MODULE 5: Implementation Tools – Land Use & Transportation

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Typical Input Model

Traffic Needs

Plan

Widen

Other

Local Plans

Program

Project

Words

Local Input

Engineer

Build

Public Information

Technicians Input

Public Input
Ideal Traffic Planning

20-Year Forecast

Capacity

Years

Widen

20-Year Forecast
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

Business Neighborhoods Visitor Needs

Traffic Needs

Partners

Plan

Vision Plan

Widen
Other

Program

1 2 3 4 5

Project

Words

Local Input

Local Plans

Design Dialogue

Engineer

Public Information

Widen
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
Project Goals

- Reduce travel delays
- Improve safety
- Promote redevelopment
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

### Driveway Consolidation

<table>
<thead>
<tr>
<th>Driveways</th>
<th>Consolidated</th>
<th>Narrowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>97</td>
<td>15</td>
<td>11</td>
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</table>

### Parallel Access

<table>
<thead>
<tr>
<th>Parallel Access</th>
<th>Developed over</th>
<th>Additional</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,000 (LF)</td>
<td>3,000 (LF)</td>
<td>1,850 (LF)</td>
</tr>
</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?
What If?
How Should this Area Develop?

North of Webster & Gay
Local Partnerships
Local Partnerships

- Lee Road Extension
- Mixed Use Redevelopment
- Residential Redevelopment
- K Mart
- Winter Park Village
- W.P.V. Development
- Lee Rd.
- Orlando Avenue
- Webster Ave.
- Denning Dr.
Traffic Improvements

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?
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
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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)

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

On-street parking
(Makes street more pedestrian friendly)

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
The List

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
Land Development Regulations Must Change

from this

To this
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...VOTE CARRIES UNANIMOUSLY

GET POLITICAL SUPPORT
Reframing Key Transportation Conventions