida – locally-designated transportation concurrency exception area
 - Must address alternative modes of transportation, urban design, redevelopment, etc.
- ▶ Los Angeles – minimum LOS reduced from D to E in some areas

Traffic Impact Analysis

Montgomery County, MD

Trip reductions for transit and pedestrian improvements

Straight Line Distance to Station (In feet)	Percent Reduction In Trips	
	AM	PM
0	50%	40%
50	50%	38%
100	50%	36%
150	50%	34%
200	50%	32%
250	50%	30%
300	50%	28%
350	50%	26%
400	50%	24%
450	50%	22%
500	50%	20%
550	50%	18%
600	50%	16%
650	50%	14%
700	50%	12%
750	50%	10%
800	50%	8%
850	50%	6%
900	50%	4%
950	50%	2%
1,000	50%	0%

Non-Automobile Transportation Amenity	Trip Credit vs Congestion Standard		
	1400-1500	1550-1600	1800
100 linear feet of five-foot sidewalk	0.5	0.75	1.0
100 linear feet of eight-foot bike path	0.5	0.75	1.0
Curb Extension/Pedestrian Refuge Island/Handicap Ramp	2.0	3.0	4.0
LED Traffic Signals/ Intersection	4.5	6.75	9.0
Accessible or Countdown Pedestrian Signals/ Intersection	1.0	2.0	3.0
Bus Shelter	5.0	7.5	10.0
“Super” Bus Shelter	10.0	15.0	20.0
Bus Bench with Pad	0.5	0.75	1.0

Development Review:

Pierce County (WA) Transit

- ▶ Agreement with local governments for voluntary review of proposed development projects
- ▶ Evaluates site design for pedestrian and transit access
- ▶ Makes recommendations for improvement
- ▶ Funds infrastructure improvements such as sidewalks and bus shelters

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Voorhees (NJ) Town Center



Voorhees (NJ) Town Center



Exercise:

Local Planning

- ▶ The city has a 'dead mall'
- ▶ Desire to redevelop by owner
- ▶ Group given sample comprehensive plan
- ▶ Proposal to city
 - What should be done? (policy interpretation)
 - What policies apply? (policy interpretation)
 - Best tools available? (use solutions)

Aerial View



Review

- ▶ Define “floor to area ratio”
- ▶ List **three** regulatory and/or procedural tools that may be applied to implement the land use element of a local comprehensive plan
- ▶ List **three** local policy and/or planning documents that may be used to define the characteristics of the local street system
- ▶ List **three** city departments that may be involved in establishing or applying local street design standards