

Appendix E

Land Use Strategies for Transportation Corridors: Examples from Other States

Colorado – Intergovernmental Agreements Address Highway Corridor Development

Local and state government agencies in Colorado make widespread use of intergovernmental agreements (IGA) to coordinate land use planning and transportation issues. For example, the Towns of Windsor and Severance entered into an IGA to harmonize planning and govern development along Highway 392 between the two towns. Their goal was to avoid rapid and poorly planned development along this highway corridor that might be exacerbated by municipal competition for tax revenue. The agreement, adopted in 2000, does the following:

- Solidifies the growth boundaries for both Windsor and Severance, agreeing upon areas where the boundaries of the two towns meet and directing development to areas within the towns' boundaries;
- Creates a Cooperative Planning Area (CPA) for joint planning, in which the towns share both the responsibility for and the benefits of development in this area with high industrial and commercial growth potential along Highway 392;
- Requires both towns to develop and implement a Corridor Development Plan for the CPA – containing specific elements – within 12 months of signing the intergovernmental agreement;
- As development occurs in the CPA, the intergovernmental agreement implements revenue sharing in which the towns divide the tax revenue from development in the CPA;
- Coordinates the development of an efficient and well-planned water and sewer service for the CPA; and
- Adopts a consistent and mandatory design standard for the CPA.

For more information, see: <http://www.sprawlaction.org/halloffame/HWindson.html>.

Florida – Corridor Management Ordinance and U.S. 98

Section 337.273, Florida Statutes, provides that local governments may designate a transportation corridor for management by including the corridor in the transportation element of the local comprehensive plan, and may thereafter adopt a corridor management ordinance to include criteria to manage the land uses within and adjacent to the transportation corridor. The statutes acknowledge that coordinating land use and transportation is important to alleviating traffic congestion and maintaining an effective transportation system, and that transportation corridor management can best be achieved through the inclusion of corridors in local government comprehensive plans.

The U.S. 98 corridor in Polk County represents a successful example of corridor management. In 2001, as development pressures began north of the city limits of Bartow, local officials saw the need to take action to prevent access and congestion problems along the previously undeveloped corridor. The Polk County Transportation



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Planning Organization, the MPO for the region, drafted an MOU in cooperation with the Florida DOT, the Cities of Bartow and Lakeland, and Polk County. The MOU established the basis for widening U.S. 98 to six lanes while providing transit service and developing a multi-use recreational trail. The MOU also outlined state and local objectives that can be met for the roadway through land development and subdivision regulations. Finally, the MOU identified the intention of all three local governments to amend their comprehensive plans to include a designated U.S. 98 corridor (pursuant to state statutes). The plans also would be amended for consistency with a corridor access management plan (CAMP) developed by FDOT in consultation with the jurisdictions.

The CAMP was ultimately adopted in 2004 and municipalities are in the process of updating their plans. A proposed service road system, which is beginning to be developed, will provide access to and between businesses accommodating more “local traffic” while allowing through traffic on the arterial. The Steering Committee charged with developing the CAMP continues to meet to ensure implementation, discussing the details of how proposed developments should comply with the CAMP.

Florida – Martin County Incorporates Access Management in Local Ordinances

Martin County, Florida’s Roadway Design Ordinance (no. 561) includes a section on access management addressing the access classification of the roadway and related intersection spacing standards, corner clearance, access among properties, driveway spacing and design, and overlay zones. The ordinance also includes sections on mobility and connectivity, with the intent of discouraging the use of local streets for cut-through traffic while maintaining the overall connectivity of the roadway system for vehicle traffic, bicyclists, and pedestrians.

For more information, see: <http://webserver.martin.fl.us/GOVT/depts/leg/ords/ord.561.html>.

Indiana – Madison County Adopts a Corridor Overlay District

After adopting a new comprehensive plan in 2001, Madison County, Indiana (northeast of Indianapolis) passed a development ordinance that includes new road design standards, access control, corridor preservation, corridor overlay districts, and non-motorized facility requirements. Excerpts from the Corridor Overlay District Zoning Ordinance include:

- **Purpose** – The purpose of this Article is to establish an overlay district to address the unique characteristics of the properties adjacent to the major transportation corridors in Madison County except in Planned Unit Development districts.
- **Building Orientation** – All primary structures shall face the front of the lot on which they are located.

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- **Landscaping** – Landscaping screening shall be provided around the perimeter of all parking areas which include 15 or more parking spaces.
- **Entrance Drives** – Entrance drives accessing lots from an arterial or collector road may be located no closer than 200 feet from any other drive on the same side of the public road, or 500 feet from any intersection of two public road rights-of-way. Interior driveways passing through front yards parallel to public roads shall be designed and constructed to stub into adjacent properties and included in cross access easements.
- **Shared Parking** – Parking areas restricted to patrons of the business located on each specific lot shall be prohibited.
- **Parking Location** – No more than 30 percent of the parking spaces provided on each lot may be placed between the front facade of the primary structure and the abutting public street.
- **Pedestrian Walkways** – Pedestrian walkways shall be provided across the frontage of all lots, connecting the lot, the primary structure, and parking areas to each other and with adjacent properties.

Source: Madison County Zoning Ordinance Article Four: Corridor Development Overlay District.
<http://www.mcplanning.net/>.

Kentucky – Zoning Overlay District Complements Arterial Improvements in Bowling Green

In Bowling Green in southwestern Kentucky, the Kentucky Transportation Cabinet and the community had reached an impasse over the widening of Cemetery Road from two to five lanes, first proposed in the early 1980s to address congestion and safety issues on this heavily traveled road. Residents feared that the widened road, which serves as an important gateway connecting downtown Bowling Green to I-65, would be overwhelmed with strip development similar to Scottsville Road to the north.

Reviving the project in the mid-1990s, Cabinet district engineers worked with local stakeholders to select a new alignment for an arterial, redesign it as a four-lane divided boulevard, enact land use protections along the alignment through a zoning overlay district, and incorporate bicycle and pedestrian accommodations into the design. The overlay district, written by the city and county planning commission, specifies allowable uses, building design and landscaping features, and connections to the roadway and the shared-use path. The combination of design changes and land use protections allowed the project to move forward, and reconstruction of Cemetery Road was completed in 2004.



Kentucky Transportation Cabinet

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New Jersey – Corridor Planning Integrates Transportation and Land Use

The New Jersey Department of Transportation (NJDOT) is undertaking nine corridor planning pilot studies throughout the State. The corridors involve arterial roads of two to 30 miles in length with congestion and/or safety problems. The corridor studies are addressing not just the roadway itself, but also local street networks that interface with the arterial roadway as well as adjacent land use patterns. In each case, the Department is working with local jurisdictions to address circulation systems, access management, and land use in the corridor. A significant objective of the corridor studies is to find solutions to transportation problems that are less capital-intensive than building multi-lane and limited-access highways, as NJDOT has realized that there is no way it can fund all of the statewide capital improvements that have been studied or planned throughout the State.

The Department's pilot studies are bringing in specialists to help communities reshape their land use and street network patterns. The Department is only funding studies in communities, though, that have expressed a willingness to work with the Department to include land use strategies as part of the solution set. In Trenton, for example, the State is working with the city on the redesign of Route 29, the Riverfront Parkway, currently a four-lane freeway walling off the downtown from the Delaware River. The city would like to convert the highway to a boulevard and realign it to reduce impacts on the downtown. The State has indicated its willingness to pursue the project, but only as long as the city undertakes land use and local road network planning in conjunction with the state highway redesign.

West Virginia – Putnam County Adopts a Corridor Land Use Plan

In rural Putnam County, West Virginia, the county led the development of a corridor land use plan to accompany the planned widening and realignment of U.S. 35 through the county, which would address safety and capacity problems on a major truck route. County officials expected that the project, in conjunction with planned utility expansions, would result in additional scattered development that would threaten scarce prime agricultural land in the river valley and change the existing rural character of development. Through a public involvement process, the county developed a community-supported plan for the corridor that would concentrate commercial development around interchanges and in specific industrial development areas, while limiting development outside of these areas to rural densities and uses. The county has since adopted zoning consistent with this plan. The project is especially noteworthy because it represents the first application of zoning in this rural area.

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Wisconsin – WisDOT Participates in Local Comprehensive Planning

To preserve mobility and safety, ensure environmental protection, and support state-led smart growth efforts, the Wisconsin Department of Transportation (WisDOT) has begun over the past five to 10 years to work with communities on land use issues, improving the linkage between transportation planning, project development, and land use decision-making. WisDOT's approach has largely focused on outreach to local communities within the corridor planning process as well as within each community's comprehensive planning process. The agency does not have formal authority to participate in the local planning process, but they are working to build relationships with communities in order to be able to provide input on an informal basis.

District staff are provided with information on the status of local comprehensive plan development in their areas and are encouraged to work with local governments to provide input into these efforts. (State legislation passed in 1999 requires communities to adopt comprehensive plans and establishes a tracking system to monitor plan development.) For example, as part of a corridor planning process for State Highway 21, an important east-west corridor connecting Lake Winnebago and the Fox Valley to western destinations, WisDOT District 3 staff have worked with communities along the highway to ensure that protections are implemented to contain strip commercial development and to preserve right-of-way for future expansion or realignment. In the Town of Omro, west of Oshkosh, WisDOT staff attended local planning meetings and reviewed and commented on drafts of the town's comprehensive plan. In its adopted plan, the town reserved right-of-way for a limited-access bypass of the town, identified parallel and local street connections, and recommended zoning around interchanges to support commercial development.

For further information, see:

- WisDOT – <http://www.dot.wisconsin.gov/localgov/land/>
- State Highway 21 Corridor Study – <http://www.dot.wisconsin.gov/projects/d3/index.htm>

