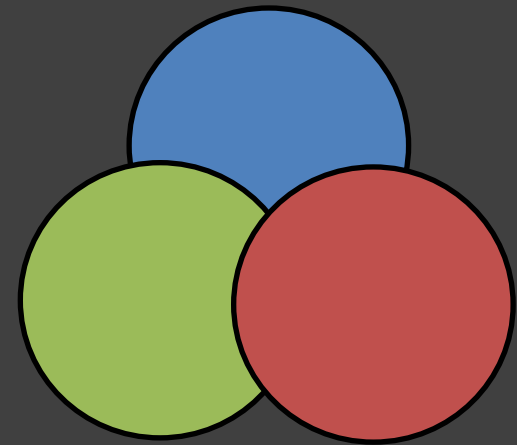


Understanding the Developer's Perspective and Creating a Multi-Modal Development Review Process

NACTO – Designing Cities

October 29, 2013

Marc Butorac, P.E., PTOE



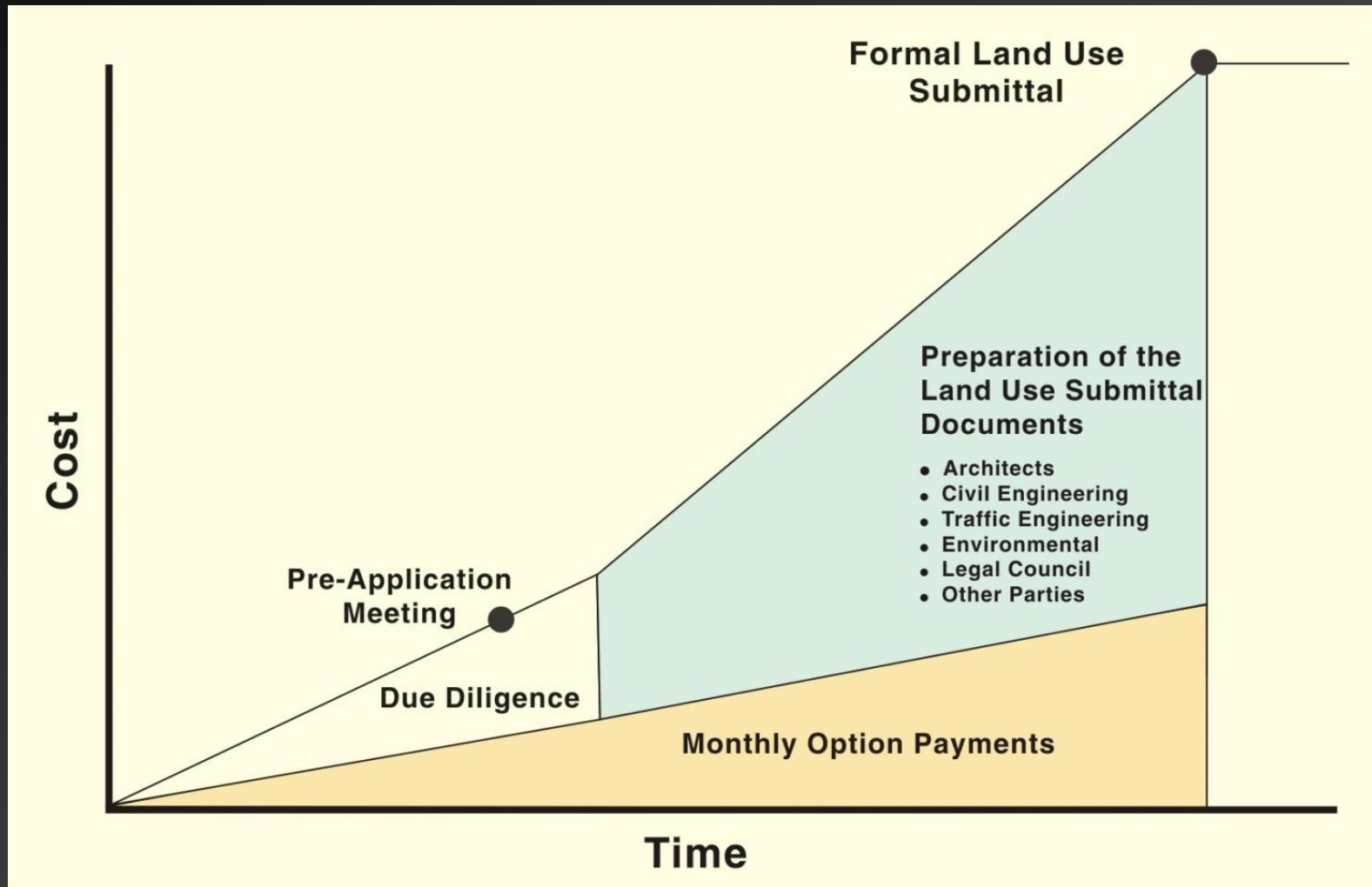
Understanding the Development Process

**Does the Developer
Typically Own the
Property at the
Time of a Pre-App
Conference?**

**What is an
Option?**

**What is a
Pro Forma?**

The Importance of Time and Certainty



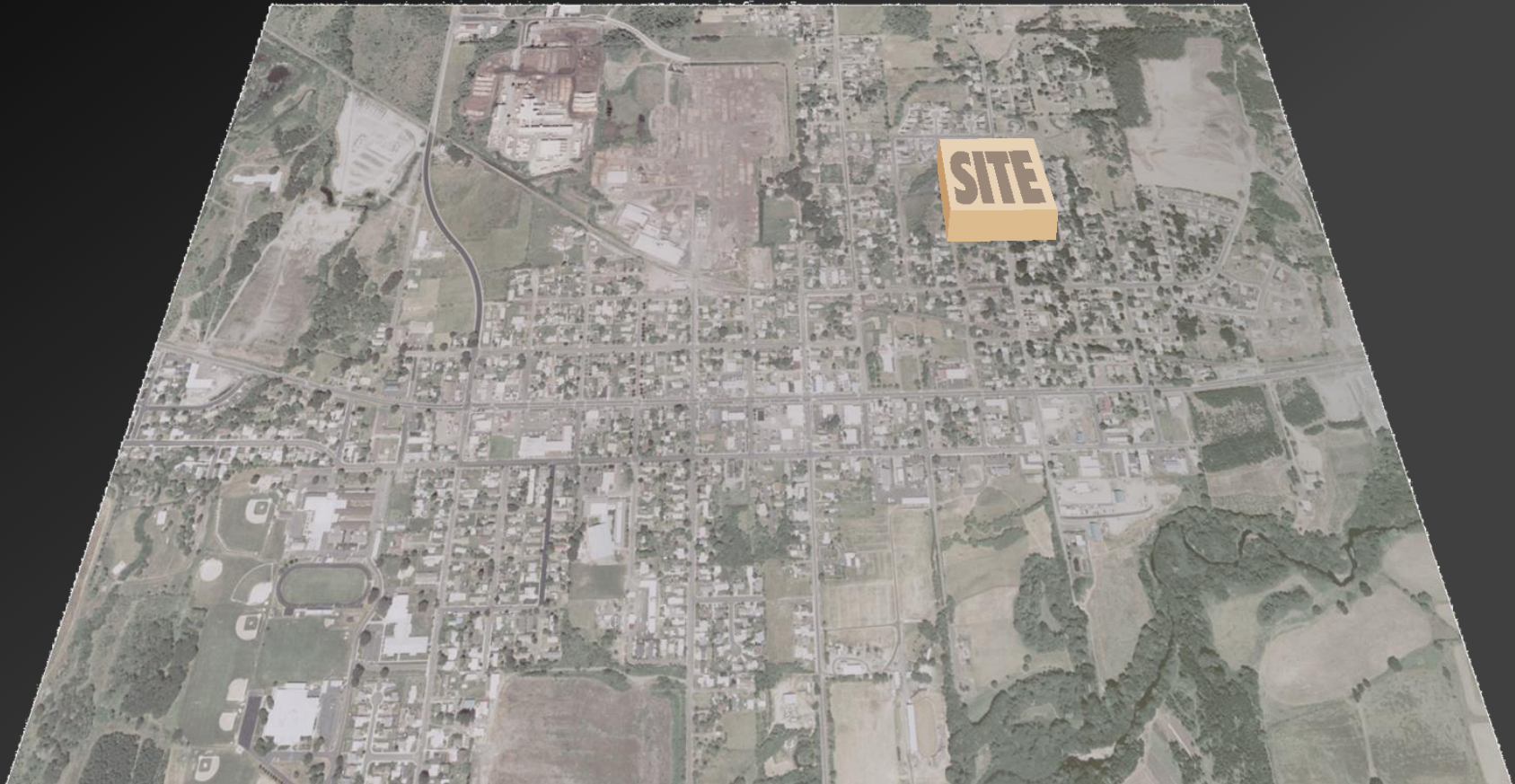
Development Review Processes

**Do Local Agencies
and Developers
Desire Certainty?**

**Can We
Provide
More
Certainty?**

**Will a
Developer
Pay for
Certainty?**

Traditional LOS-Based Development Review Approach



Traditional Vehicular LOS-Based Development Review Process

You need to do a traffic study.

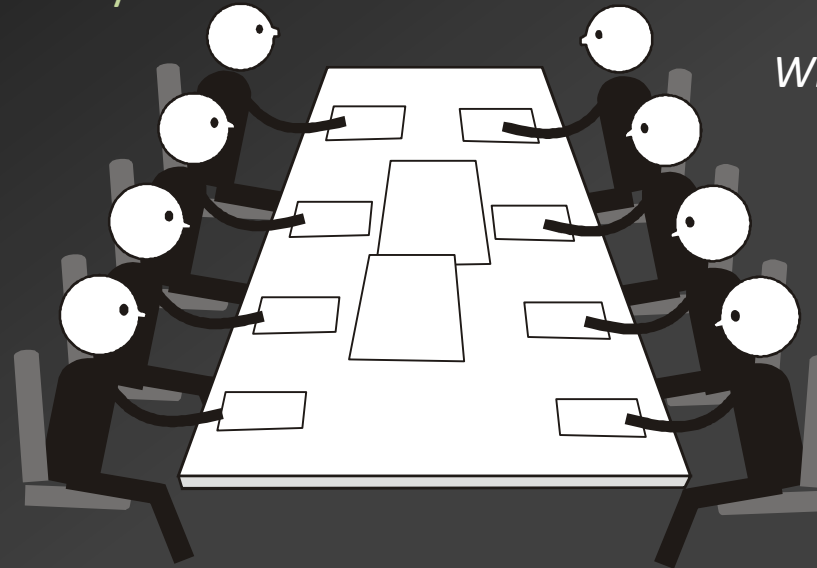
Do you have TIA standards?

What intersections?

What time periods?

What happens if we can't mitigate?

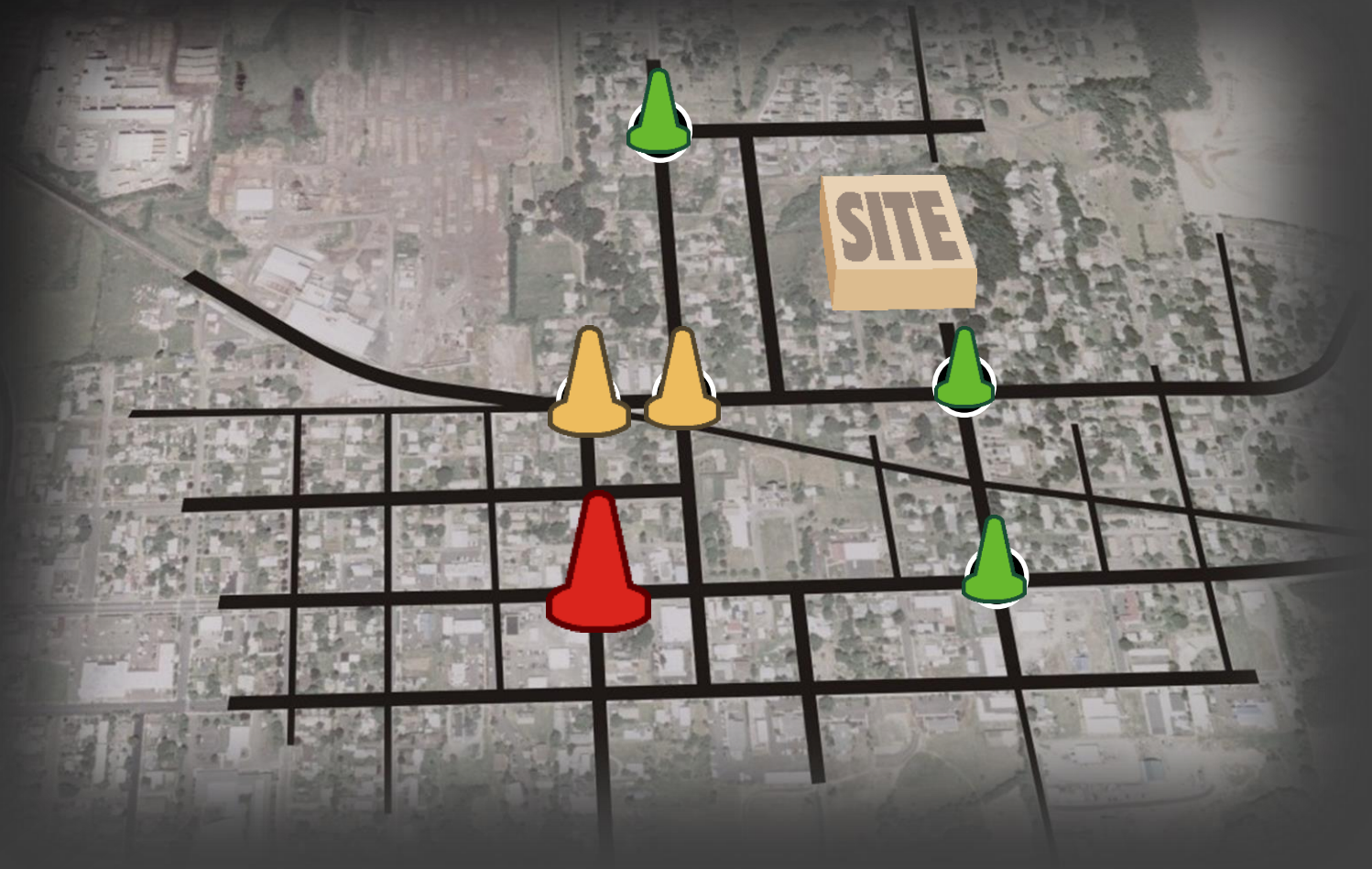
By the way, please study impacts to alternative modes.



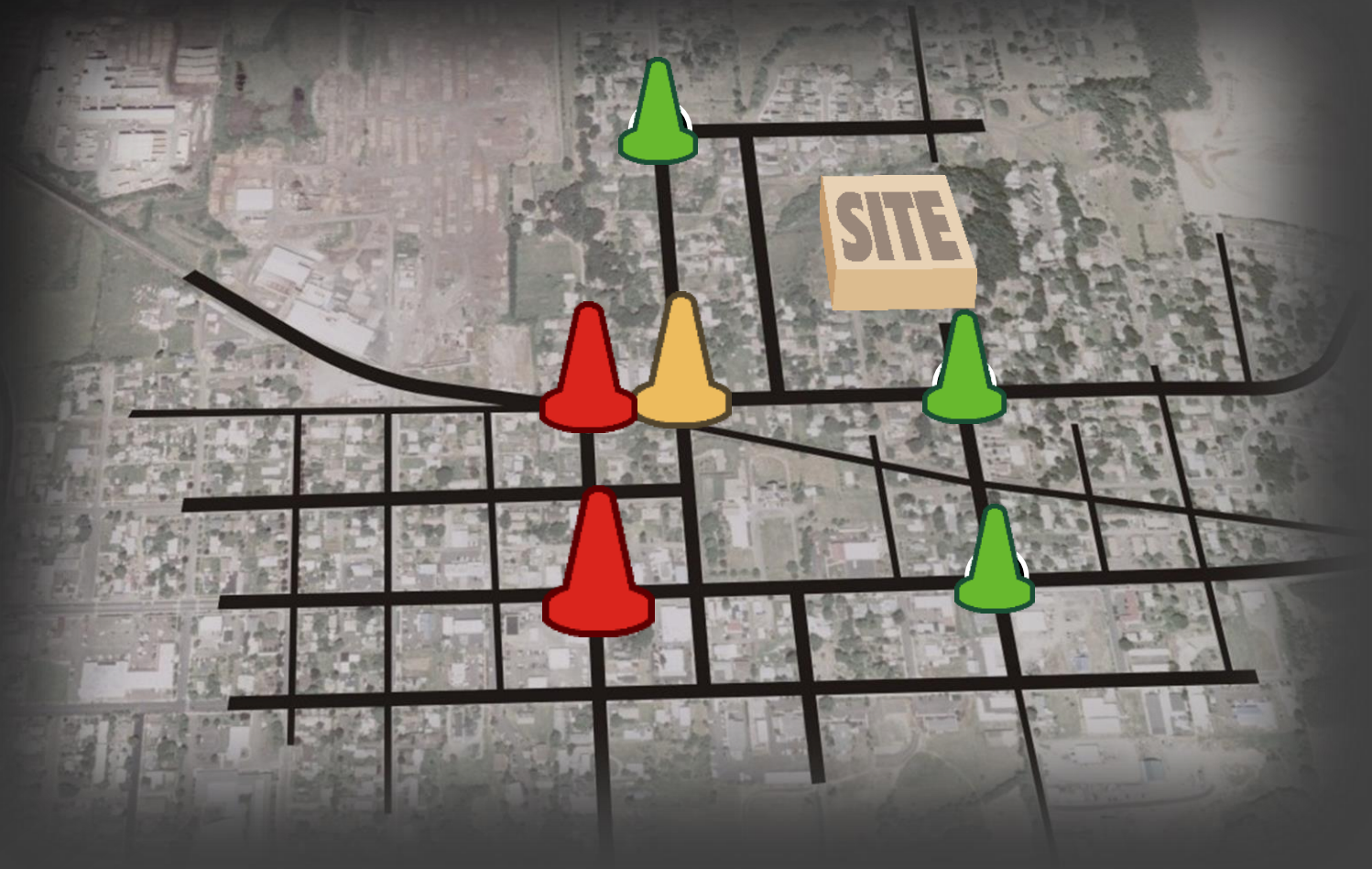
The Land of Uncertainty (Existing)



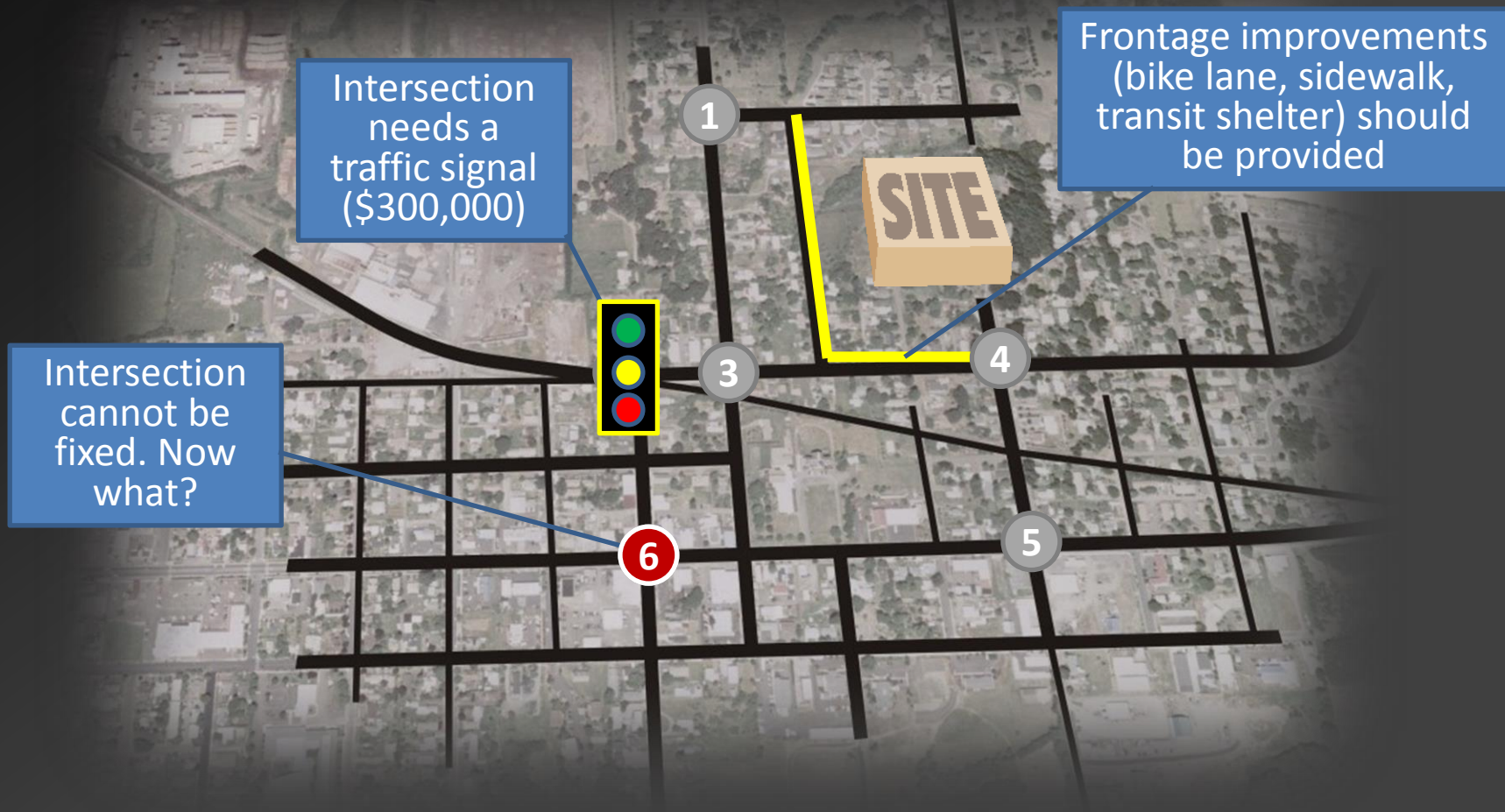
The Land of Uncertainty (Background w/o site)



The Land of Uncertainty (w/site)



The Land of Uncertainty (TIA Findings)



The Exactions are Made



The Results

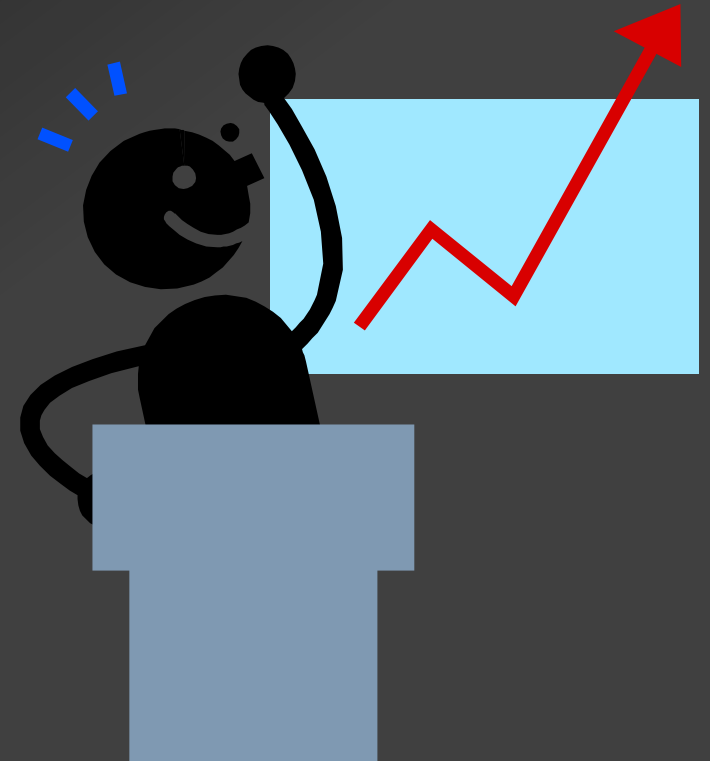
Agency Problems:
**Nollan/Dolan
Compromise/Jobs**

Developer Problem:
**\$1,200,000 wasn't
in Pro Forma**

***Collective
Problems:***
**Level of
Certainty?**
Ability to Attract Jobs?
**Return on
Transportation
Investment?**

Other Flaws with Vehicular LOS Based Regulations

- **Unintended Consequences**
 - Sprawl, Low Densities, etc.
- **Wider Roadways**
 - Accommodating and facilitating more automobiles
 - Creating longer crossings for pedestrians and bicyclists
- **System Improvements are...**
 - Piecemeal, Isolated
 - Conducted unsystematically
- **Difficulty in Obtaining Non-Vehicular Improvements**
 - Creating a Nexus to Development



Where Would You Make Transportation Investments?



Where Would You Make Transportation Investments?



Is There An Alternative Approach?



**Understand
Alternative
Performance
Measures**

**Explore
System- vs.
Intersection-
Based
Approaches**

**Understand
the Value of
Certainty**



163+ Performance Measures

* Measures currently proposed in the Washington County TSP, including measures that track progress towards regional goals and measures to be used within specific study areas.

Case Study



Understand Alternative Performance Measures

Identification, Monetization, & Prioritization of System Improvements

- HSM Crash Modification Factors
- System Completeness / Bicycle Level of Stress
- Travel Time Reliability

Case Study



**Explore
System- vs.
Intersection-
Based
Approaches**

Introduces a System-Based Development Review Approach (No TIAs)

- **Developers Submit Multimodal Safety & Circulation Assessments Only**
- **Requires Only Off-Site Safety Mitigation (or Fee) & Frontage Improvements**

Case Study



Understand
the Value of
Certainty

Prioritizes Certainty and Reduces Risk

- Converts Transportation System Fees to Person-Based Trips
- Increased Flexibility and Revenues
- Manages Transportation Investments
- Allows Higher Density

An Alternative Result

- Private Investment is more systematic and reflective of community values
 - Used to fill-in sidewalk gaps
 - Used to construct buffered and protected bicycle lanes
 - Set aside for larger multimodal projects (e.g., bike share program, multiuse paths, transit stop improvements)
 - Fund traditional vehicular capacity improvements
- Higher Level of Certainty for Developers
 - Attracts Investment and Jobs
 - Willingness to Pay Higher System Fees in Exchange for Higher Certainty
- Higher Level of Control and Flexibility for Agencies
 - Increases the Return on Investment and Lowers Cost/Risk

The End

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