



Transit-Oriented Development

Why Transit-Oriented Development (TOD)?

- Promote health:
 - encouraging walking and bicycling
 - cutting air pollution
 - reducing motor vehicle accidents
- Lower combined household expenses for transportation and housing
- Reduce municipal infrastructure costs
- Provide a high return on public investment in transit infrastructure
- Meet growing demand for walkable neighborhoods
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment.



Transit Mall Portland, OR

The City of Albuquerque determined that the cost of infrastructure is **22 times higher** for new housing on the urban fringe than for infill, high-density housing in the existing city.

Performance-Based Definition of TOD

- Location Efficiency
- Rich Mix of Choices
- Value Capture
- Place Making
- Resolution of the tension between Node and Place



16th Street Transit Mall, Denver, CO

Location Efficiency

- Conscious placement of homes in proximity to transit
- Density- sufficient customers within walking/bicycling distance to transit stops
- Transit Accessibility -stations located to allow customers to conveniently to reach their destinations
- Pedestrian Friendliness- a network of streets that are interconnected and scaled for pedestrians
- Be on the Way

Density to Support Transit Rule of Thumb

A min. of 8 units per acre is needed to support 25-minute headways

A minimum of 11 units per acre is needed to support 15-minute headways

-Messenger and Ewing 1996

Rich Mix of Choice

- many daily activities within walking distance, several errands can be completed in one-trip
- range of housing types, sizes and price points



Development along Martin Luther King Jr.
Busway, Pittsburg, PA



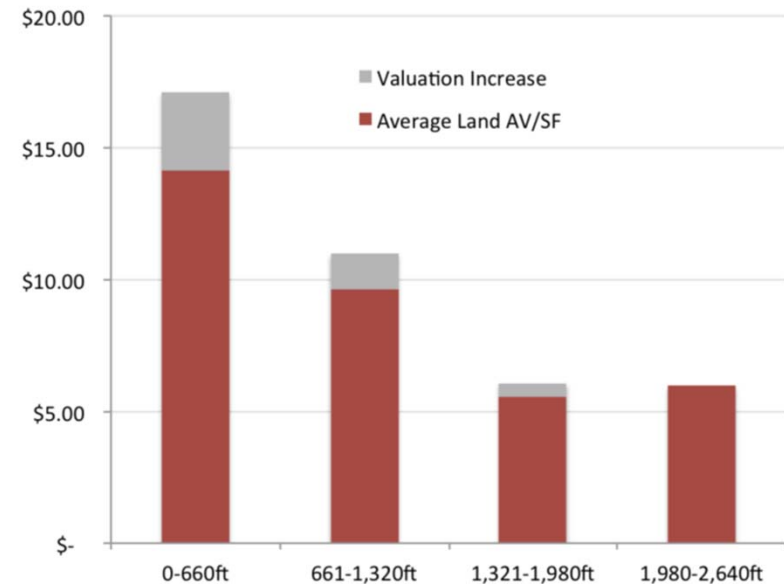
New Housing Units along Euclid BRT Corridor
Cleveland, OH

Value Capture

Transportation is the second-highest consumer expenditure (after housing). Successful TOD can reclaim some of that value.

- Success requires:
 - Frequent, high-quality transit service
 - Good connections between transit and the community
 - Community amenities and a dedication to place making
 - Measuring of financial returns

Exhibit 4.6. Potential change in land values as a result from CCL user benefits



Source: ECONorthwest, Spokane County Assessor, parcel data tax year 2014

Fannie Mae Smart Commute Mortgage

The Smart Commute program offers a flexible, low down-payment mortgages for homes in communities with good transit, recognizing the cost savings and social and health benefits of being able to use transit.

Place Making

Well designed buildings, streetscapes and public spaces that support pedestrian safety and promote neighborhood character and values.

- Enrich the existing
- Work with the landscape
- Include green infrastructure and open space
- Design for change-flexibly for future uses, lifestyles and demographics

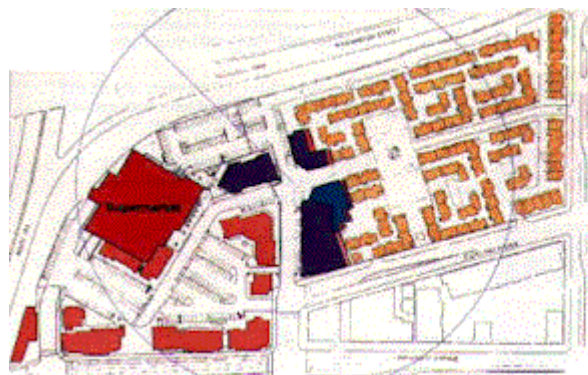


Station Planning Meeting Mt. Baker, WA

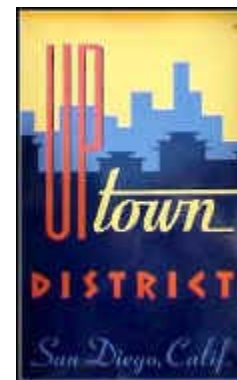
Value Capture and Place Making in the Uptown District in San Diego



- Abandoned department store and parking located adjacent to one of the City's busiest bus corridors converted to 318 homes, 145,000 square feet of commercial and retail space, and a 3,000-square-foot community center
- Intensive community planning process to design the mixed-use district in 1987
- Restored historic street grid pattern
- Reduced parking ratios
- An example of how to accommodate the needs of the automobile and create a well designed, pedestrian-friendly mixed use TOD.



- Retail/Commercial
- Residential
- Mixed Use
- Community Center



Resolving the Difference Between Node and Place

Tension can be caused by a place's function as a location to access transit and its function as a vibrant, livable neighborhood.

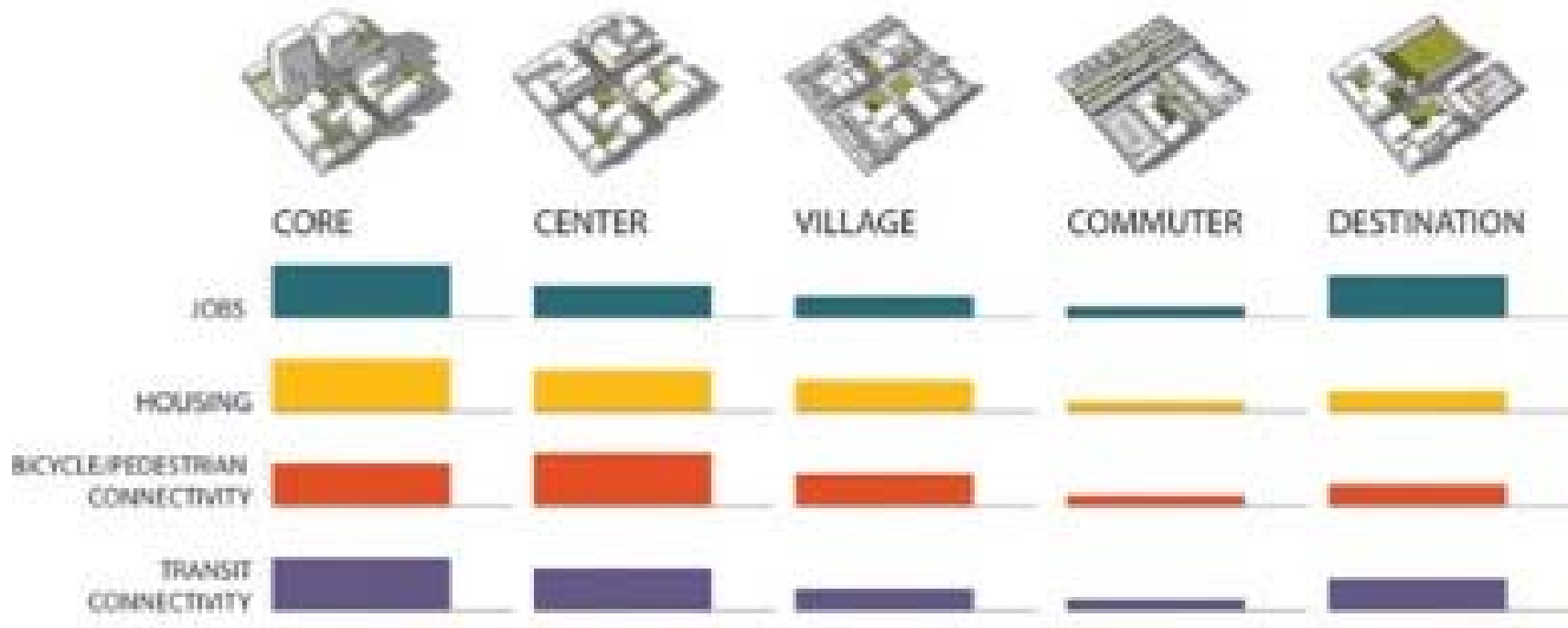
Ways to address:

- Design of the footprint of the station, transit customers services, location and treatment of parking and bus drop-off.
- Pedestrians are at the core of TOD, ensure precedence for pedestrians over other modes
- Understand and recognize the station's role in the transit system



BRT Station Euclid Corridor Cleveland, OH

Station Typology

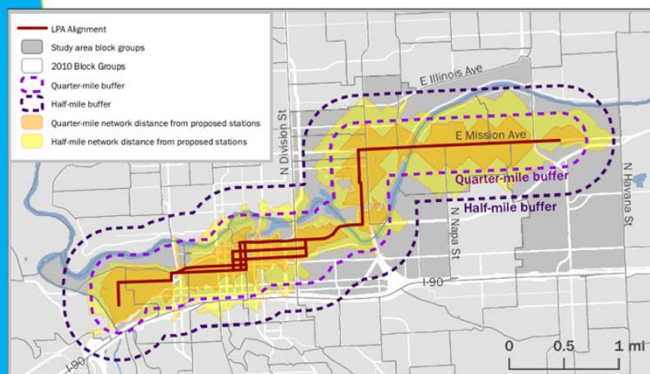


Source: TOC: A Blueprint for Washington State



What can local government do to support TOD?

- Conduct sub-area planning for Transit Oriented Communities (TOC).
- Encourage meaningful public engagement in TOD planning.
- Plan and fund public facilities and services within TOC.
- Develop strong and innovative land use regulations in TOC.
- Reform parking requirements and programs.
- Encourage innovative housing types in TOC.
- Link affordable housing programs to TOC.



Local/Regional Plan Support for TOD

■ Centers and Corridors

- Focus on pedestrian travel
- Reduced parking requirements around frequent transit

■ Downtown Spokane

- Plaza renovation, Central City Line and continued mixed-use infill are vital to the largest TOD in eastern Washington

■ High Performance Transit Network

- Developed to support the Centers and Corridors approach and other local plans in the region
- Focus on permanence, frequency, ease of use and reliability

High Performance Transit Network

