Creating a Regional Transit Vision
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Setting the TOD Stage
Western states are at a fork in the road with respect to how they grow!
Development Linked with Transit: Potential Benefits

- Place-Making and Revitalization
- Affordable Living
- Green Dividend
- Healthy and Inclusive Neighborhoods
- Expanded Mobility, Shopping and Housing Choices
- Regional Connectivity to Jobs
- Attractive to Business
- Green Jobs: Building & Operating Transit + TOD
- Long-lasting response to Climate Change
- Travel Security Net for Emergency
- Financial Return and Value Recapture

People within a half-mile radius are 5 times as likely to walk to transit than others. Those who live further away are less likely to bother with the train or bus.
TOD = $\frac{1}{2}$ Auto Trips

ITE TRIP MANUAL
6.67 trips / unit

DETAILED SURVEY
of 17 residential TODs
3.55 trips / unit

Source: Transit Cooperative Research Program
Demand for Walkable Urbanism or TOD will Represent At Least 1/4 of the US Housing Market by 2030
Changing Demographics are Forcing A New Housing Market

- **Singles** will soon be the new majority – 55% of HH by 2030
- Old people will outnumber young people by mid-century
- By 2010 *Echo Boomers* will total *34%* of the population
- Almost half the U.S. population will be *non-white* by 2050
- Demographic groups growing most quickly use transit more
The Transit Space Race: Regions Building New Systems

- **Denver** – 5 new LRT, BRT, Commuter Rail lines in 15 years + Streetcars
- **Salt Lake** – 4 new lines, public-private partnerships, innovative federal agreement. Full system in 10 yrs. Linked to Envision Utah
- **Portland** – Already a large system, now creating a robust local streetcar network
- **Houston** – 6 new light rail lines in 10 years
- **Atlanta** – Belt Line, Peachtree Streetcar, commuter rail + aggressive TOD strategy
- **Minneapolis** – Aggressive Regional Rail/BRT network + streetcars linked to Walkable Urbanism
- **Los Angeles** – Recent sales tax measure for transit
- **Eugene** – BRT Network
- **80 cities in the Streetcar Coalition**
TOD Fundamentals
Three Key TOD Scales:

- Region
- Corridor
- Transit Zone
**Regions Are Defined by System Size**

<table>
<thead>
<tr>
<th>System Size Classifications</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Extensive Systems</td>
<td>201 or more stations</td>
</tr>
<tr>
<td>Large Systems</td>
<td>70 – 200 stations</td>
</tr>
<tr>
<td>Medium Systems</td>
<td>25 to 69 stations</td>
</tr>
<tr>
<td>Small Systems</td>
<td>1 to 24 stations</td>
</tr>
</tbody>
</table>
Transit Systems Must Also Link Regional Employment Centers
Regions Are Networks of Corridors
Four Corridor Types

Corridor Typology

- Commuter
- District Circulator
- Planned Growth
- Destination Connection
TOD at the District Scale

Density, Diversity, Destinations, Design

Two types of opportunities:

- **Transit-Oriented DISTRICT**
  - Area w/in a 5-10 minute walk
  - Range of use mixes

- **Transit-Oriented Development Project**
  - On private or publicly owned land
  - Can be “mixed use” or single use
# Defining TOD: Place Typology

<table>
<thead>
<tr>
<th>TOD Typology</th>
<th>Desired Land Use Mix</th>
<th>Desired Housing Types</th>
<th>Commercial Employment Types</th>
<th>Proposed Scale</th>
<th>Transit Connectivity</th>
<th>Color Code</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Center</td>
<td>Office Residential Retail Entertainment Civic Uses</td>
<td>Multi-Family and Loft</td>
<td>Prime Office and Shopping</td>
<td>5 Stories and above</td>
<td>Intermodal Facility/transit hub. Major Regional Destination with quality feeder connections</td>
<td>#F00000</td>
<td><img src="image1.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Urban Center</td>
<td>Office Retail Residential Entertainment</td>
<td>Multi-Family/Loft/Townhome</td>
<td>Employment Emphasis, with more than 250,000 sf office and 50,000 sf retail</td>
<td>5 Stories and above</td>
<td>Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service</td>
<td>#FF0000</td>
<td><img src="image2.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Suburban Center</td>
<td>Residential Retail Office</td>
<td>Multi-Family/Townhome</td>
<td>Limited Office. Less than 250,000 sf office. More than 50,000 sf retail</td>
<td>3 Stories and above</td>
<td>Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service</td>
<td>#FFFF00</td>
<td><img src="image3.jpg" alt="Image" /></td>
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<tr>
<td>Neighborhood</td>
<td>Residential Neighborhood Retail</td>
<td>Multi-Family/Townhome/Small Lot Single Family</td>
<td>Local-Serving Retail. No more than 50,000 sf</td>
<td>2-5 Stories</td>
<td>Walk up station. Very Small Park and Ride, if any. Local and express bus service.</td>
<td>#007FFF</td>
<td><img src="image4.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Main Street</td>
<td>Residential Neighborhood Retail</td>
<td>Small Lot Single Family</td>
<td>Main Street Retail Infill</td>
<td>2-4 Stories</td>
<td>Bus or streetcar corridors. Feeder transit service. Walk up stops. No parking.</td>
<td>#800080</td>
<td><img src="image5.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Campus/Special Events Center</td>
<td>University/Campus Sports Facilities</td>
<td>Limited Multi-Family</td>
<td>Limited Office/Retail</td>
<td>varies</td>
<td>Large Commuter Destination.</td>
<td>#000000</td>
<td><img src="image6.jpg" alt="Image" /></td>
</tr>
</tbody>
</table>
City of Denver TOD Typology Applied
Transit doesn’t make a market, it organizes real estate activity

Houston, Main Street Corridor

Portland, Pearl District
Three Challenges for TOD in Western Regions
Challenge 1: The Cost of Density versus the Perceived Value of “Place” and Location Limits Development Feasibility
Construction Costs by Building Type (Phoenix)
Revenues by Building Type (Phoenix)

- Townhome, surface pkg
- Townhome, garage
- Multifamily 2-3 stories, surface pkg
- Multifamily 2-3 stories, garage
- Multifamily 4-6 stories, podium pkg
- Urban block, wrapped pkg structure

Development Costs vs. Revenues

- Revenues range from $0 to $25,000,000
- Development Costs range from $0 to $20,000,000
Revenues With Price Premium for “Place” and Transit (Phoenix)
Revenue Increase Needed To Make Development Feasible (Phoenix)

<table>
<thead>
<tr>
<th>Increase in Revenues Needed to Make Project Feasible</th>
<th>Townhome, surface pkg</th>
<th>Townhome, garage</th>
<th>Multifamily 2-3 stories, surface pkg</th>
<th>Multifamily 2-3 stories, garage</th>
<th>Multifamily 4-5 stories, podium pkg</th>
<th>Urban block, wrapped pkg structure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baseline Scenario</td>
<td>13%</td>
<td>10%</td>
<td>45%</td>
<td>51%</td>
<td>66%</td>
<td>50%</td>
</tr>
<tr>
<td>Reduced Parking Ratio + 20% Revenue Premium</td>
<td>0%</td>
<td>0%</td>
<td>16%</td>
<td>16%</td>
<td>23%</td>
<td>14%</td>
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</table>
Challenge 2: Limited Support for “Equitable” Development
Location Matters For Individual Households

Our Dependence on Oil + The Fact that We Have to Drive for Every Trip is Stressing Our Pocketbooks!

Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics
Without Intervention, Low and Moderate Income Households Are Forced to Live in More Auto-Dependent Communities
Challenge 3: The Lack of Policy Alignment Among Key TOD Stakeholders
Lack of Coordination Among Stakeholders Results in Suboptimum TOD

Metro government
- Planning & Zoning
- Permitting
- Community outreach
- Land owner
- Affordable housing

Local government
- Planning & Zoning
- Permitting
- Community outreach
- Land owner
- Affordable housing

Transit agency
- Development
- Land owner
- Planning
- Construction
- Joint development

Private developer
- Proposals
- Land assembly
- Entitlements
- Construction

Source: Fleissig + Carleton, 2009
Moving Forward

• Planning for Optimal TOD starts with Planning for Optimal Transit at the Regional Level
  o Connecting Activity Centers
  o Working Directly with cities to support TOD

• Local Governments Must Make Strategic Investment to Support TOD
  o Plan for a District, not Just Projects
  o Invest in “Place Making” to Support Plan Goals
  o Support Reduced Parking Ratios

• TOD Must be Equitable for All
  o Focus affordable housing investments near transit