

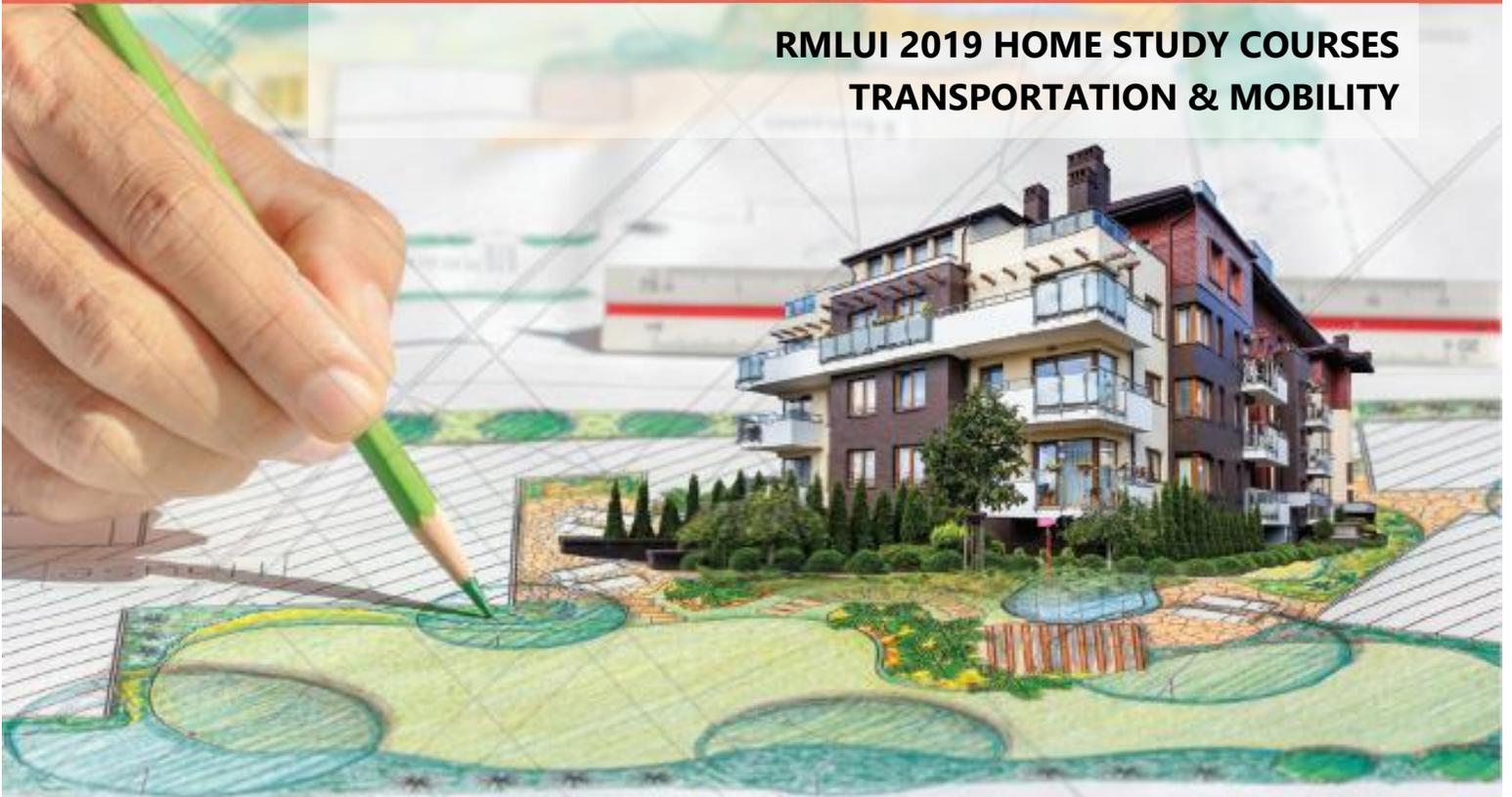


WESTERN PLACES / WESTERN SPACES

# DESIGNING FOR *the* FUTURE:

BUILDING ENDURING VALUE

RMLUI 2019 HOME STUDY COURSES  
TRANSPORTATION & MOBILITY



MARCH 7-8, 2019

BONUS WORKSHOP / MARCH 6 / AFFORDABLE HOUSING 101

**RMLUI**  
ROCKY MOUNTAIN  
LAND USE INSTITUTE



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## **2019 Western Places/Western Spaces: Designing for the Future: Building Enduring Value**

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Imagine your ideal community. What makes a place of enduring value? Does it preserve and appreciate its local history or is it a high-tech, future-oriented, master-planned development? Is it dense, urban, walkable, and transit-oriented or is it rural in nature, producing food, providing habitat, or protecting our natural heritage? Is it welcoming to all, regardless of income, ethnicity, ability, or age? Is it accessible, easy to navigate, and comfortable? Is it resilient and sustainable, able to cushion the impacts of climate change and reduce our impacts on the environment? And what is the role of art and beauty in creating places of enduring value? How important is it to create spaces that inspire awe, that promote civic engagement, that provide a respite, or that encourage recreation?

As economic recovery has spread across the West, the demands of rapid growth threaten to undermine our ability to plan for and design places of lasting value. And yet, good design ensures that what we build works for the communities now and into the future. High quality design can transform a mundane block of apartments into a vibrant community; it can help revitalize a struggling Main Street; and it can promote sustainability by ensuring that our investments are durable.

For RMLUI's 28th Western Places/Western Spaces conference, we looked at the ways in which the quality of design informs and shapes our communities. What works and what doesn't? How are small towns using design to encourage growth and economic opportunities? How are cities ensuring that their focus on affordability doesn't come at the expense of quality infrastructure? How are suburban areas re-designing spaces to meet changing market demands amid a retail revolution? How are regions using design to ensure that communities build on their diversity, leverage their collective resources, improve their connectivity, and preserve their natural assets? What design disasters should we learn from and avoid in the future? And what tools can we use to promote more thoughtful, more effective, and more beautiful design?

Sessions from the conference are recorded for use in RMLUI's Home Study Program. This course, *Transportation & Mobility*, is intended to provide information about the impacts of driverless cars, transit hubs, and transit-oriented development.

## **EQUITABLE TRANSIT-ORIENTED DEVELOPMENT: LEVERAGING HOUSING & TRANSPORT INVESTMENT**

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Equitable transit-oriented development (eTOD) aspires to leverage investments in housing and transportation to reduce living costs and increase economic value. After years of practice in Metro Denver, however, eTOD practitioners continue to face hurdles, grapple with missed opportunities, and learn from regional best practices. This panel will consider the benefits, challenges, and promise of eTOD in Metro Denver.

### **SPEAKER INFORMATION**

#### **MODERATOR:**

##### **John Hersey**

Senior Associate for Transit-Oriented Development, RTD  
Denver, CO

John has promoted transit-oriented development from various posts for more than a decade. Today at RTD, he works closely with developers and colleagues to address regulatory barriers to station-area development and considers programs and partnerships to encourage transit-oriented lifestyles in Metro Denver. Prior to joining RTD, John had worked in transportation planning, economic development, and community development in Denver, Washington DC, and Boston. John earned a B.A. in sustainable urban planning and an M.A. in regional planning from the University of Massachusetts at Amherst and an M.A. in real estate development from the University of Maryland at College Park.

#### **SPEAKERS:**

##### **Sarah Nurmela**

Real Estate and Development Manager, City of Westminster  
Westminster, CO

Sarah has 18 years of experience in the public and private sector in redevelopment, planning, urban design and architecture. Currently, she manages the redevelopment of the new 105-acre Downtown Westminster. The project encompasses a wide range of developers, cultural and civic organizations, and municipal and transportation entities to achieve the community's vision of a downtown and regional destination.

##### **Chris Nevitt**

TOD Manager, City and County of Denver  
Denver, CO

Since 2015, Chris has been Denver's first-ever Citywide Manager for Transit-Oriented Development. He is responsible for coordinating City agencies and engaging public and private-sector partners to catalyze high-density mixed-use development organized around Denver's expanding mobility infrastructure. A political economy Ph.D., Chris previously served eight years on Denver City Council, including two terms as Council President, and six years as Denver representative to the Denver Regional Council of Governments, the region's metropolitan planning organization.

##### **George Thorn**

President & Founder, Mile High Development LLC  
Denver, CO

George L. Thorn is the President & Founder of Mile High Development LLC (MHD). MHD is a veteran of large-scale mixed-use projects such as the Colorado Center and office project developments such as the Wellington E. Webb Municipal Office Building in downtown Denver. MHD has the ability to work in a complex political environment to maximize these opportunities by working closely with land owners, local municipalities, the Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), and other

governmental entities. Thorn Co-Chaired the Finance Committee for the Guide the Ride Campaign, and led the Downtown Denver Partnership fundraising efforts for both the successful Southeast Corridor/TREX Campaign and the FasTracks Campaign, and has been active in transit issues and related legislation for the past twenty five years. In 2011, Thorn was the co-recipient (with Mr. Buz Koelbel) of the inaugural Transit Alliance Leadership Award as Outstanding Leader in the Private sector. In 2001, Thorn was named Honorary Dean of the Burns School of Real Estate and Construction Management at the University of Denver, and is currently serving DU as Executive in Residence.

## **SESSION INFORMATION**

### **OUTLINE:**

1. eTOD Features
  - a. Affordable housing 101: low-income housing tax credits and preference for TOD
  - b. Transit access: research on train and bus use among low-income households
  - c. Diverse land uses and transportation options: like TOD, eTOD includes a variety of destinations and modes to connect within and beyond the station-area neighborhood
2. eTOD Benefits
  - a. The sum of eTOD is greater than its housing and transit parts: housing and transportation affordability index
  - b. Research confirming eTOD's role in stabilizing economic submarkets
  - c. eTOD's role in reducing congestion, improving public health, increasing economic access
3. eTOD Challenges
  - a. Regulatory miscues: excessive parking ratios, programmatic misalignment
  - b. Financial limitations: equity incentives, lending requirements, public subsidy
  - c. Coordination gaps between public (local, regional, state) and private (landowner, developer, investor, lender, philanthropy) stakeholders
  - d. Community engagement: NIMBYs vs YIMBYs
4. eTOD Best Practices for the Future
  - a. Boulder: 30 + Pearl (developer: Zocalo)
  - b. Denver: 38th & Blake (McWhinney or Medici)
  - c. Westminster: Downtown Westminster (City)

### **LEARNING OBJECTIVES:**

- eTOD benefits all of us:
  - Residents, through H&T affordability
  - Transit users, through greater services provided by increased farebox and sales & use tax revenues
  - Transit non-users, through reduced traffic congestion
  - Municipal taxpayers, through increased property tax and income tax revenues
  - Regional neighbors, through greater economic activity, improved air quality, improved public health, enhanced destinations
- Even if you do not live in eTOD, you stand to gain from its implementation.
- eTOD nationally and locally has been challenged by:
  - Regulatory miscues;
  - Financial limitations;
  - Coordination gaps; and
  - Community engagement.
- A better understanding of eTOD challenges will make the audience member a better eTOD advocate.

- Audience members can support eTOD implementation by:
  - Advocating locally for more supportive regulations
    - Excessive parking ratios
    - Programmatic misalignment
  - •Advocating for dedicated funding
    - Equity incentives
    - Lending requirements
    - Public subsidy

## **ORENCO STATION TOD VS. STATION PARK TAD: NO CONTEST**

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The subjects of this comparative case study are Orenco Station, a transit-oriented development (TOD) in the Portland region, and Station Park, a transit-adjacent development (TAD) in Salt Lake City region. The peak parking demand at Orenco Station is less than one half the Institute of Transportation Engineers (ITE) suburban parking supply guideline. Also, vehicle trip generation rates are about half what is suggested in the ITE guidelines. Vehicle trip generation rates at Station Park show a smaller reduction but still substantial due to the mixed-use nature of Station Park. Parking generation rates are also lower than the ITE guidelines. In terms of metrics often associated with transportation performance, the large-scale TOD dramatically outperforms the large-scale TAD. The adjacent rail station appears to have little effect on the performance of the TAD, but a substantial effect on the performance of the TOD.

### **SPEAKER INFORMATION**

#### **MODERATOR:**

##### **Reid Ewing**

Distinguished Professor of City and Metropolitan Planning, University of Utah  
Salt Lake City, UT

Land use and transportation; I study the built environment at its impacts on quality of life at six different geographic scales, including the TOD scale. I have written 10 books on the subject and more than 100 articles

#### **SPEAKERS:**

##### **Preston Stinger**

Associate and Transportation Engineer, Fehr & Peers Associates  
Salt Lake City, UT

Preston has conducted trip and parking generation studies all over the country, including at six exemplary TODs. He is a PTP.

##### **Keun Park**

Assistant Professor, Utah State University  
Logan, UT

Keun is a landscape architect and planner with experience in trip and parking generation studies.

##### **Guang Tian**

Assistant Professor, University of New Orleans  
New Orleans, LA

Guang is a city planner with expertise in the built environment at travel generally, and TOD trip and parking generation specifically

### **SESSION INFORMATION**

#### **OUTLINE:**

1. TOD vs. TAD
2. ITE Guidelines Don't Apply
3. Orenco Station Case Study
4. Station Park Case Study
5. Guidelines for Trip and Parking Generation

**LEARNING OBJECTIVES:**

- Learn the difference between TOD and TAD
- Become familiar with two exemplary case studies and the trip and parking generation associated with each
- Know how to apply the results of seven TOD case studies to new TOD proposal

## **PLANNING FOR A DRIVERLESS FUTURE**

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This session will evaluate and discuss how the major American metropolitan areas are addressing the challenges brought on by the rapid evolution in the means and modes of transportation. Driverless cars, ridesharing, rentable bikes and electric scooters, and advances in public transit are drastically changing the way municipal planning departments address parking, traffic, and public infrastructure. We will look at how cities are addressing these disruptive forces to pave the way for the next generation of development and facilitate building cities of the 21st century.

### **SPEAKER INFORMATION**

#### **MODERATOR:**

##### **Jason Morris**

Partner/Attorney, Withey Morris, PLC  
Phoenix, AZ

Jason Morris is a founding partner of Withey Morris, PLC. Throughout his career, his practice has been exclusively in land use, planning, zoning, and administrative law. His experience in the field includes all levels of entitlement throughout the state. In addition, he is a frequent guest lecturer and expert participating in industry roundtables, media appearances and academic panels. His expertise has been critical to state legislative efforts surrounding land use over the past two decades and his cases include many of the area's most significant and notable developments. His client list includes several national homebuilders, master plan developers, commercial-industrial land owners, national retailers, and Fortune 100 companies.

#### **SPEAKERS:**

##### **Benjamin Tate**

Attorney, Withey Morris, PLC  
Phoenix, AZ

Benjamin Tate is a land use and zoning attorney at Withey Morris, PLC. Ben works with clients at all stages of the development process, from use permits and minor variances for single-family homeowners to multimillion-dollar resort and commercial developments. Ben is a second-generation Arizona native with a passion for development and an obsession with emerging technologies and how they are shaping the future of development.

##### **George Pasquel III**

Planning Consultant, Withey Morris, PLC  
Phoenix, AZ

George Pasquel III is a Real Estate & Entitlement Specialist who has been consulting with the firm since 2011. His diverse background in Entitlement, Development, Construction Management, and Architecture provide him with a rare ability to facilitate coordination among all parties in the development process. His wide-ranging project experience encompasses everything from single family homes to multimillion dollar mixed use developments in both Arizona and California. Mr. Pasquel is highly proficient in handling a variety of entitlement needs including rezonings, general plan amendments, stipulation modifications, variances, use permits, special use permits, site plan approvals, construction permits, signage and other land use matters.

##### **Don Elliott**

Director, Clarion Associations  
Denver, CO

Don Elliott is a Director with Clarion Associates, a national consulting firm with offices in Denver and Chapel Hill; and affiliate offices in Chicago, Philadelphia, and Cincinnati. Mr. Elliott's practice focuses on plan

implementation, zoning, development regulations, and international urban development. He has served as project manager for major zoning reform efforts in Detroit, Philadelphia, Indianapolis, and Albuquerque, among others. Prior to joining Clarion, Mr. Elliott was Project Director for the Denver Planning and Community Development Office. He has also advised numerous local governments in Russia on land use issues, served as Democracy and Governance Advisor for USAID in Uganda, completed research projects on planning and slum upgrading issues in India, and drafted land use regulations for the city of Ulaanbaatar, Mongolia. He is the author of *A Better Way to Zone* (Island Press, 2008), and co-author of *The Rules That Shape Urban Form* (APA 2012) and *The Citizens Guide to Planning* (APA 2009). He also serves as a member of the Denver Planning Board. Mr. Elliott holds a Master's Degree in City and Regional Planning from the John F. Kennedy School of Government at Harvard University, a Juris Doctor degree from Harvard Law School, and a Bachelor of Science Degree in Urban Planning and Policy Analysis from Yale University. Don is also a member of the Denver Planning Board.

## **SESSION INFORMATION**

### **OUTLINE:**

- Ridesharing: A look at how Uber and Lyft are changing the way cities address parking, transportation infrastructure (particularly airports), and long-range planning.
- Driverless cars: With pilot programs still in their infancy, many of the wide-ranging impacts of driverless cars are still unknown. What are cities currently doing to plan for the future and what are some of the policy proposals being pushed forward?
- Rentable bikes/bikesharing/electric scooters: The rapid proliferation of bikesharing, bike rental, and electric scooters (Bird, Lime, etc.) has left cities scrambling to find ways to deal with the unintended consequences. Bikes and scooters are frequently found discarded on roadsides, in trash cans, and piled up on sidewalks. How do cities harness the enormous benefits of these programs while finding a way to rein in their undesirable side effects?
- Public transit: With the rise in demand for ridesharing, bikesharing, and the potential impact of driverless cars, how are cities addressing long-term planning for mass transit? What new technologies for public transportation are on the horizon?
- City code and zoning ordinance implications: As the transportation landscape changes, many cities are instituting form-based codes (such as the City of Phoenix's Walkable Urban Code) or otherwise amending their zoning ordinances to optimize development along transportation corridors and encourage alternate modes of transportation. We will look at how different cities are implementing form-based codes to plan for the future of transportation.

### **LEARNING OBJECTIVES:**

- Develop a familiarity with new transportation technologies, innovation on the horizon, and the challenges they present from a municipal planning perspective.
- Learn strategies, policies, and planning principles being implemented around the country to address the rapid evolution in transportation.
- Develop an understanding of how developers are responding to changes in transportation needs and infrastructure.

## **TRANSIT HUBS AND THE FUTURE OF MOBILITY CHOICE**

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Our mobility choices are expanding, and we need to learn how to weave all the new mobility alternatives into a coherent system that offers efficient, inclusive, and sustainable mobility. This session will discuss emerging planning trends for mobility choice, transit hubs, shared and autonomous vehicle technologies, what the emerging success of some will mean for others, and how regional and public-private partnerships can help optimize choice and equity.

### **SPEAKER INFORMATION**

#### **MODERATOR:**

**Don Elliott**

Director, Clarion Associates  
Denver, CO

Donald L. Elliott is a Director with Clarion Associates, LLC, a national land use consulting firm. Don's practice focuses on land planning and zoning and international land and urban development issues. Don has assisted over 40 U.S. communities to update plans and regulations related to housing, zoning, subdivision, and land development. He is the author of *A Better Way to Zone* (Island Press 2008), co-author of *The Rules that Shape Urban Form* (APA 2012) and *The Citizen's Guide to Planning* (APA 2009) and has served as the editor of *Colorado Land Planning and Development Law* for over 25 years. Don teaches graduate level course on Land Use Regulation at the University of Colorado at Denver School of Architecture and Planning and is a member of the Denver Planning Board. Don has a bachelor's degree in Urban Planning and Policy Analysis from Yale University, a law degree from Harvard Law School, and a master's degree in City and Regional Planning from the John F. Kennedy School of Government at Harvard.

#### **SPEAKERS:**

**Ann Bowers**

Principal, Fehr & Peers Associates  
Denver, CO

Ann Bowers, Principal and Project Manager in Fehr & Peers' Denver office, has over twenty-nine years of comprehensive transportation planning and engineering experience. Ann has a keen understanding of the dynamic between land use and transportation in the often challenging environs of the Greater Metro Denver area and the Rocky Mountain region. Her areas of expertise include the most advanced, state-of-the-practice transportation analysis techniques and working with clients to achieve positive and sustainable transportation solutions that improve communities. This has led her to work with clients as diverse as small landowners, large developers, consulting firms, city agencies, and state and local agencies. Ann is a registered Professional Engineer in Colorado, Utah, Wyoming, and Idaho and is also a certified Professional Traffic Operations Engineer (PTOE).

**Don Hunt**

Managing Director, Denver Mobility Choice Options  
Denver, CO

Don Hunt serves as Chairman of the Metro Denver Mobility Choice Blueprint, an innovative partnership including the Denver Metro Chamber of Commerce, Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation to explore uses of technology and data to optimize transportation choices. He is a principal of The Antero Company, providing infrastructure program management advisory services, and was Executive Director of the Colorado Department of Transportation from 2011-2015. In that capacity, Don worked nationally in the emergence of connected

vehicles, big data, and automation to improve transportation efficiency. Don also serves as a Senior Fellow at the University of Colorado Buechner Institute for Governance.

### **Art Pearce**

Group Manager, Portland Bureau of Transportation, Policy, Planning, and Projects Groups  
Portland, OR

Art has worked for the Portland Bureau of Transportation since 1998, working as Policy, Planning and Projects Group Manager since December 2013. He oversees the Transportation Planning, Capital Delivery and Active Transportation and Safety Divisions, which employ about 85 staff. The Policy, Planning and Projects group creates the long term plan for Portland's transportation system and ensures through design and construction that every transportation project helps Portlanders get where they need to go easily, safely and sustainably. Art's team is the lead for charting the integration of new and shared mobility trends into our daily travel including bikeshare, e-scooters and future shared automated vehicles. His team also leads PBOT's education and encouragement programs that help Portlanders adapt to a more multimodal city including the Smart Trips "new movers" program, safe routes to school, senior strolls and Sunday Parkways. Prior to his current position, Art was a Senior Capital Project Manager and Transportation Planner for PBOT. His work focused on public transit corridor development and neighborhood revitalization. His projects included the planning and implementation of the Yellow and Orange Line LRT projects, Portland's South Waterfront District and the Portland Aerial Tram. In 2009, Art led the planning and funding for the reconstruction of SW Moody Street, including a successful \$23 million dollar "Innovation Quadrant" US DOT TIGER Grant award.

## **SESSION INFORMATION**

### **OUTLINE:**

1. Introduction to the Topic (Elliott 10 min)
2. Autonomous Vehicles and Transit Impact (Bowers 20 min)
  - a. How fast will autonomous vehicles arrive?
  - b. How will they affect transit usage?
  - c. How will they affect pressures for sprawl and low density development?
3. Denver's Mobility Choice Blueprint (Hunt 20 min)
  - a. How has Denver begun to think about public choices between alternatives?
  - b. How will those choices interact with each other?
  - c. What is the likely policy response to these emerging trends?
4. Portland's Long-Term Planning for Transit Hubs (Pearce 20 min)
  - a. How has Portland begun to plan for an integrated system of alternatives?
  - b. How do transit hubs need to work to be effective?
  - c. What are the equity/inclusivity impacts of these trends?
5. Zoning for the Alternative Hubs and Systems (Elliott 20 min)
  - a. What types of facilities are needed for these systems to work together?
  - b. Can the private market be incentivized to provide some or all of the connections?
  - c. How does zoning need to change in the short run to accommodate these trends?
6. Questions and Answers (20 min)

### **LEARNING OBJECTIVES:**

- Best practices for integration of different transportation modes through transit modes.
- How the emergence of autonomous vehicles is influencing planning for transit hubs.
- How to create an effective blueprint for optimizing transit choice options.
- How Denver and Portland are tailoring transit hub concepts to meet local challenges.