Module 5: Implementation Tools: Land Use & Transportation

May 12, 2006 Atlanta, GA

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Module 5 will discuss the implementation process from both a public and private perspective. A properly executed community design process that engages vested stakeholders will result in community consensus and political support for most initiatives. This module will outline the needed implementation steps for moving beyond vision to reality. Both short-term partnership and funding opportunities for public initiatives will be discussed as well as longer-term land development regulations and incentives packages needed for contributing private investment.

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MODULE 5: Implementation Tools – Land Use & Transportation

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Georgia Institute of Technology
Center for Quality Growth & Regional Development
May 12, 2006
Ideal Traffic Planning

20-Year Forecast

Capacity

Years
Traffic Planning: The Reality

- Actual
- Induced Traffic
- Forecast
- Capacity
- Widen

Years
Road Size, Not Congestion, is the Choice
“Let us not depend on a mathematically extrapolated future which at best can be nothing more than an extension of what existed before. Let us embrace one of the most important concepts of mankind, that the future is what we make of it.”

Edmund Bacon,
The Design of Cities, 1969
Integrated Process

Public Input Throughout

Connections
More Small Roads
Less Travel
Bike Routes
Sidewalks, Trees
Great Streets
Great Neighborhoods
Traffic Calming

Plan

Vision Plan

Traffic Needs

Business
Neighborhoods
Visitor Needs

Widen

Other

Local Plans

Program

1 2 3 4 5

Partners

Project

方向盘

Widen

Other

Local Input

Public Information

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Public Input

Throughout
Reframing Key Transportation Conventions
MATURE URBAN FORM

Land Use
- Change will come through infill redevelopment

Transportation
- Mobility enhancements will come through alternative mode of travel
• Reduce travel delays
• Improve safety
• Promote redevelopment
Project Goals

Hourly Traffic Volume (both directions)

- Lee Road: 47,000
- Webster Ave.: 37,000
- Morse Blvd.: 35,000
- Orange Ave.: 31,000
Future Traffic

• **Intersections**
  – Orlando/Park
  – Orlando/Solana
  – Orlando/Lee
  – Orlando/Webster
  – Orlando/Fairbanks
  – Orlando/Minnesota
  – Denning/Webster
  – Denning/Fairbanks
  – Denning/Orange

• **Corridor**
Physical Context

Land Use

Transportation
Land Use – Future Development

No Change
- Established Neighborhood, No Commercial Activity

Incremental Change
- Established Neighborhoods, Small Parcels, Establish Land Use

Probable Change
- Large Parcels, High Land Value, Transitional Uses
**Access Management Plan**

<table>
<thead>
<tr>
<th>Driveway Consolidation</th>
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<td>Driveways</td>
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<tr>
<th>Parallel Access</th>
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<tr>
<td>Developed over</td>
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<tr>
<td>Last 5 years</td>
</tr>
<tr>
<td>8,000 (LF)</td>
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</tbody>
</table>

**Median**

1. Median north of Lee Road
2. Brick texture continuous left-turn lane south of Lee Road
3. Four Pedestrian Islands
What If?
Orlando Avenue
South of Lee Road
North of Webster & Gay
Alternative 4 - Lee Road Extension
Intersections Improved
- Orlando/Park
- Orlando/Solana
- Orlando/Lee
- Orlando/Webster
- Orlando/Orange
- Denning/Webster

Overall Increase in Mobility

Northbound
From 5.3 mph to 5.7 mph
95 seconds saved over the corridor

Southbound
From 8.1 mph to 9.1 mph
98 seconds saved over the corridor
• Response to the newly created civic space as a part of the intersection

• Context sensitive response to existing residential neighborhoods
Re-evaluate and Refine
FDOT RESPONSIBILITY
• FDOT Build lee road extension.
• FDOT Widen sidewalks, narrow travel lanes, & install brick median.

CITY OF WINTER PARK RESPONSIBILITY
• Winter park implement access management plan through land development.
• Winter park build bicycle facility on Denning Drive
• Winter park to maintain center brick median and landscaping.
• Winter park to require secondary street network be built through land development regulations.

FUNDING
• $23 million total, not $70 in R-O-W plus construction.
• Money through MPO’s STP funds.
• Maintenance money through City’s CRA funding.
1) Ultimately we are building communities, not transportation systems.

2) Think outside of the right-of-way.

3) Integrate Land Use to Transportation.

4) It’s about getting the most out of public investment. Fiscal responsibility suggests a different program.
Change the World?

Or

Change the Project?
Vision & Strategy

- No Change
- Incremental
- Probable

Actions

- Beautification Plan
- Land Use Area Plan
- Design Guidelines
- Transportation & Infrastructure
- Long-Term Vision
- Market Strategy

Urban Design Plan & Development Framework

Change the Project
Process

• Be inclusive
• Understand the context
• Be multi-disciplined
• Balance
• Stick to the vision
• Stick to the vision
• Stick to the vision
Downtown

Trenton, USA
Approximately 18 AC of Developable Land
(floodplain impact to be determined)
Make development decisions predictable, fair and cost effective
Make development decisions predictable, fair and cost effective
Design Standards: Saginaw, MI

Make development decisions predictable, fair and cost effective
**Architectural Design:**
- Details reflect local character/history
- Variation in massing, façade, bays
- Encouraged min. 2-3 story

**Active ground-floor uses:**
(large display windows, public entrances, Building “fronts” on the street)

**“Build-to line”**
(Building built 0'-5' from ROW)

**On-street parking**
(Makes street more pedestrian friendly)

**Pedestrian amenities:**
(crosswalks, wide sidewalks, street trees, awnings)

**Parking behind building**
(With max. standards to limit size and account for shared use)

Make development decisions predictable, fair and cost effective.
1) State DOT Commit to:
   - Urban Boulevard

2) State Dept. of Treasury Commit to: Joint Development Opportunities
   - Develop parking areas

3) County Build Garages

4) City Commit to Develop and Enforce TOD Zoning Overlay
   - Form Based Code
   - Require Street Network
   - Minimum Densities (60 Units per acre)
   - Pedestrian Oriented Design Guidelines

5) Development Community:
   - Build Local Street Network
   - Retail Main Street
Regulatory incentives

- Mixed use zoning (Overlay district)
- Clear design guidelines
- Assist with design modifications
- Streamline review process
- Expedite permitting process
- Pre-packaged site design approvals
- Density bonus
Financial Incentives
- Impact fee / development fee - credits & waivers
- Co-finance infrastructure improvements through BID, or CID
- Tax allocation bonds
- Creation of development authority – expand jurisdiction

Infrastructure Incentives
- Streetscapes
- Parks & Open Space
- New Streets
- Parking Assistance
- Water Sewer
- Storm water
Strategy

Planning Department

Engineering Department

Economic Dev. Department

Action

Public Engagement

Street Design Guidelines

Sub-Division Regulations

Form Based Code

Land Use Plan

Incentives & Capital Improvement Program

Plan

City / County Comprehensive Plan

Change the World
Land Development Regulations Must Change

from this

To this
Integrated Process
Public Input Throughout

Business Neighborhoods Visitor Needs
Traffic Needs

Plan
Vision Plan

Widen
Other

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Partners

Project

Design Dialogue

Connections
More Small Roads
Less Travel
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Great Neighborhoods
Traffic Calming

Public Input
Throughout

Local Input

Connections
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Traffic Calming
Reframing Key Transportation Conventions

...vote carries unanimously

get political support
Reframing Key Transportation Conventions