



► Sustainable Transportation & Land Use Integration Study

POPTAC

Eileen Yazzie

September 27, 2011



SUSTAINABLE TRANSPORTATION
& LAND USE INTEGRATION STUDY



► Meeting Purpose

- Provide a study update
- Review 8 million scenario
- Future deliverables and meetings
- Questions and discussion



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► Milestone Completions

- Land Use evaluation in transit corridors
- Socio-Economic and population evaluation
- Market conditions
- Employment evaluation and trends
- Defined what Sustainable Transportation is to MAG
- ULI Focus Groups
- Stakeholder meetings



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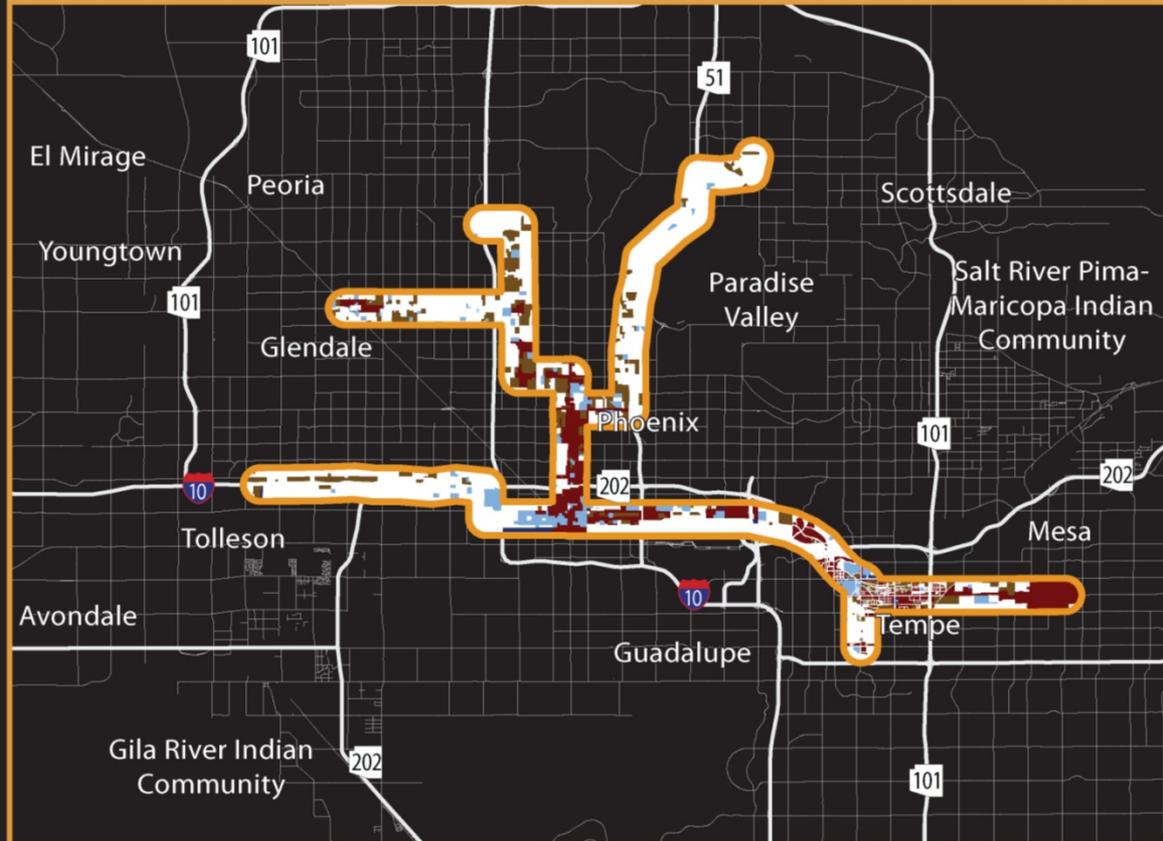
MARICOPA ASSOCIATION
of GOVERNMENTS

Figure 12

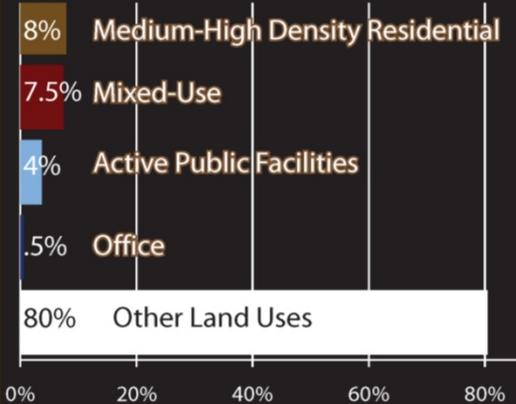
LAND USE AND TRANSIT COORDINATION

A comparison of RTP Transit Networks and transit-supportive land uses in current city general plans reveals varying levels of coordination.

2010 RTP Existing and Adopted HCT Corridors & 2009 General Plan Land Uses



Distribution of Land Uses Within 1/2 Mile of Adopted RTP HCT Corridors



Legend: General Plan Land Uses

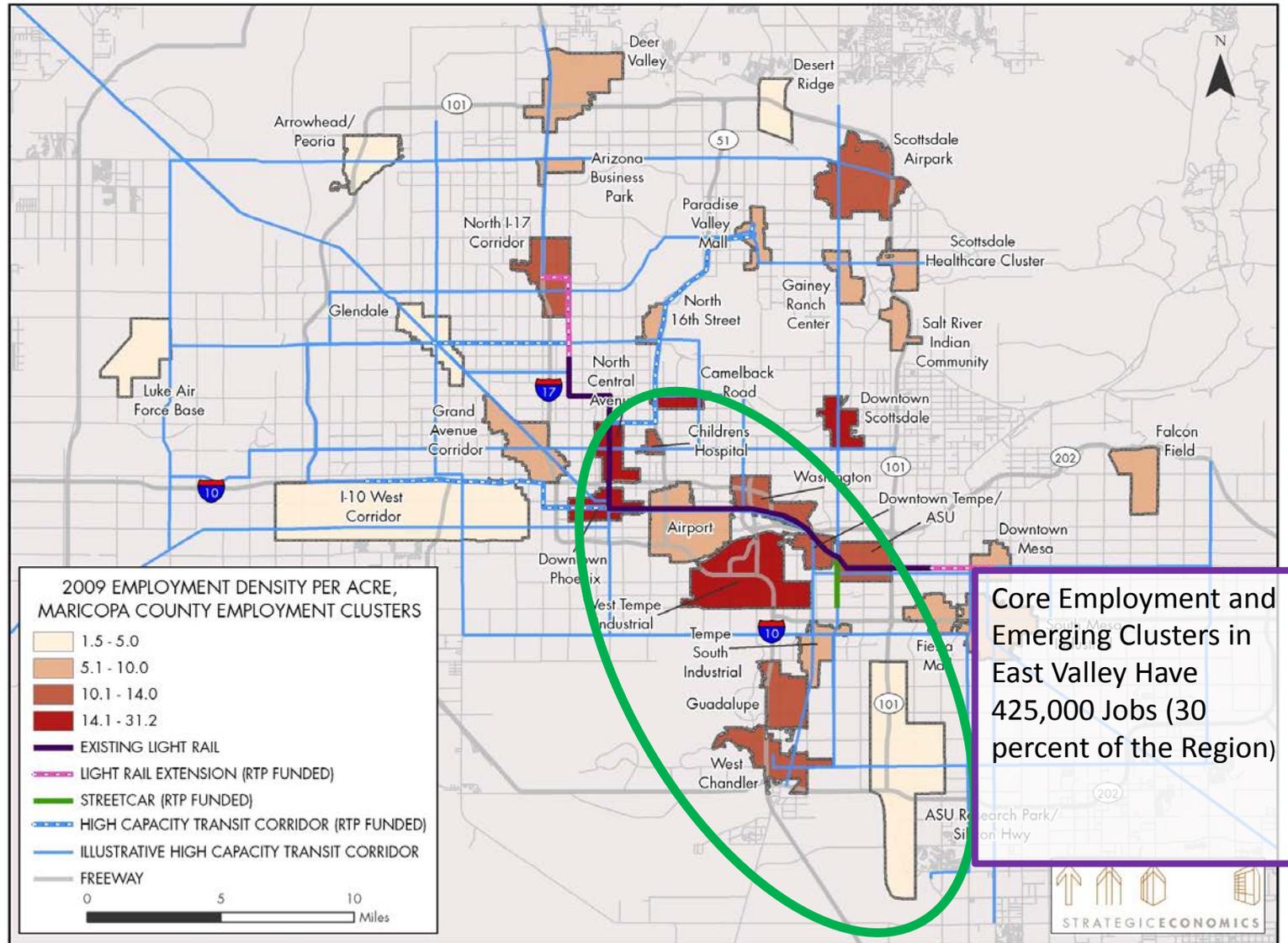
Transit Supportive Land Uses

- Medium-High Density Residential¹
- Mixed-Use²
- Active Public Facilities³
- Office⁴
- Other Land Uses

Notes:

- ¹ 10 or more dwelling units per acre
- ² Locally designated
- ³ Health, education, special events, public services (MAG 2010 Land Use)
- ⁴ All office categories (MAG 2010 Land Use)

The Core and East Valley Represent the Region's Most Significant Employment Concentrations



Source: Maricopa Association of Governments, 2009, 2011; Strategic Economics, 2011; US Census; ESRI.

► Findings: ULI Focus Group

- Infill obstacles: land assemblage, parking, overzoning in Phoenix, higher-risk than fringe development
- Interest in bus options: branding, productive routes, frequent and reliable service
- *“We can plan all we want. The market will dictate where development goes.”*
- *“The region needs to take a hard look at rubber tire transit options.”*



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► Findings: ULI Focus Group

- “Four and five story infill development will work along bus rapid transit corridors just as well as it will work along light rail corridors.”
- “If you want to build higher density urban infill in this region you’re going to have to change the way government thinks. All of the incentives today are in place to encourage growth on the urban fringe.”



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► Scenarios

Population 8 million (double current population)

- Each scenario based on unique assumptions for development trends, regulatory environments, cost, etc.
- Base Case
- Scenario 1 – Transit Ready Corridors
- Scenario 2 – Transit Supply
- Scenario 3 – Transit Productivity



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► 8M Scenario

Data sets used:

- 2009 Existing Land Use
- 2010 General Plan Land Use
- 2010 Residential Completions
- 2010 Employer Database
- 2035 Housing, population, and employment by TAZi03 from MAG 2007 Socioeconomic Projections
- 2035 Network and Travel Times



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► 8M Scenario

Assumptions:

- 8 million population for Maricopa County only – Pinal County TAZs use CAAG 2010 projections year 2040
- Housing unit densities –Member Agency General Plan targets
- Occupancy rates and Persons per household - MAG 2007 Socioeconomic Projections
- Employment Densities and factors - MAG 2007 Socioeconomic Projections
- Ratio based method used to create ancillary socioeconomic attributes
- Central Phoenix Framework Study datasets and assumptions from December 2010 incorporated into scenario



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► 8M Scenario

Method for 8M Scenario:

Housing Units = Year 2035 units + Units allocated on developable vacant/agriculture using general plan land use densities + known redevelopment areas

Population = Housing Units * Occupancy Rate * Persons per household

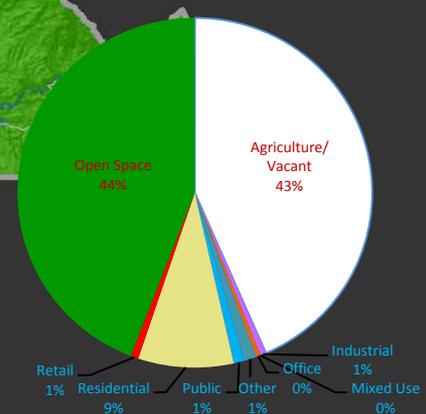
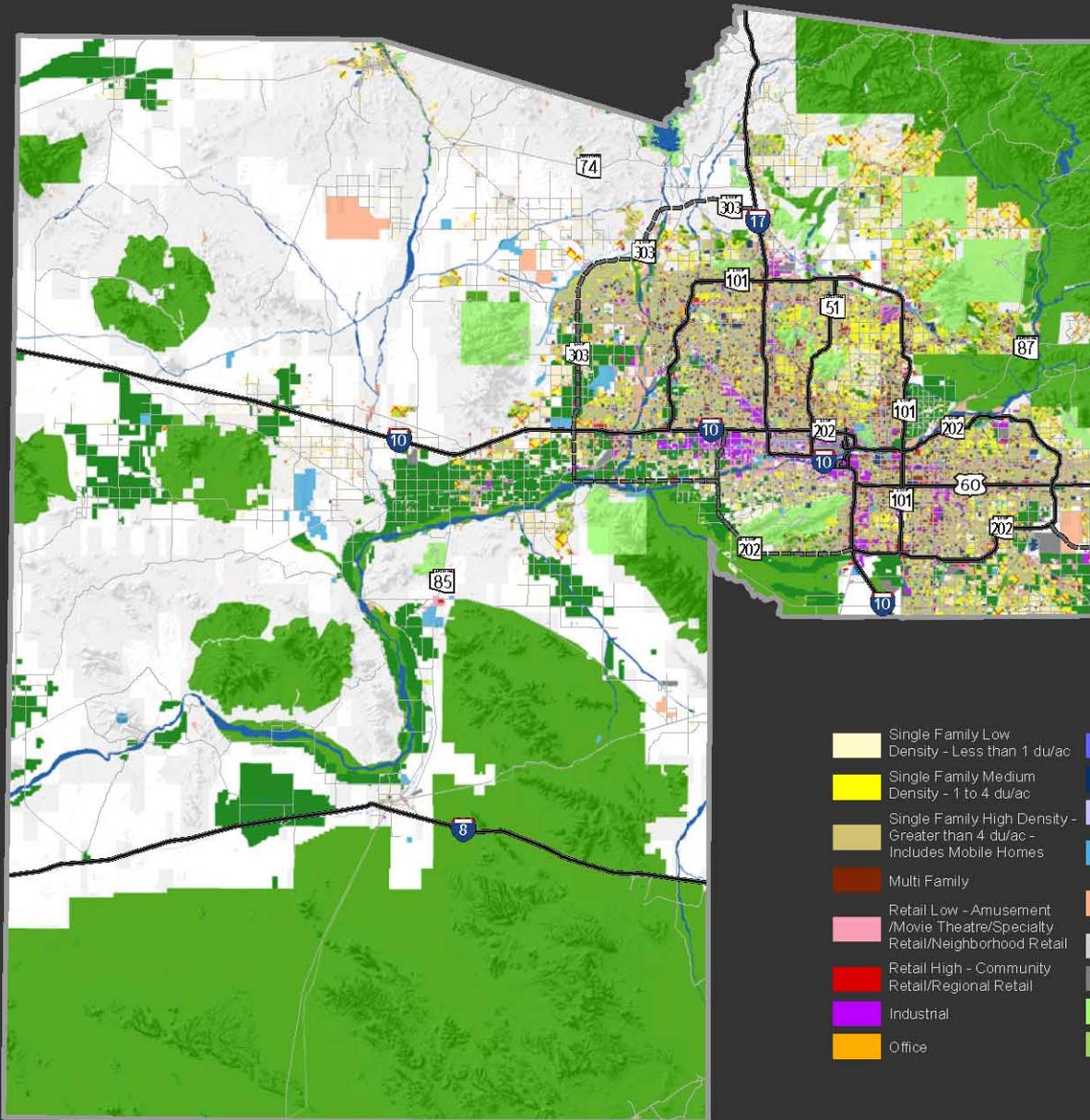
Jobs = Year 2035 jobs + Jobs allocated on developable vacant/agriculture using general plan land use densities + known redevelopment areas



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2009 Existing Land Use

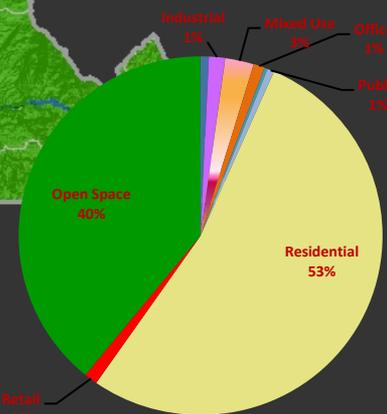
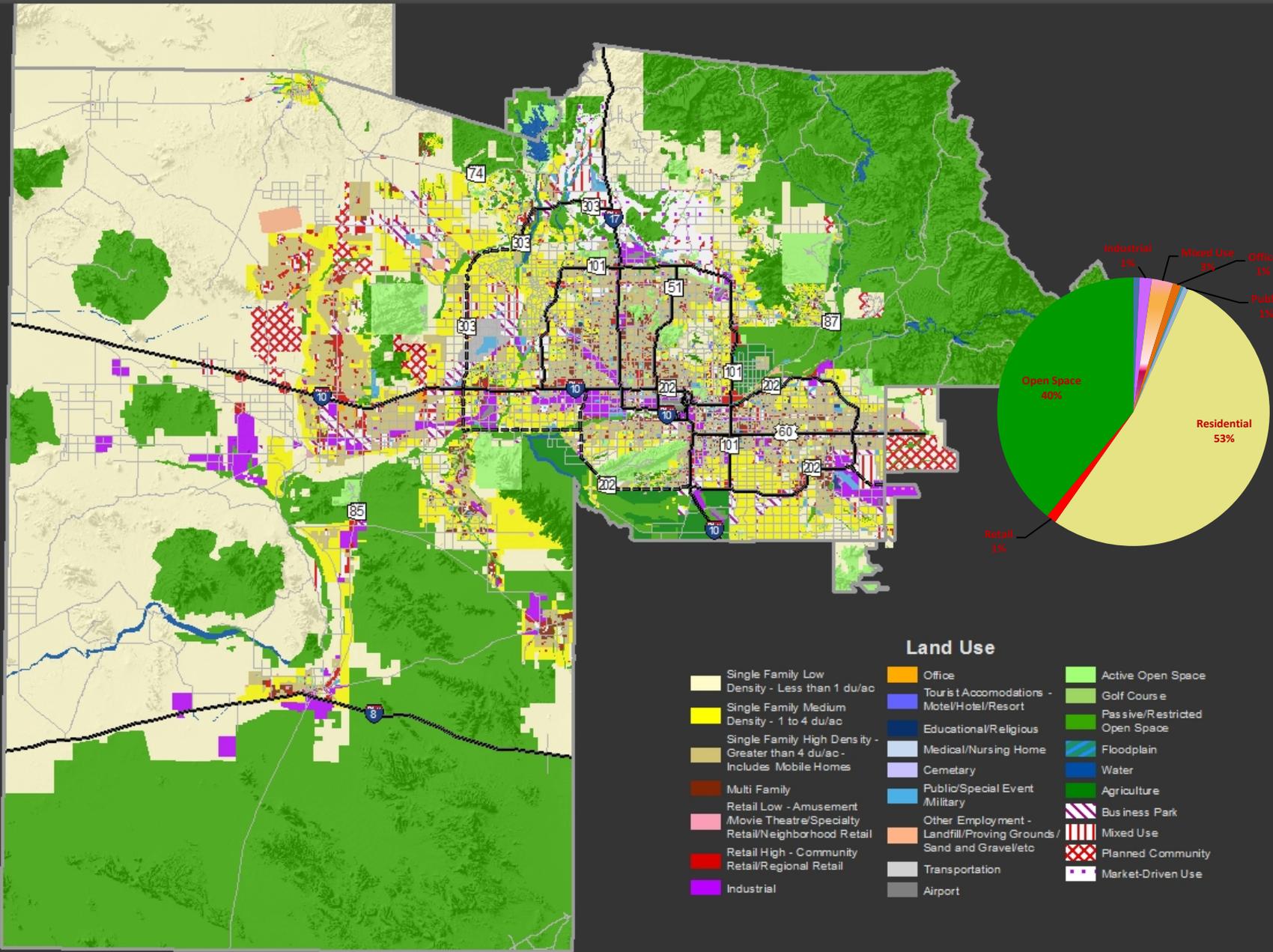


Land Use

- | | | |
|----------------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------|
| Single Family Low Density - Less than 1 du/ac | Tourist Accomodations - Motel/Hotel/Resort | Passive/Restricted Open Space |
| Single Family Medium Density - 1 to 4 du/ac | Educational/Religious | Water |
| Single Family High Density - Greater than 4 du/ac - Includes Mobile Homes | Cemetery | Agriculture |
| Multi Family | Public/Special Event/Military | Business Park |
| Retail Low - Amusement /Movie Theatre/Specialty Retail/Neighborhood Retail | Other Employment - Landfill/Proving Grounds/Sand and Gravel/etc. | Mixed Use |
| Retail High - Community Retail/Regional Retail | Transportation | Vacant |
| Industrial | Airport | Developing Residential |
| Office | Active Open Space | Developing Employment Generating |
| | Golf Course | |



2010 General Plan Land Use

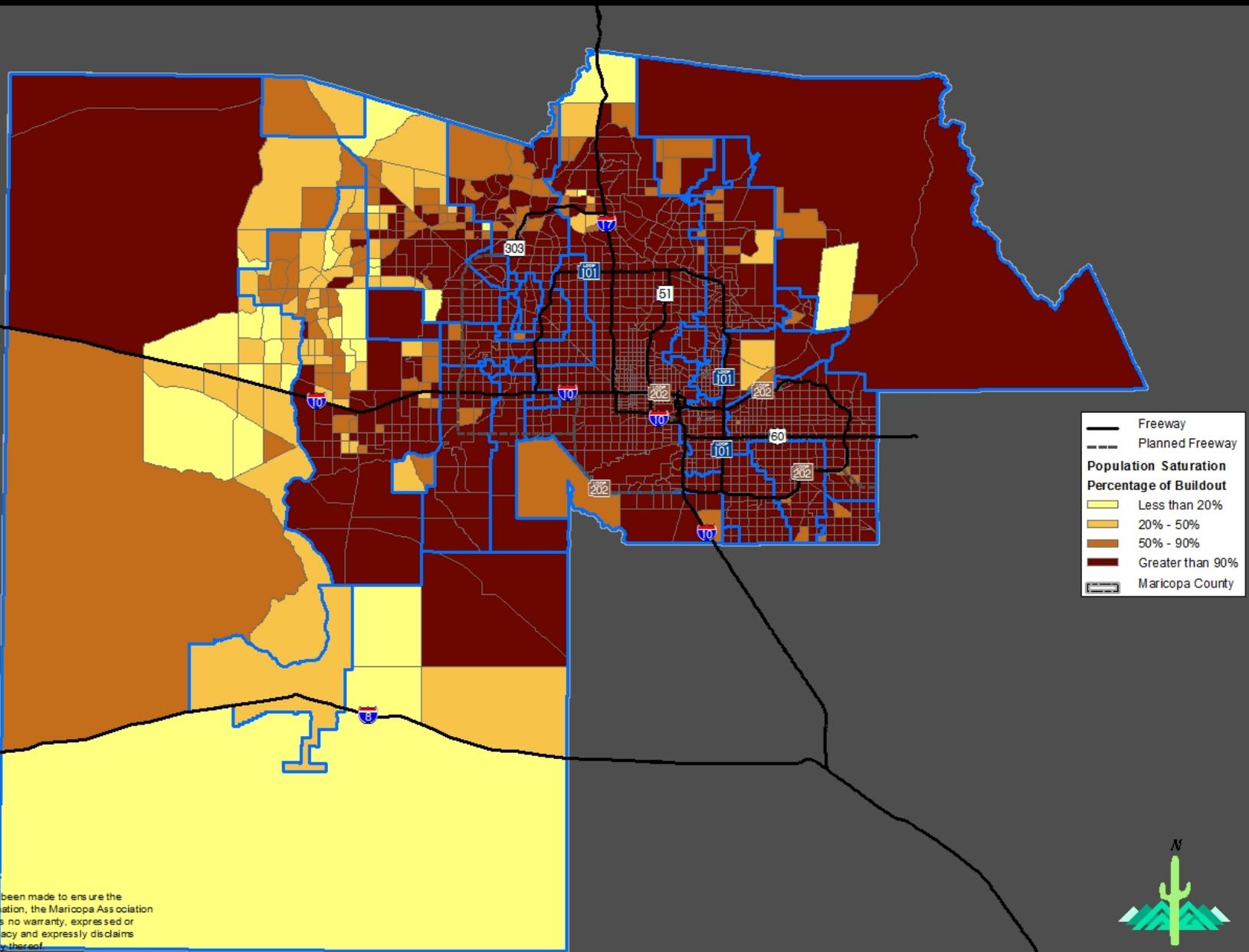


Land Use

- | | | |
|---------------------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------|
| Single Family Low Density - Less than 1 du/ac | Office | Active Open Space |
| Single Family Medium Density - 1 to 4 du/ac | Tourist Accommodations - Motel/Hotel/Resort | Golf Course |
| Single Family High Density - Greater than 4 du/ac - Includes Mobile Homes | Educational/Religious | Passive/Restricted Open Space |
| Multi Family | Medical/Nursing Home | Floodplain |
| Retail Low - Amusement/Movie Theatre/Specialty | Cemetery | Water |
| Retail/Neighborhood Retail | Public/Special Event/Military | Agriculture |
| Retail High - Community Retail/Regional Retail | Other Employment - Landfill/Proving Grounds/Sand and Gravel/etc | Business Park |
| Industrial | Transportation | Planned Community |
| | Airport | Market-Driven Use |



Population Saturation - 8M Scenario



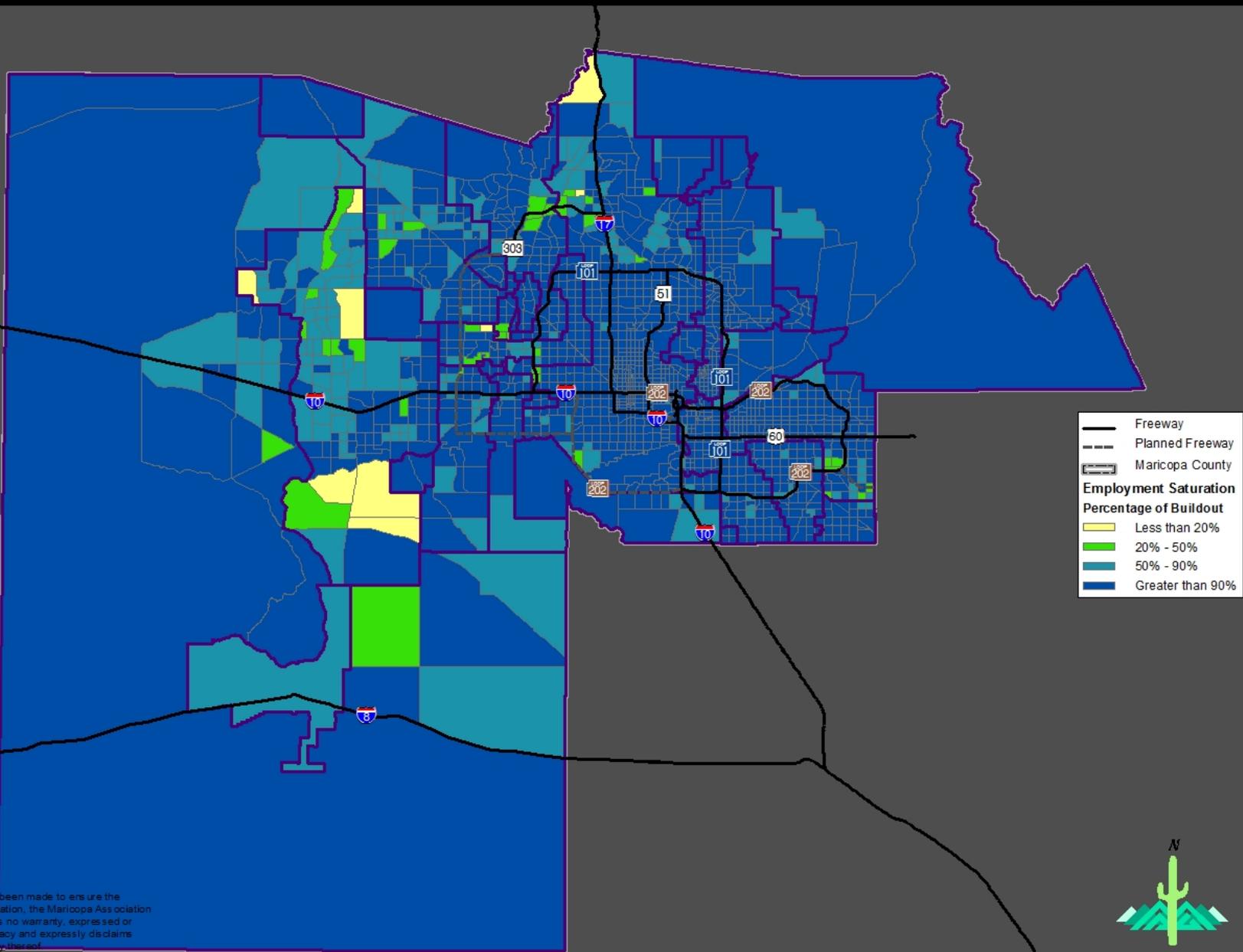
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Source: MAG Socioeconomic Model

Date: September 2011

0 5 10 15 20 Miles

Employment Saturation - 8M Scenario



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Source: MAG Socioeconomic Model

Date: September 2011

0 5 10 15 20 Miles



► Next Steps – Short Term

- Stakeholder meeting on October 20, 2011 @ 10:00 a.m.
- Complete 3 Scenarios: Transit Ready Corridors, Transit Supply, Transit Productivity
 - Financial Feasibility Analysis
 - Policies and Programs
 - Performance summaries
- Place Type Development
- Mobility Priority Recommendations (policies, priorities, etc.)
- Illustrate pathways for evolution of transit investments and services based on economic, land use and demographic change (e.g. local bus to dedicated corridor)



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Place Types

- Types of transit-supportive development based upon real places in the Valley and emerging trends nationwide
- Variety of types for different kinds of locations along transit-corridors
- Will be used to inform the development patterns in alternative scenarios



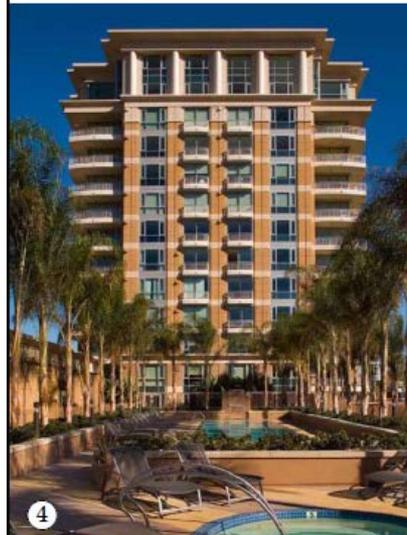
Site Area: 26 acres
 Percentage Streets: 25%
 Percentage Open Space: 8%
 FAR: Office and Retail 0.7
 Dwelling Units per Acre (gross): 45 du/ac.
 Total Units 1,160 / 26 ac
 Dwelling Units per Acre (net): 72 du/ac.
 Block Size / acres: 4 Blocks 600' x 400' = 5.5 ac. block



1 Strategic Open Space



2 Comfortable Walking Environments



4 Special Architecture and Design Character



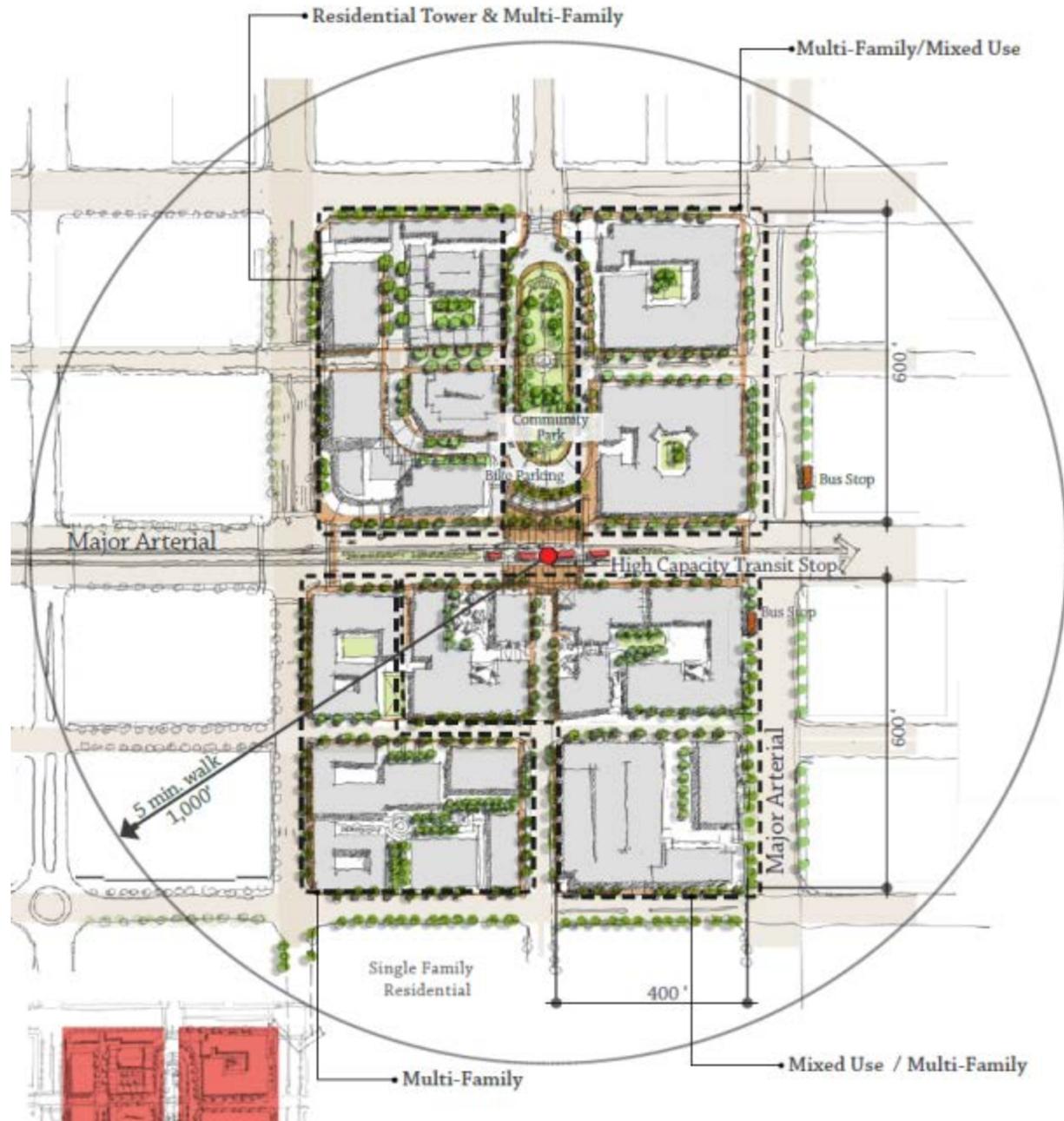
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3 Attractive Street Scenes

Place Types

- A menu of options: Different kinds of transit-supportive *Place Types* tailored to different locations along a transit corridor.



► Discussion/Questions

- Comments/Questions on the study
- Stakeholder meeting on October 20, 2011 @ 10:00 a.m.
- Meetings with member agencies

Eileen O. Yazzie

eyazzie@azmag.gov

602.452.5058



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