

An aerial photograph of a city, likely Nashville, Tennessee, showing a mix of urban development and green spaces. Overlaid on the image is a large, semi-transparent architectural rendering of a proposed transit-oriented development. The rendering features a large, modern building with a white, angular roof and a glass facade, situated next to a multi-story building with yellow and white horizontal stripes. The development includes parking lots, pedestrian walkways, and green spaces. The text "2018 APTA Annual Meeting" is in the top left corner, "September 24, 2018" is below it, and "Nashville, TN" is at the bottom left of the text block.

2018 APTA Annual Meeting
September 24, 2018
Nashville, TN

Community Connections: Building Transit Oriented Communities

Land Use and Transit – Think Ahead

John Loughran
WSP USA
New York, NY

Content

1. Planning for TOD: Two Contrasting Approaches

- Planning for *Development after Transit*
- Planning for *Transit with Development*

2. TOD Case Studies

- Hartford Line CTrail and CTfastrak BRT
- LA West Santa Ana Branch Transit Corridor

3. Think Ahead

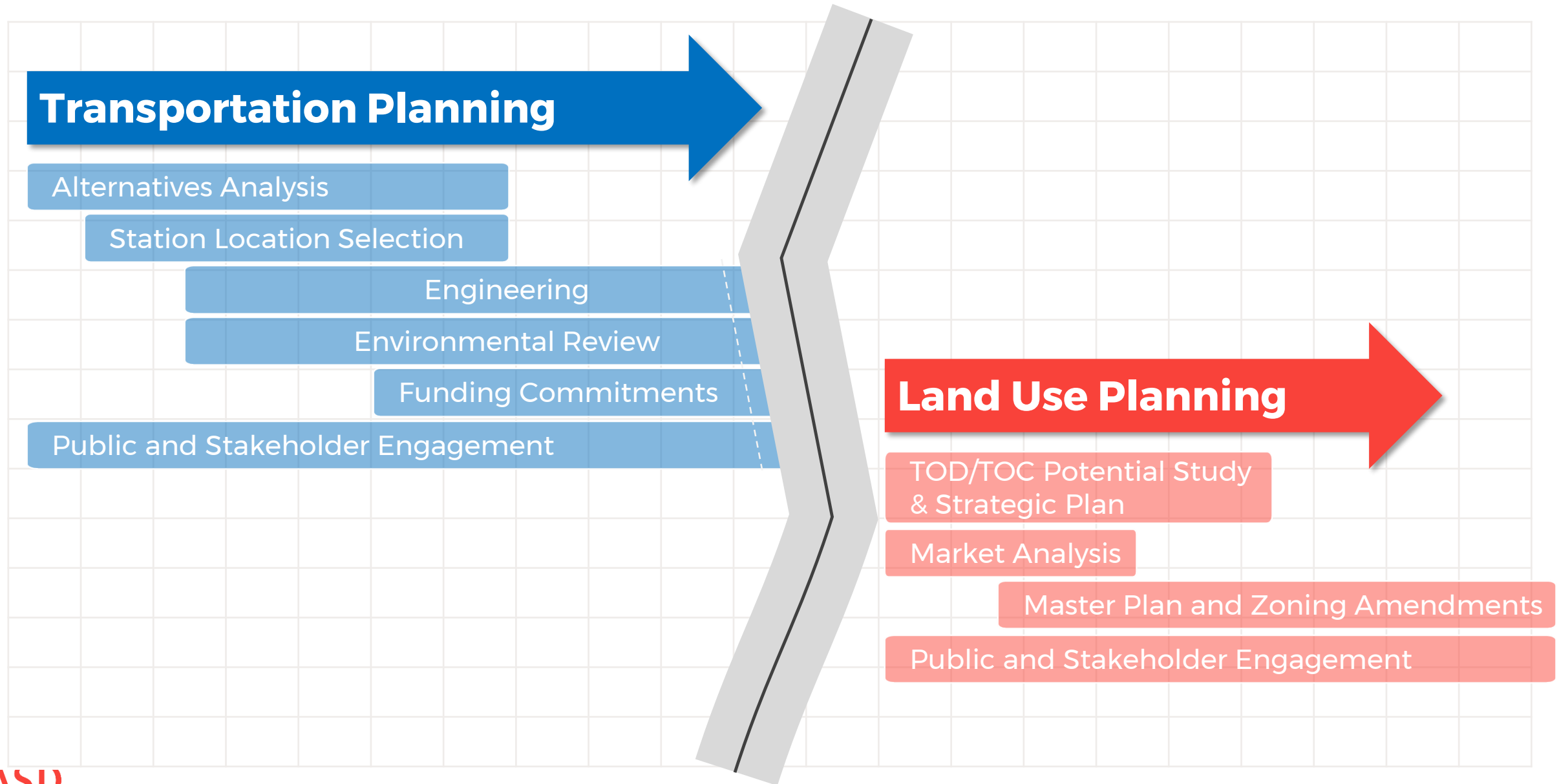
- Discussion

1

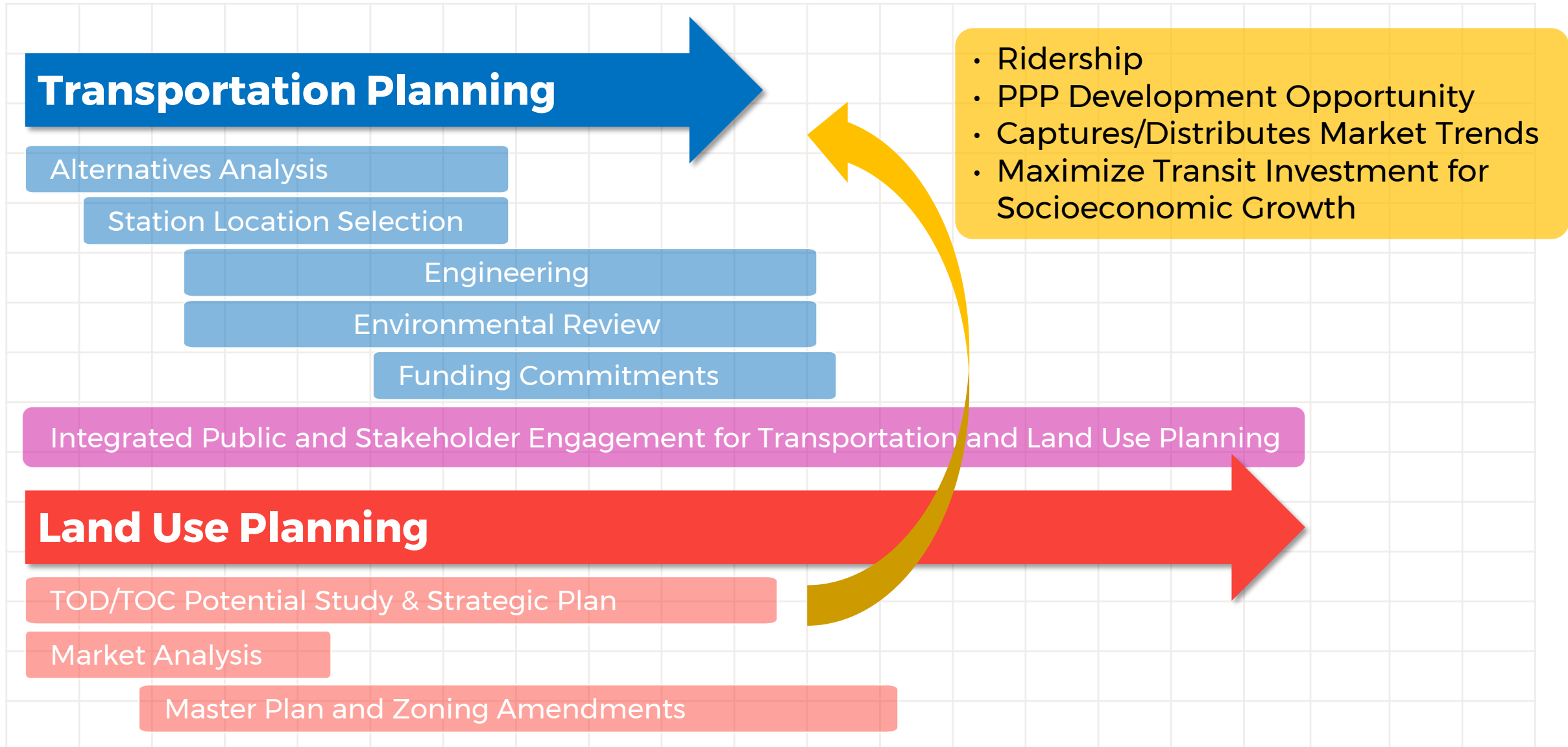
Planning for TOD

Two Contrasting Approaches

Compartmentalized Approach – “T” First, then “D”



Holistic Approach – Planning for “T” & “D” at the same time



2

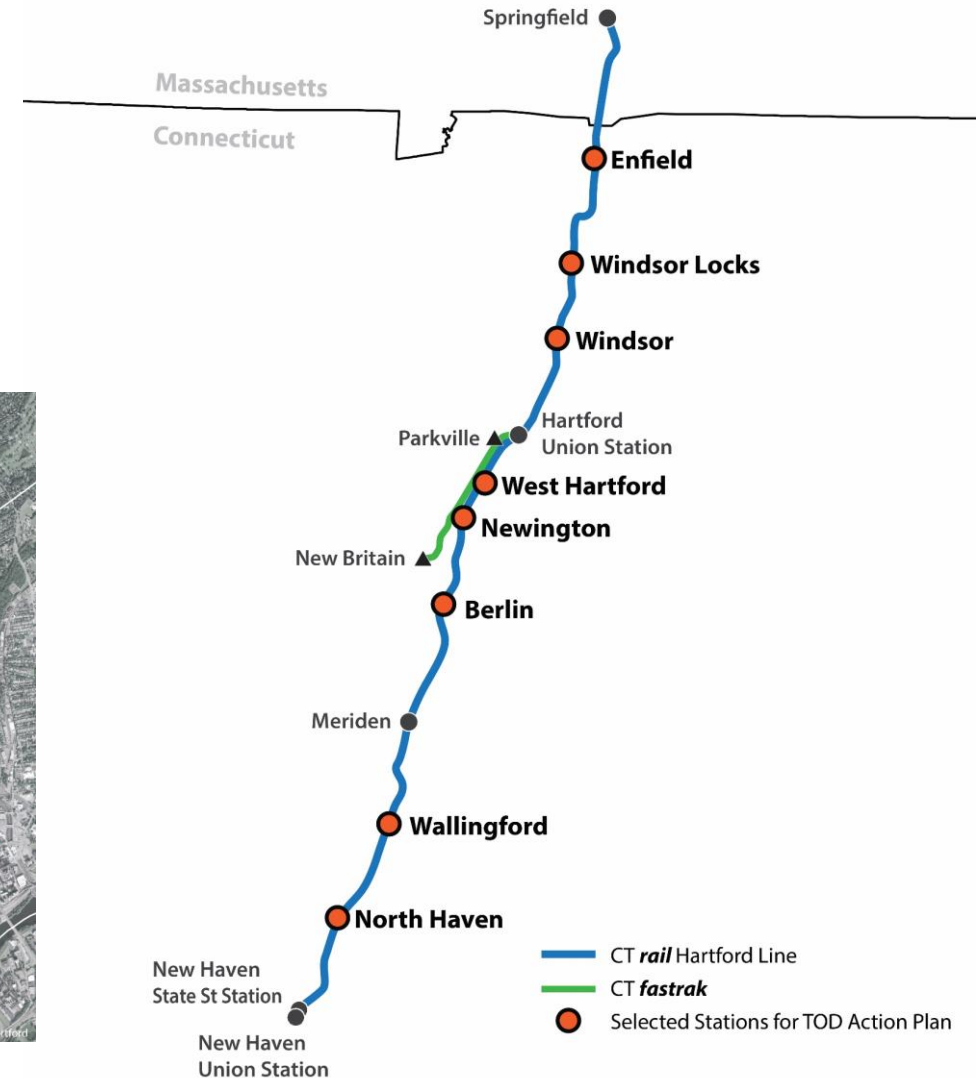
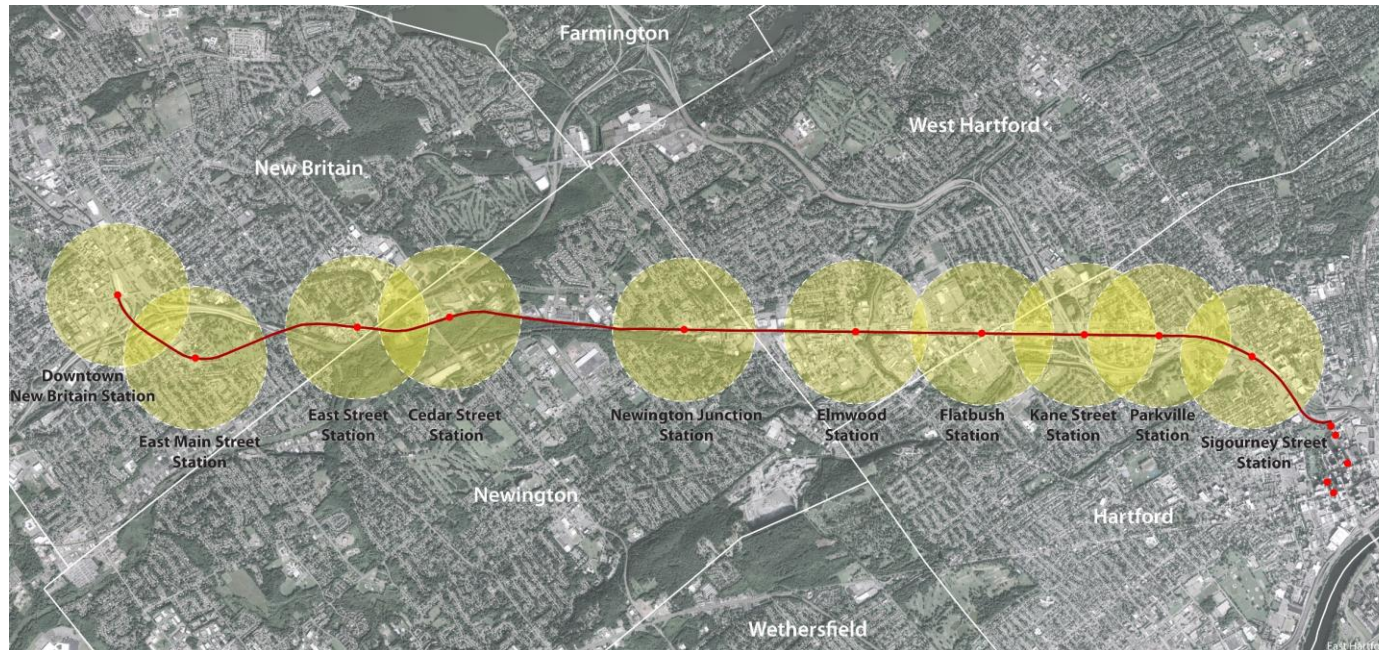
TOD Case Studies

Two Different Stories

Planning for Development after Transit Plan

- CTfastrak BRT and Hartford CTrail Corridors

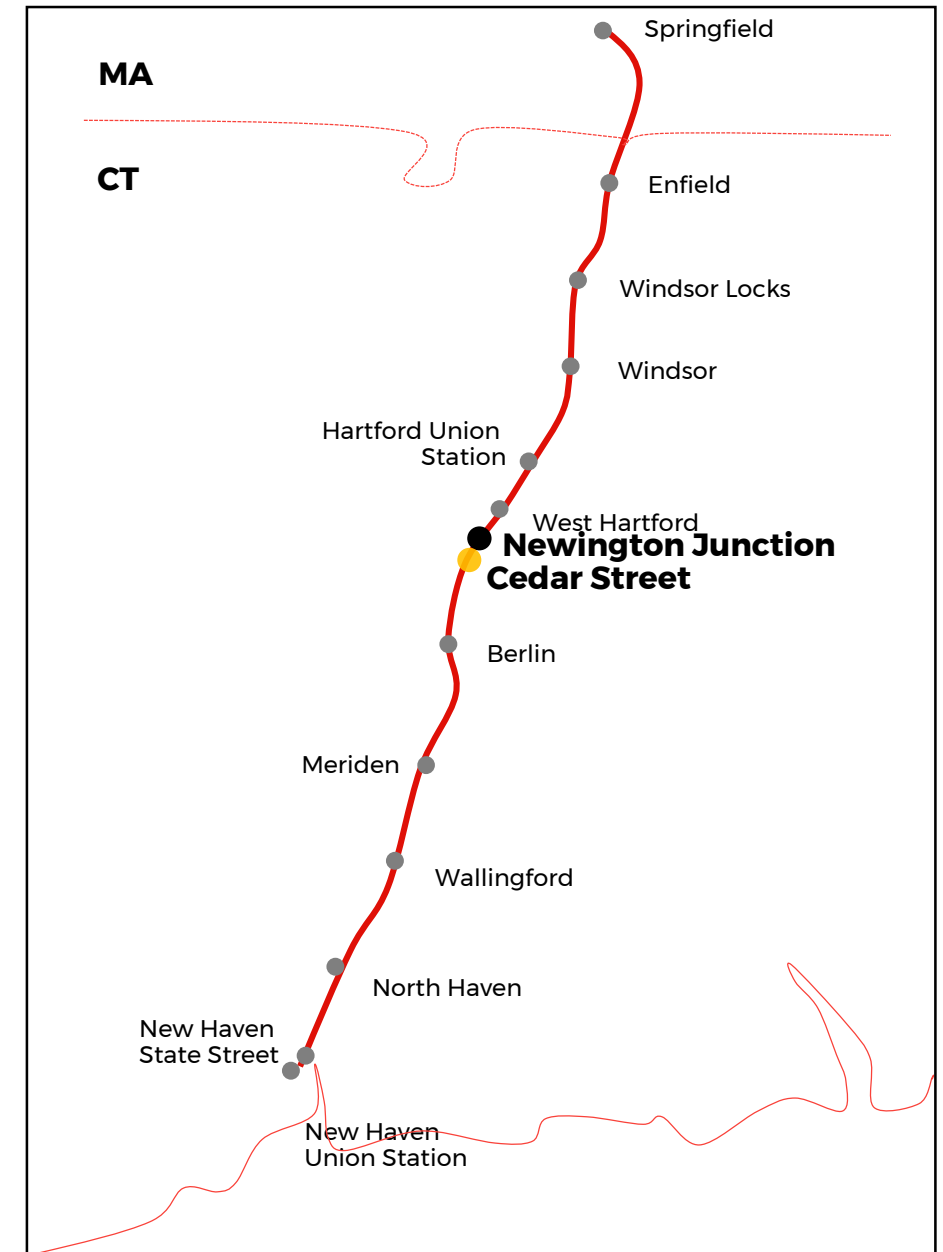
- **CTfastrak** Bus Rapid Transit (BRT) system connects Hartford and Waterbury opened in March 2015
- **Hartford Line CTrail** service between New Haven, CT, and Springfield, MA opened June 2018



Study for TOD at Proposed Newington Junction CTrail Station

Preliminary Design was Complete for the Proposed Station

- Study assessed the potential for TOD
- Station was located at site of the original rail station adjacent to the Newington Junction CTfastrak Station
- Newington offered promise for TOD



Study Finding: Limited Potential for TOD at Newington Junction

- Station site offered direct connections between CTrail and CTfastrak
- Limited potential for TOD



Study Finding: Limited Development Potential

Why?

- Limited connectivity around the site to the station
- Short-term development moratorium
- Long-term limited development opportunities
- Little community support for denser, mixed-use development



Findings Led CTDOT to Explore Locations That Could Support TOD

Review of alternate locations has found that there are sites in Newington that provide better opportunities for development around a CTrail station

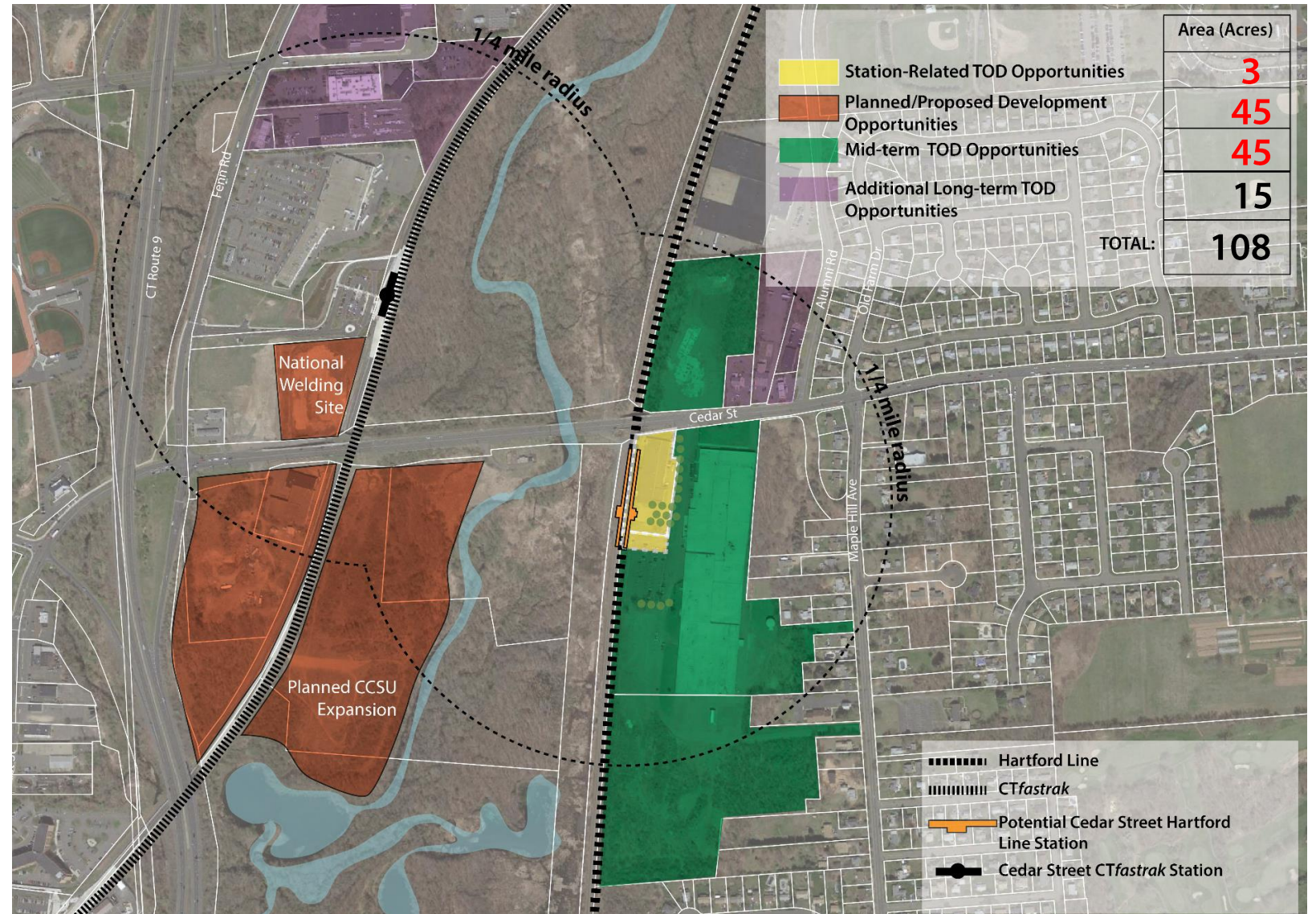
Cedar Street CTfastrak

- Better station access
- Appropriate context for relatively higher density and a mix of uses
- Greater support from the community



Next Steps for Newington CTrail Station

- Location of the future Newington CTrail Station has not been finalized
- CTDOT is continuing to work closely with Town leadership to identify a location
- Final location seeks to minimize the hurdles identified at the proposed station and provide development opportunities



- LA West Santa Ana Branch (WSAB) Transit Corridor

- Provide Mobility Improvements
- ***Support Local and Regional Land Use Plans and Policies***
- Minimize Environmental Impacts
- Ensure Cost Effectiveness and Financial Feasibility
- Promote Equity



Planning for “T” & “D” at the same time

- LA West Santa Ana Branch (WSAB) Transit Corridor

- 20-mile light rail transit line
- Connects downtown Los Angeles with southeast LA County
- 14 communities in the TOC Plan area
- Project population and employment densities 5 x higher than LA County



LA WSAB - TOD Strategic Implementation Plan

Concurrently with the WSAB Light Rail Project Metro is preparing a **TOC Strategic Implementation Plan** for the 14 communities along the WSAB Transit Corridor



LA WSAB - TOD Strategic Implementation Plan

This Plan will provide a **unified land use and economic development strategy** based on a shared vision for the Corridor



LA WSAB – Project Timeline

Next stop: creating a shared vision.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

Transit-Oriented Development Strategic Implementation Plan – Vision Document

TOD Strategic Implementation Plan

ANALYSIS OF
EXISTING
CONDITIONS
FALL 2017

LAND USE &
ECONOMIC
DEVELOPMENT
CONCEPTS
SPRING 2018

DEVELOP
STATION AREA
STRATEGY
SUMMER 2018

RELEASE OF
DRAFT AND FINAL
STRATEGIC
IMPLEMENTATION
PLAN
WINTER 2018

ONGOING PUBLIC PARTICIPATION

Lesson Learned – Think Ahead

Coordinating **land use and transit decisions** early in the process can maximize the catalytic effects of transit

- Expands development opportunities
- Increases ridership
- Expands reach of transit
- Improves station access
- Avoids costly mistakes in station location!

.....Early coordination of land use decisions benefits transit

3

Think Ahead

Discussion