



Current Barriers to Transit Oriented Development in Washington

Columbia City

Link

Presented by

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Local Government and Housing Committee
Workshop Session

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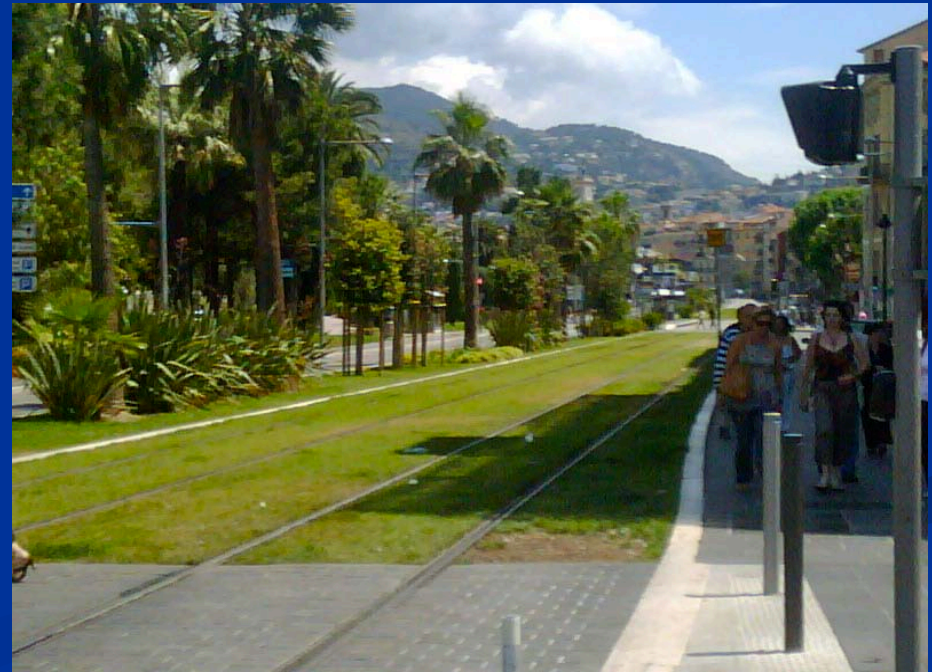
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The Inspiration



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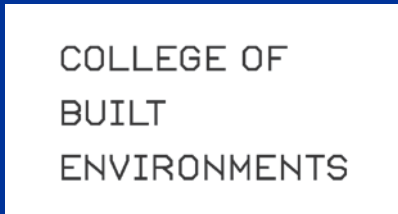
The Background



Reality Check: April 30th, 2008



Quality Growth Alliance Partners



The Focus

- *Post-Reality Check* Research Needs
- *Quality Growth Alliance* Local Zoning/Entitlements Committee Toolbox Needs
- The “Ask”: University of Washington College of the Built Environments, Runstad Center for Real Estate Studies
- Recommended Focus: Barriers, Solutions and Best Practices

Quality Growth Alliance Partner
University of Washington College of the Built
Environments, Runstad Center for Real
Estate Studies

Report and Annotated
Bibliography:
*From Barriers to Solutions and
Best Practices: Urban Centers
and TOD in Washington*



**From Barriers to Solutions and Best Practices:
Urban Centers and TOD in Washington**

Prepared for:

The Quality Growth Alliance

On behalf of:

The Runstad Center for Real Estate Studies
The College of Built Environments
University of Washington

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**Top Ten Barriers, Challenges, Solutions, and Best Practices for
Affecting Change**

1. **Accommodate Pedestrians.** Reflect a pedestrian-orientation in built environments. Every transit trip begins and ends on foot, dictating a pedestrian emphasis.
2. **Improve Access from Transit to Jobs and Residences.** Locate new development in proximity to transit opportunities to leverage the public's investment in transit capital and operating budgets.
3. **Move from Node to Place.** Create places for people, not cars. A place-making orientation should take precedence over creating a node for commuters and drivers.
4. **Resolve Fiscal Challenges and Barriers.** Continue diligent attention to resolution of public and private fiscal barriers. The public sector is handicapped by limited financing mechanisms for needed infrastructure.
5. **Depoliticize Transit Service.** More fully fund transit operations and focus new service in areas with the greatest demand for transit service.
6. **Integrate Views Among Actors.** Approach urban centers and TODs in an interdisciplinary fashion. To reach its potential, TOD should benefit from integrated goals, resources and policies.
7. **Enhance Leadership and Vision.** Continue leadership and articulation of a regional vision, consistent with GMA goals and objectives for development of urban centers and TODs.
8. **Enhance Transportation Demand Management (TDM) and Related Tools.** Governments should continue to moderate auto use through TDM, balanced parking requirements, emphasis on traffic calming approaches and expanded social-cost pricing mechanisms.
9. **Implement Proactive Zoning and Land Use Regulations.** Seek graceful growth and quality living environments through proactive planning. Zoning and development regulations should reflect comprehensive planning objectives and integrate with transit agency planning and implementation.
10. **Acknowledge Political Opposition to Growth and Density Imposition.** Offset resistance to density by corresponding investments in services and amenities. Public outreach should better anticipate "NIMBY" backlash and instill a sense of ownership in projects and plans.

The Roadmap

- Intended as an applied, useful tool for stakeholders
- Executive Summary
- Top Ten Barriers, Challenges, Solutions and Best Practices
- Discussion Across Four Broad Categories
- Appendices, Case Studies



The Top Ten

- Accommodate Pedestrians
- Improve Access from Transit to Jobs and Residences
- Move from Node to Place
- Resolve Fiscal Challenges and Barriers
- Depoliticize Transit Service



The Top Ten, cont'd

- Integrate Views Among Actors
- Enhance Leadership and Vision
- Enhance Transportation Demand Management and Related Tools
- Implement Proactive Zoning and Land Use Regulations
- Acknowledge Political Opposition to Growth and Density Imposition



The Four Broad Categories

- Design, Land Use and Regulatory—
Challenges and Solutions
- Continue Diligent Attention to
Resolution of Fiscal Barriers and
Challenges
- Resolving Political Challenges
- Recognize Organizational Barriers



The Premises

- Literature notes that concentration of growth in urban centers and TODs can limit negative effects of sprawl and improve quality of life
- Washington legacy of concentrated development: GMA
- Importance of values and preferences regarding density, amenities, level of transit service and guiding principles

Design, Land Use and Regulatory (15)

- Place-making perspective to leverage transit access (the three D's: density, diversity and design)
- Multi-modal grid
- Transportation Demand Management, social cost and parking management
- Progressive projects and expedited permitting and incentives



Diligent Attention to Resolution of Fiscal Barriers (32)

- Enormous
- How to capture value?
- How to fund needed infrastructure?
- Restrictions of Washington v. other states, limited Washington programs
- Endorsement of active resolution efforts, note PSRC study and other sources



Resolve Political Challenges

(42)

- Leadership
- Coordination across political boundaries, explore reconfiguration?
- Discourse that clearly articulates plans and policies, acknowledges NIMBYism, “depoliticizes”
- Goal: Build consensus towards alternatives to conventional development



Recognize Organizational Barriers (47)

- Mission-dependent, but explore “Big Picture” thinking
- Perils of “Planning After the Fact”
- Bel-Red model
- Role of leadership to identify constraints, limitations and institutional barriers
- Technical training, electoral turnover
- Role of public and non-profits: articulate to lawmakers and build appropriate political capital for change

Conclusion

“Demonstrable implementation of the principles offered in this report will require an integrated approach and increased cooperation among actors in meeting stated regional objectives. Too often, ideas directed at solving growth related problems are focused on singular approaches rather than a holistic approach... Successful creation of... TODs results from the intelligent linkage of complementary policies with the co-development of transit services.”



The “Barriers Report”

See :

www.qualitygrowthalliance.org

www.reuw.washington.edu

www.crwolfelaw.com





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