

PACTS Transportation Project Land Use Policy (TPLUP):

-Adopted by the Policy Committee as part of the 2003 Destination Tomorrow process

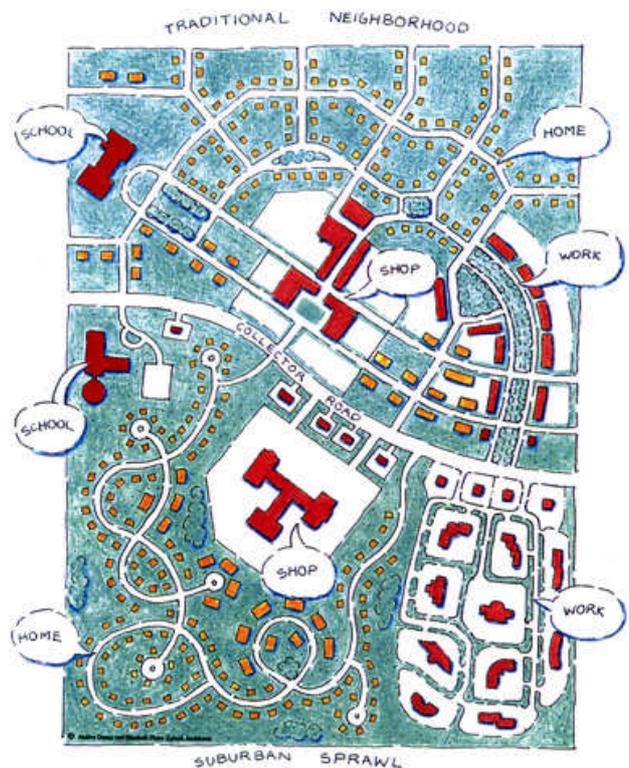
“A transportation project, that by itself or as part of a program of improvements, will create significant new transportation capacity within a corridor, must integrate transportation and land use plans that:

- Preserve corridor capacity;
- Actively manages corridor mobility;
- Protect public investment in infrastructure and public services; and,
- Combat sprawl with compact, mixed use transportation-efficient land uses.”

What is Compact, Transportation-Efficient Land Use?

Compact, transportation-efficient land use differs from more contemporary land use practices in four ways: distance, diversity, density, and design (“the 4 D’s”). These attributes are found in a number of modern planning models, including smart growth, Traditional Neighborhood Development, Transit Oriented Development, among others. [Spread out, inefficient, low density land development that separates land uses is often referred to as *sprawl*]

The figure to the right illustrates some aspects of the differences in diversity (the type and number of land uses in proximity to each other) and design (street layout and site development) between the two planning approaches.



Source: Duany, Plater-Zyberk.

Also see Maine DOT’s “Sensible Transportation” document:
<http://www.maine.gov/mdot/planning-documents/stpa/sensibleTrans-handbook.html>

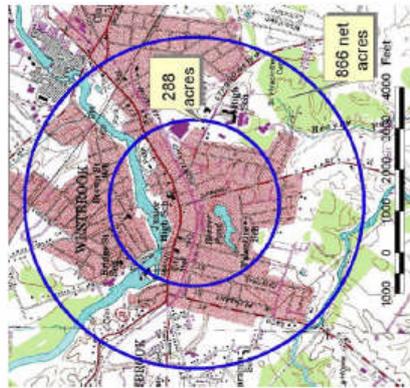
Characteristics of Compact Transportation-Efficient Land Use versus Contemporary Land Use:

Compact, Transportation-efficient Land Use	Contemporary Land Use
<u>Density:</u> Moderate to higher residential densities and floor area ratios (commercial development).	<u>Density:</u> Low residential density and low floor area ratios (commercial development).
<u>Distance and Diversity:</u> Several different types of land uses near each other, or combined on the same lot.	<u>Distance and Diversity:</u> Moderate to large areas of single use land uses that are spread out; development is in isolated ‘pods’
<u>Design:</u> Oriented to people/pedestrian scale; high level of connectivity (streets, sidewalks, paths).	<u>Design:</u> Oriented to automobile access and parking; low level of connectivity.

(Example Typologies)

PACTS Arterial Land Use Policy Compact Planning Areas

Downtown Urban Center



Preferred Land Use Mix (by % area):

Core Area	Secondary Area
Commercial: 50%-70%	20%-60%
Residential: 20%-60%	20%-60%
Public: 5%-15%	5%-15%

Core Area: Higher Intensity Mix of Urban Commercial and Residential Use. Multiple story buildings, supported by surface and structural parking.

Typical Uses:

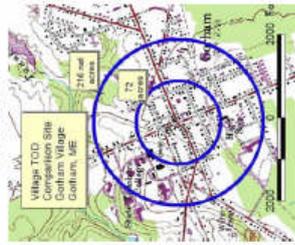
Secondary Area: Moderate Intensity Mix of Complementary Commercial and Residential buildings.

Typical Uses:

Threshold Guidelines:

Minimum HC:	2500
Minimum Jobs:	5000

Downtown Village Center



Preferred Land Use Mix (by % area):

Core Area	Secondary Area
Commercial: 30%-70%	15%-30%
Residential: 20%-60%	20%-60%
Public: 10%-15%	10%-15%

Core Area: Moderate Intensity Mix of Urban Commercial and Residential Uses. Multiple story commercial buildings, supported by surface and shared parking.

Typical Uses:

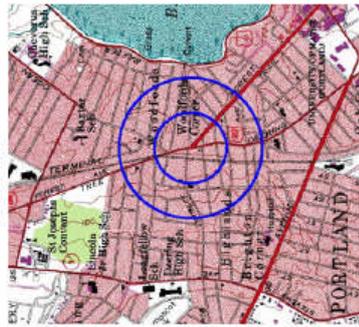
Secondary Area: Moderate (or lower) Intensity Mix of Complementary Commercial and Residential Uses. Some multiple story commercial buildings.

Typical Uses:

Threshold Guidelines:

Minimum HC:	500
Minimum Jobs:	500

Neighborhood Center



Preferred Land Use Mix (by % area):

Core Area	Secondary Area
Commercial: 30%-70%	15%-30%
Residential: 20%-60%	20%-60%
Public: 10%-15%	10%-15%

Core Area: Moderate Intensity Mix of Urban Commercial and Residential Uses. Mostly multiple story commercial buildings, supported by surface and shared parking.

Typical Uses:

Secondary Area: Moderate (or lower) Intensity Mix of Complementary Commercial and Residential Uses. Some multiple story commercial buildings.

Typical Uses:

Threshold Guidelines:

Minimum HC:	150
Minimum Jobs:	200

Hamlet



Preferred Land Use Mix (by % area):

Core Area	Secondary Area
Commercial: 10%-40%	20%-60%
Residential: 20%-60%	20%-60%
Public: 10%-15%	10%-15%

Core Area: Moderate Intensity Mix of Commercial and Residential Uses. Some multiple story buildings supported by surface and shared parking.

Typical Uses:

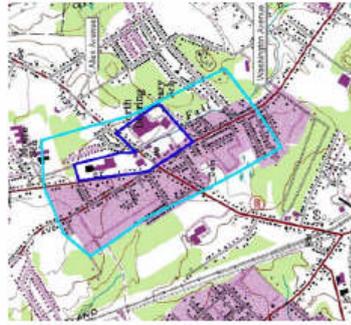
Secondary Area: Lower Intensity Mix of Complementary Commercial and Residential Uses. Multiple story buildings.

Typical Uses:

Threshold Guidelines:

Minimum HC:	100
Minimum Jobs:	100

Suburban Center



Preferred Land Use Mix (by % area):

Core Area	Secondary Area
Commercial: 10%-40%	20%-60%
Residential: 20%-60%	20%-60%
Public: 10%-15%	10%-15%

Core Area: Moderate Intensity Mix of Suburban Commercial and Multi-family Residential Uses. Some multiple story commercial buildings, supported by surface and shared parking.

Typical Uses:

Secondary Area: Lower Intensity Uses including highly commercial or highly residential.

Typical Uses:

Threshold Guidelines:

Minimum HC:	300
Minimum Jobs:	400

Land Use Planning Guidelines



Note: These are developed to help *Inform*, NOT Determine, Preferred Land Use Strategies.