



Community Design & Transportation (CDT) Program



A Manual of Best Practices for Integrating Transportation & Land Use

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Rail~Volution 2005



Covered Today

- Background: VTA & CDT Program
- CDT Best Practices Manual
- Current & Future Uses
- Visioning



What VTA Does



CDT Background

- Developing a comprehensive program to integrate transportation & land use was a principal goal of VTA
- Created to promote policies, programs projects, and practices that better integrate transportation and land use planning, and to help transfer that integrated planning into projects





CDT Development

- Vision - clear statements of purpose and need
- Worked closely with local government staff and elected officials
- Established an Advisory Committee of planning and public works directors
- Conducted tailored presentations to City Councils & Committees
 - Phase 1: the development of the program & manual
 - Phase 2: the endorsement process

Adoption & Endorsement

CDT Program.....

- Adopted by VTA as its primary program to integrate transportation and land use
- Endorsed by all local governments in Santa Clara County (15 cities + County)



CDT Program - *Goals*

- Improve partnerships with local agencies
- Stimulate changes in policies and practices through advocacy and incentives
- Better integrate transportation facilities and services with development
- Encourage the highest and best use of land
- Maximize the utility of transportation and urban infrastructure investments
- Influence the development design early in conceptual & planning phases
- Build communities that are more lasting, sustainable, dynamic and unique



CDT Program - *Structure*

- Countywide and Multi-jurisdictional
- Multimodal - *not* anti-auto
- Financial incentives, and technical & design assistance
- Living program
- Focused on specific areas





Toolkit

**A Manual of
Best Practices
for Integrating
Transportation
and Land Use**



Community Design & Transportation

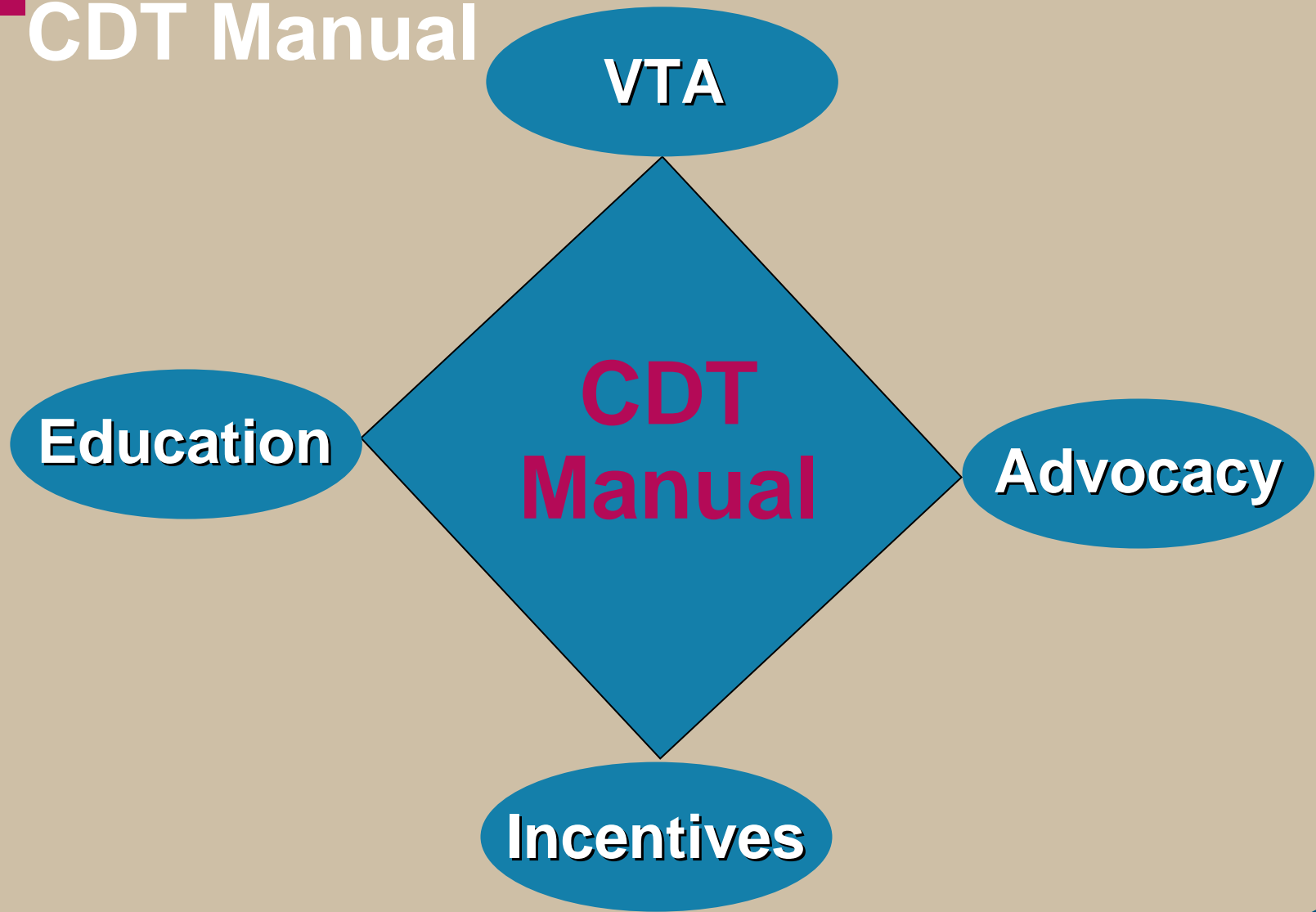


A Manual of Best Practices for Integrating Transportation and Land Use





Using the CDT Manual



Whom its for

- VTA
- Policy-makers
- Member Agencies
- Developers
- The Community

Create a common platform for discussion,
advocacy and action

CDT Manual Structure

Need & Key Concepts



Principles



Practices & Actions



Visioning



Implementation

■ CDT - *Key Concepts*

- **Place-making**
- **Choice**
- **Access by Proximity**
- **Interconnection**

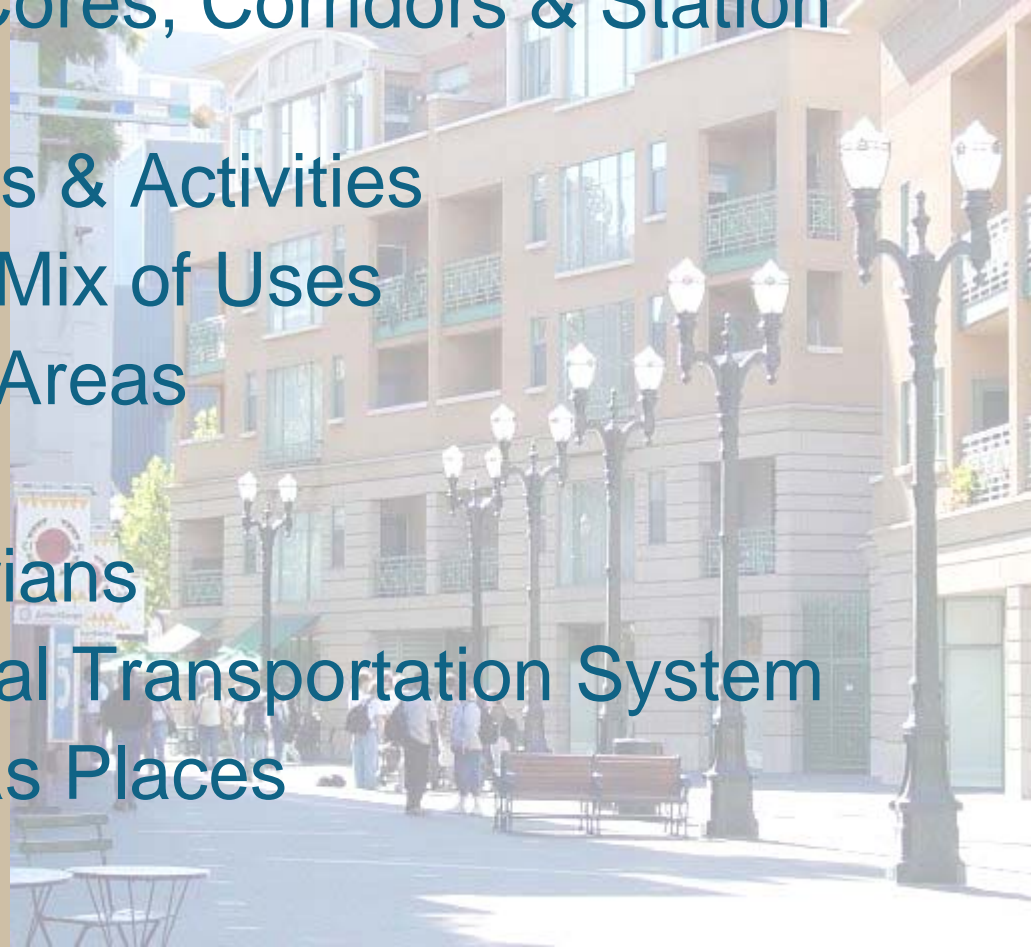


Building *Synergy* based on *Incremental Application* of a *Long-range Vision*



CDT - *Principles*

- Target Growth in Cores, Corridors & Station Areas
- Intensity Land Uses & Activities
- Provide a Diverse Mix of Uses
- Focus on Existing Areas
- Design in Context
- Design for Pedestrians
- Create a Multimodal Transportation System
- Establish Streets as Places
- Integrate Transit
- Manage Parking





CDT Manual Chapters

- 1 -Introduction – *need, purpose, key concepts*
- 2 -Principles
- 3 -Development and Design (*practices & actions*)
- 4 -Multimodal Approach to Streets (*practices & actions*)
- 5 -Model Places
- 6 -The Role of Local Government
- 7 -Implementation: Overcoming Barriers and Creating Opportunities for Change
- * *Appendices*



Appendices

- A - Community Planning for Bus Transit
- B - Community Planning for Rail Transit
- C - Community Planning for Station Areas
- D - Development Density Recommendations
- E - Multimodal Street Design & Treatments
- F - Multimodal Field Surveys
- G - Model Policy
- H - TDM Programs and Strategies
- I - Accessibility Integration for Persons with Disabilities
- J & L – Bibliography & Glossary of Terms



Current Uses

- VTA Internal
- Congestion Management Program
- Development Review Program
- VTA Joint Development Program
- Education and Advocacy
- Funding links / incentives



Incentives

- Bicycle Program
- Local Streets & Roads Program
- CDT Planning Grants
- CDT Capital Grants



CDT Grant Fund Programs

- **Link with CDT Manual**
 - Cores, corridors & station areas
 - Concepts and Principles incorporated in evaluation criteria
- **CDT Planning Grants**
 - Policy: up \$150k
 - Capital: up \$75k
- **CDT Capital Grants**
 - All projects must have a pedestrian and transit component
 - ~\$5million every two years

VTA's Joint Development Program

- Embodies CDT concepts & principles
- CDT Manual will help guide the form and function of developments
- Serve as guidelines for developers
- CDT Program buy-in helps development design buy-in
- Influence other factors - streets, pedestrian access, bike facilities

Future Uses

- VTA - Evolve Internal Use
 - Establish project review procedures
 - Transit Expansion Policy
- Expand Incentives
 - City Development Review
 - Design and Technical Assistance
- Expand Education & Advocacy
 - CDT Work Program
 - Monitoring and Reporting Program
 - Research: original and industry

■ Visioning CDT — *photosimulations*

- Illustrate results of consistent application of CDT Best Practice planning and design elements over time
- Show change at key stages of development
- Prepared at the request of cities

Transit Center to Transit-Oriented Development

Existing Condition: Significant Development Potential



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Transit Center to Transit-Oriented Development

Phase 1: Public Investment



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Transit Center to Transit-Oriented Development

Phase 2: Land-Use Changes



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Transit Center to Transit-Oriented Development

Phase 3: High-quality, 24/7 Vibrant Hub of Activity



San Jose, CA:

10th Street at Mission Street



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San Jose, CA:

10th Street at Mission Street





San Jose, CA:

10th Street at Mission Street



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San Jose, CA:

10th Street at Mission Street





Office Park to Mixed-Use Business District



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Office Park to Mixed-Use Business District



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Office Park to Mixed-Use Business District



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Urban Arterial to BRT Corridor



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LRT Station to Neighborhood Center



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LRT Corridor to Mixed Use Urban Core



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**“Sometimes you gotta create
what you want to be part of.”**

Geri Weitzman