



FAST
FORWARD

*Move the economy.
Find A Solution with Transit.*

FAST
FORWARD

Capturing the Value of Transit



Benefits of TOD?

Principles of TOD

Implementation Tools for TOD

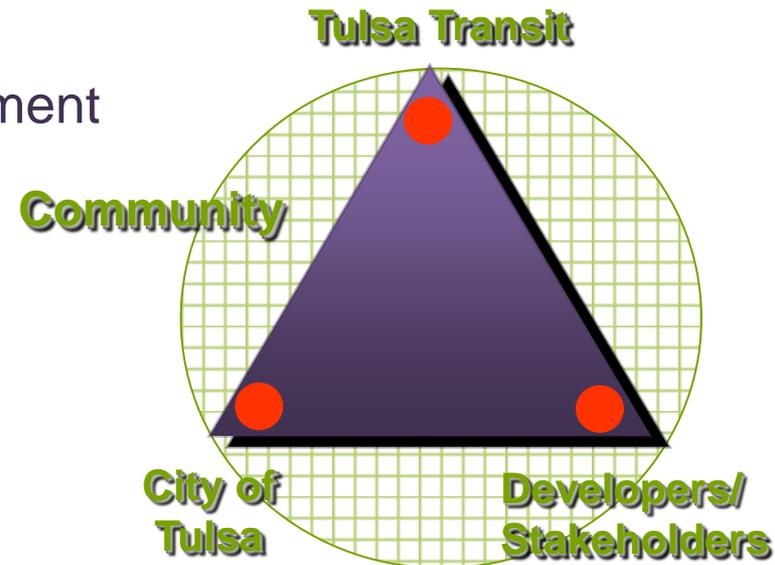
Case Studies

Transit-Oriented Development (TOD) is compact mixed use development, located within an easy walk of a transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the

- *auto* **A 5 minute walk to everything (1200 -1500')**
APTA Transit Resource Guide
- **Close to home, office, shopping and civic spaces**
- **A place where transit and special places come together**



- **Transit Agency:** Increased Ridership
Competitive FTA Funding
- **City/County:** Increased Tax Base
Increased Employment
- **Developers:** Project Viability / ROI
Land Exposure
Concentration of Customers
- **Community:** Improved Access
Sustainable Environment
Increased Choices



The benefits of being well connected (i.e., being accessible) get capitalized into the market value of land

Transit-served properties enjoy good “location, location, location”

Driven by commitment to public investment and permanently linking location to customers



Orenco Station in Hillsboro, Oregon

- Home prices are 20-30% above similar developments

Mockingbird Station, Dallas

- Retail Space rents 40% above market
- Land values are 12 - 30% higher than comparable property

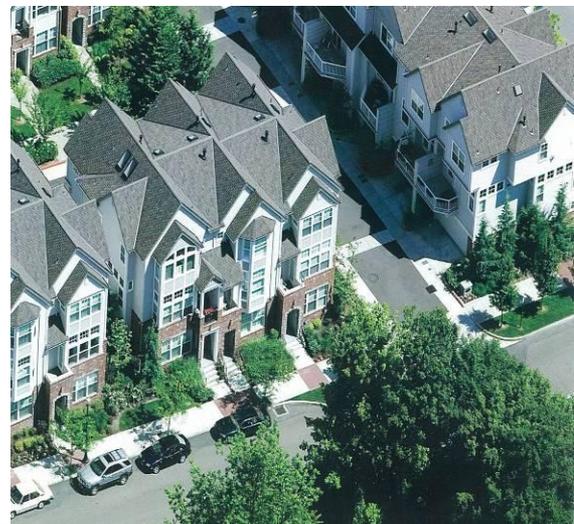
Denver Transit Mall (BUS)

- Office rents are 8% to 16% higher than comparable space off the mall
- Retail Rents are 60% higher than relative space downtown



Housing Value Increase w/in ¼ Mile of Rail

- Philadelphia 6%
- Boston 7%
- Portland 10%
- San Diego 17%
- Chicago 20%
- Dallas 24%
- Santa Clara 45%



**Economic Impact:
173% of Public
Costs**

Economic Impacts DART LRT System Buildout 2009-2014 (except as noted)

Line	Spending	Impact	Jobs*
Blue Line	\$ 289,000,000	\$ 502,030,000	3,969
Orange Line	\$ 1,180,000,000	\$ 2,049,813,000	16,205
Green Line	\$ 868,000,000	\$ 1,507,829,000	11,921
Green Line '07-'08	\$ 804,294,000	\$ 1,587,598,000	15,665
Total Green Line	\$ 1,672,294,000	\$ 3,095,427,000	27,586
Total 2009-2014	\$ 2,337,000,000	\$ 4,059,672,000	32,095
Total 2007-2014	\$ 3,141,294,000	\$ 5,647,270,000	47,760

* Person-Years of Employment (1 job lasting 1 year)

- **Create a Vision**
- **Plan Transit for Development**
- **Encourage Compact Urban Form**
- **Design for the Pedestrian**
- **Create a Place**
- **Get the Parking Right**
- **Understand the Market**
- **Utilize the Power of Partnerships**

Medium to High Density Mixed Use

Ground Level Retail

Transit Stop

Pedestrian Oriented Streets



Create a Vision

- Develop a broad “district” centered vision
- Integrate public policy and land use
- Establish compatible design strategies that reinforce a transit vision
- Stakeholder centered: Integrate values based design principles
- Communicate the Concept
- Create an Implementation Plan



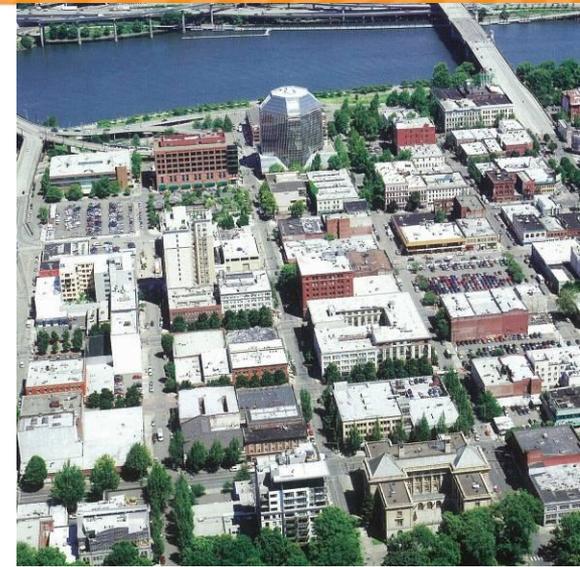
Plan Transit For Development

- Link transit with land use and economic development during planning
- Look for opportunities to promote higher density
- Locate stations to support development opportunities

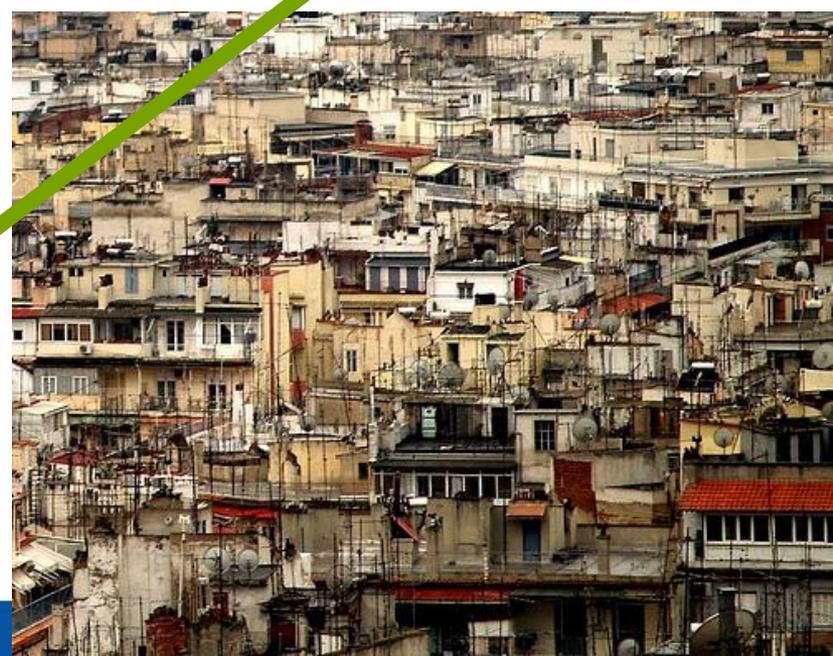
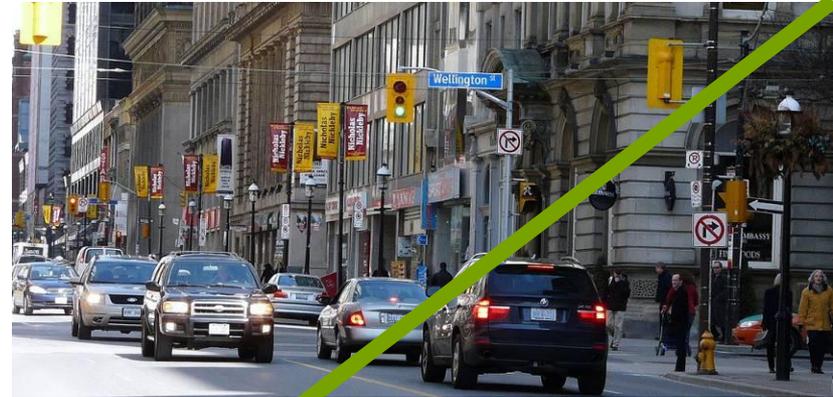


Encourage Compact Urban Form

- Maximize the opportunity for return on investment
- Look for opportunities to promote higher density
- Encourage Structured Parking
- Encourage/Require Minimum Densities
- Establish Transition Areas
- Overcome Community Concerns Over Density



Appropriate Density



not this..

maybe this...



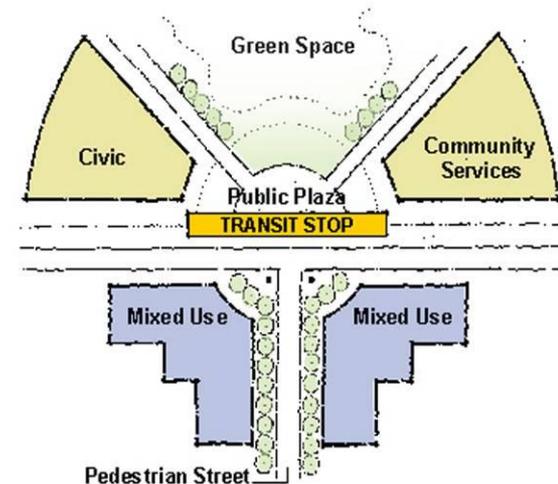
Design for the Pedestrian

- Link Destinations to Transit
- ¼ to ½ mile radius
- Reinforce Linkages with Retail
- Enhance Environment
 - Street trees
 - Lighting
 - Benches
 - Canopies
 - Wayfinding



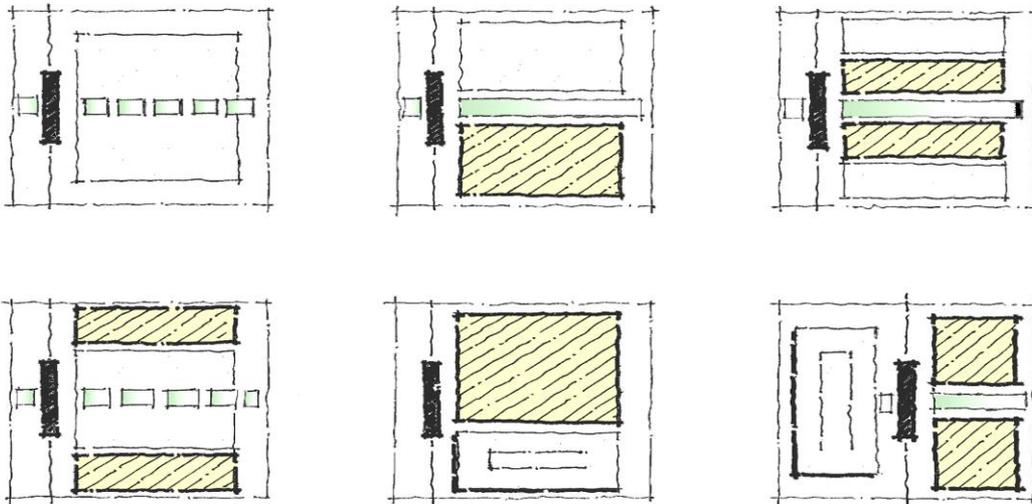
Create a Place

- Destination and center of the neighborhood
- Active and passive functions – public space
- Incorporate events
- Outdoor living room
- Gateways / Landmarks



Get the Parking Right

- Separate Parking from Transit
- Share / Reduce Parking as Feasible
- Deck and Wrap it
- Incorporate Retail (show options)



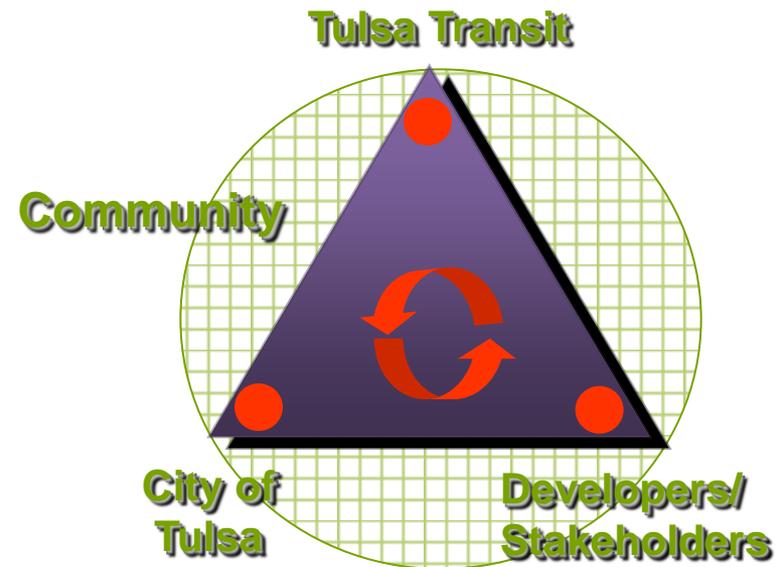
Understand the Market

- Market Study to Identify Gaps
- Understand Market Viability
- “Ground Truth” the Plan
- Resist the Desire to “overdo” Retail
- Design in Flexibility
- Mix Uses Along a Corridor
 - Office
 - Housing
 - Entertainment
 - Institutional
 - Civic/Governmental
 - Encourage all “Price Points”



Utilize the Power of Partnerships

- Public: Land assembly
Entitlements
Tax based incentives
Contribute land/infrastructure
- Private: Implementation savvy
Financial resources
End user contacts
Assumption of risk
- Transit Agency: Infrastructure
Land assembly
Customers



Establish Value Capture Strategies

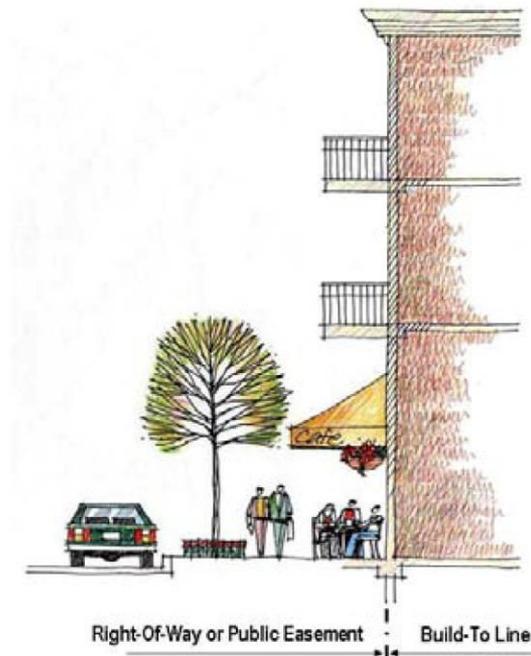
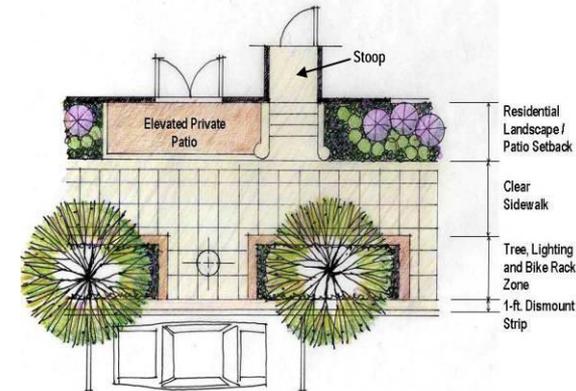
- Property and Taxes
- Real Estate Leases
- Sales Tax Revenue
- Parking Fees
- Special Assessment Districts
- Tax Increment Financing (TIF)
- Parking reductions
- Inclusionary zoning



Adopt Regulatory Framework

- Zoning / Planned Development
- Form Based Code
- Design Standards

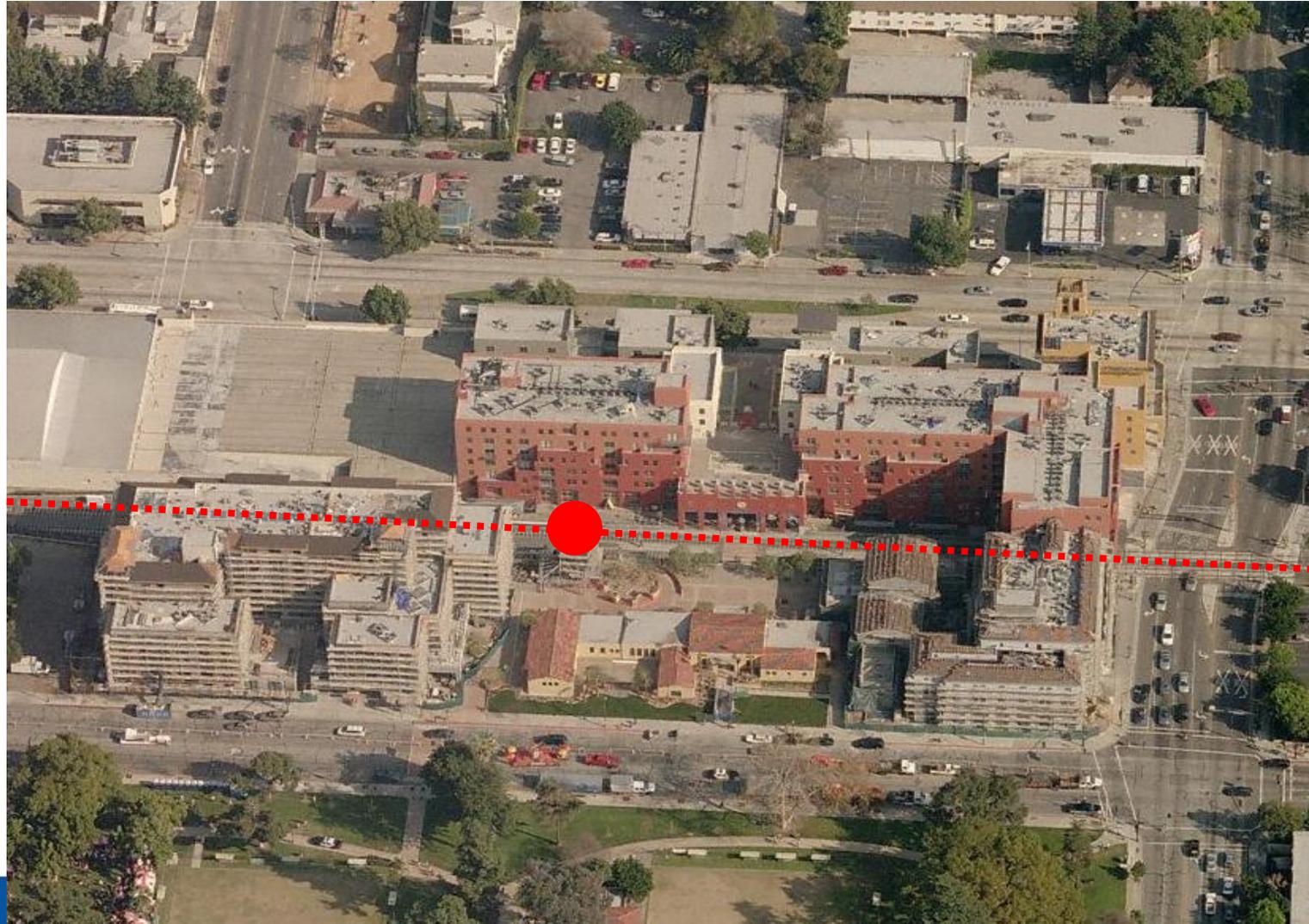
Focus on form and quality
 Encourage a mix of uses
 Provide flexible buildings
 Encourage buildings that frame public space
 Construct buildings close to the sidewalk and street.
 Encourage use of public parks and plazas



Utilize Multiple Funding Sources

- Federal / State Grant Programs
- Regional/Local Sales Tax
- Dedicated Tax Sources
 - Gasoline, auto registration fee, new resident, tourist related, “sin” tax, event fees, parking, car rental, utility, etc.
- Special Districts
 - Tax Increment Zones, Special Benefit Districts, Parking, etc.
- Public/Private Partnerships
 - Cost sharing, joint development, land leases, contracting, etc.
- Innovative Financing
 - Advertising, sponsorships, employee pass programs, adopt-a-station, vending, naming rights, congestion management

Delmar Station, Pasadena, CA

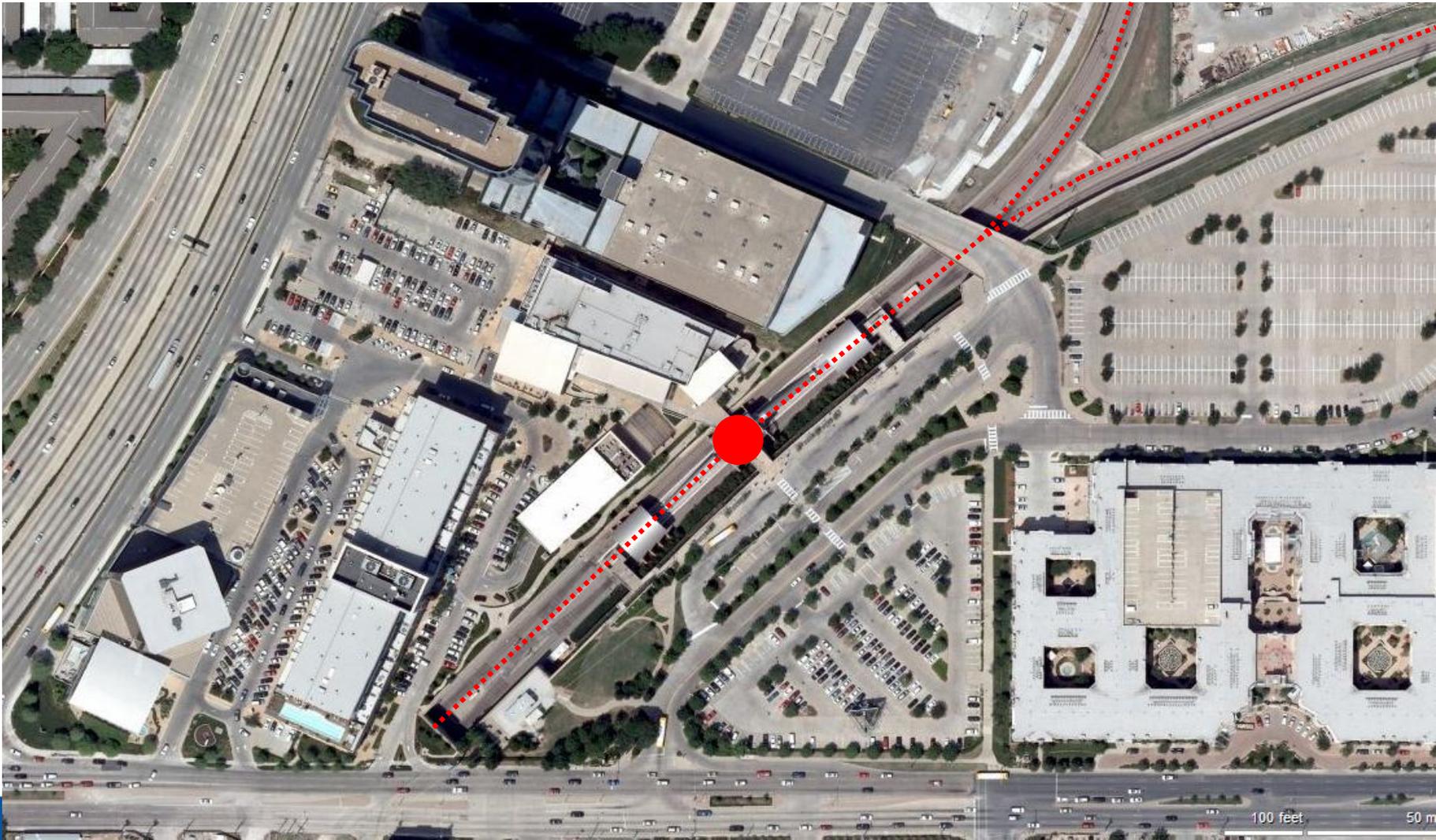


Delmar Station, Pasadena, CA

Developer:	Creative Housing Associates
Acres:	4
Housing Units:	347
Density:	100 DU/Acre
Retail:	11,000SF
Parking:	600 Transit
	600 Residential

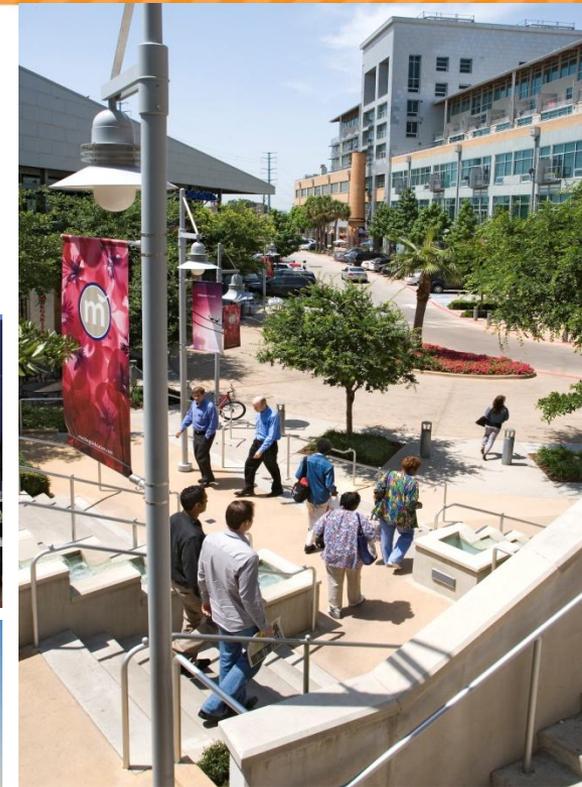


Mockingbird Station, Dallas, TX

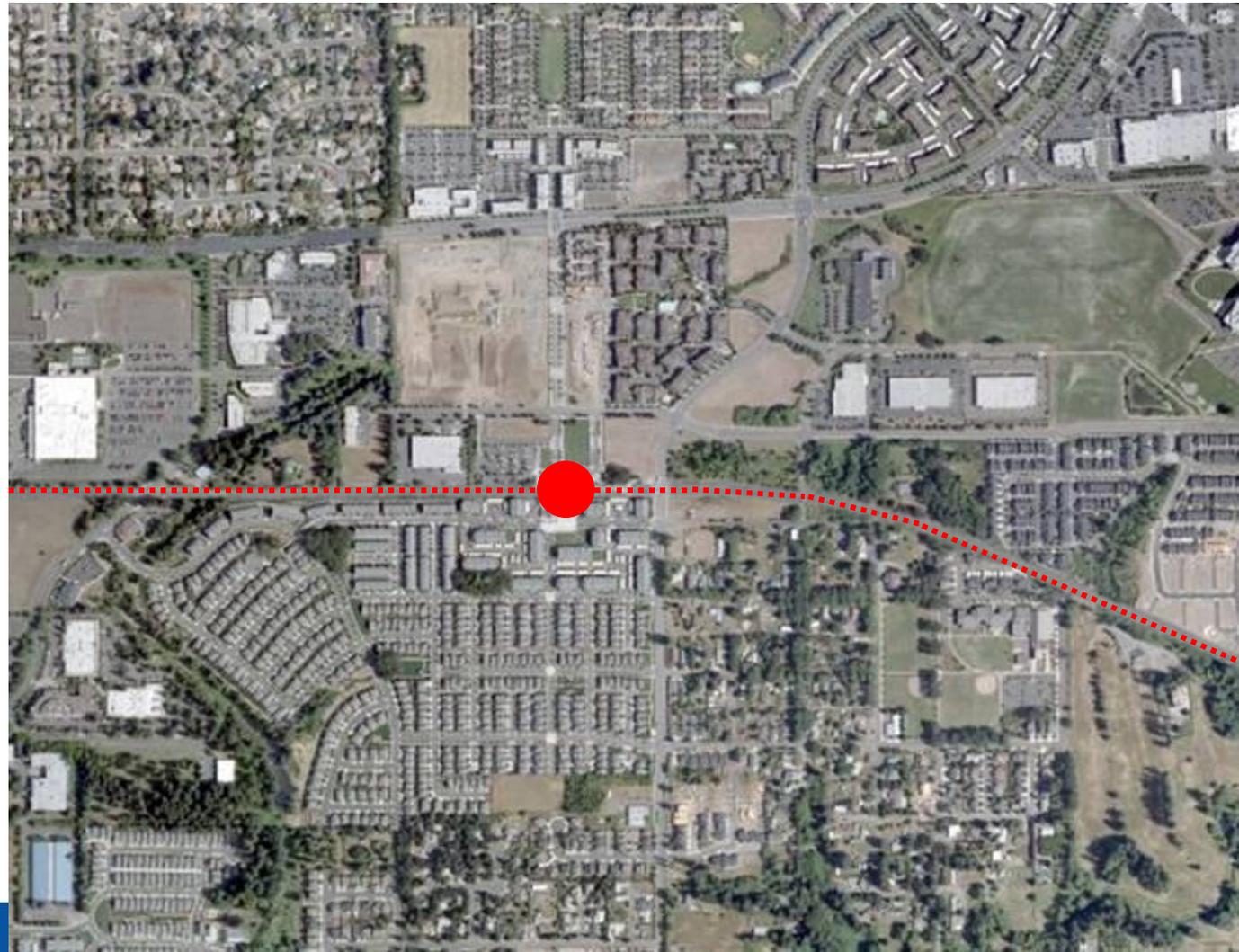


Mockingbird Station, Dallas, TX

Developer: UC Urban
Acres: 10
Housing Units: 211
Density: 70 DU/Acre
Retail: 178,000 SF
Office: 13,000 SF
Parking: 700 Transit
1500 Mixed Use



Orenco Station, Hillsboro, Oregon



Orenco Station, Hillsboro, Oregon

Developer: Costa Pacific
Acres: 209
Housing Units: 1800
Density: 25 DW/Acre
Office: NA
Retail: NA



FAST»»
FORWARD

End

Reference Slides

A TOD Mixed Use/Employment Building Typology

	Net Density	Characteristics	Construction Type	Parking Configuration	
<i>Mid-Rise Residential Over Commercial</i>	40-90 du/acre	3-6 stories with apartments, single- or double-loaded corridors with lobby entrance, off-street parking in structure or below grade	Type I/III (max 6 stories with building code modification/65 feet)	Groundfloor podium/subgrade or elevated structure	
	60+ du/acre	7+ stories, usually with base and point tower, single- or double-loaded corridors with lobby entrance, off-street parking in structure or below grade	Type I/II (max 12 stories/120 feet/no limits on Type 1)	Off-street parking in structure or below grade	
<i>Low-Rise Office/Commercial</i>	0.5-2.5 FAR	1-3 stories with lobby entrance to upper floors; retail, office or mixed-use with mix of tenant types, including limited large-footprint retail uses; parking in surface lots or structures	Type III/IV/V (max 4 stories/65 feet)	Off-street parking in groundfloor podium or surface	
	2.0-5.0 FAR	3-7 stories, with lobby entrance to upper floors, office with potential groundfloor retail, parking in structure or below grade	Type I/II (max 12 stories/160 feet)	Off-street parking in structure or below grade	
	4.0+ FAR	6+ stories with lobby entrance to upper floors sometimes with point tower over base, office with potential groundfloor retail, parking in structure or below grade	Type 1 (no limits)	Off-street parking in structure or below grade	
<i>Institutional/Other Employment</i>	varies	schools, civic uses, stadiums, hospitals, other entertainment uses; range of densities and sizes; parking often in structures or below grade	Varies	Parking often in structures or below grade	

MIXED USE TYPES

EMPLOYMENT TYPES

Typical Transit Densities

A TOD Residential Building Typology

	Net Density (Target)	Characteristics	Construction Type	Parking Configuration	
<i>Small-Lot Single Family/Duplex</i>	8-20 du/acre (15 du/acre)	Small lots (max 6,000 sf), 2-3 stories with detached units, direct entry from street with potential for secondary units	Type V (max 3 stories/35 feet)	Individual garage/driveway and on-street	
<i>Townhouse</i>	12-40 du/acre (30 du/acre)	2-4 stories with attached units, direct entry from street, units can be paired with flats for increased density	Type III/V (max 4 stories/50 feet)	Tuck-under garage/driveway and on-street	
<i>Low-Rise Multifamily</i>	20-75 du/acre (55 du/acre)	2-4 stories with apartments/condos, single- or double-loaded corridors with lobby entrance, off-street parking in surface/structure	Type III (max 4 stories/50 feet)	Tuck-under garage or surface parking lot, potential for structured parking	
<i>Mid-Rise Multifamily</i>	50-150 du/acre (110 du/acre)	4-6 stories with apartments/condos, single- or double-loaded corridors with lobby entrance, off-street parking structure/below grade	Type I/III (max 5 stories/65 feet)	Ground floor podium/sub-grade or elevated structure	
<i>High-Rise Multifamily</i>	75+ du/acre	7+ stories, usually with base and point tower, single- and double-loaded corridors with lobby entrance, off-street parking in structure or below grade	Type I/II (max 12 stories/120 feet/no limits on Type I)	Off-street parking in structure or below grade	

RESIDENTIAL TYPES

Create the Right Mix

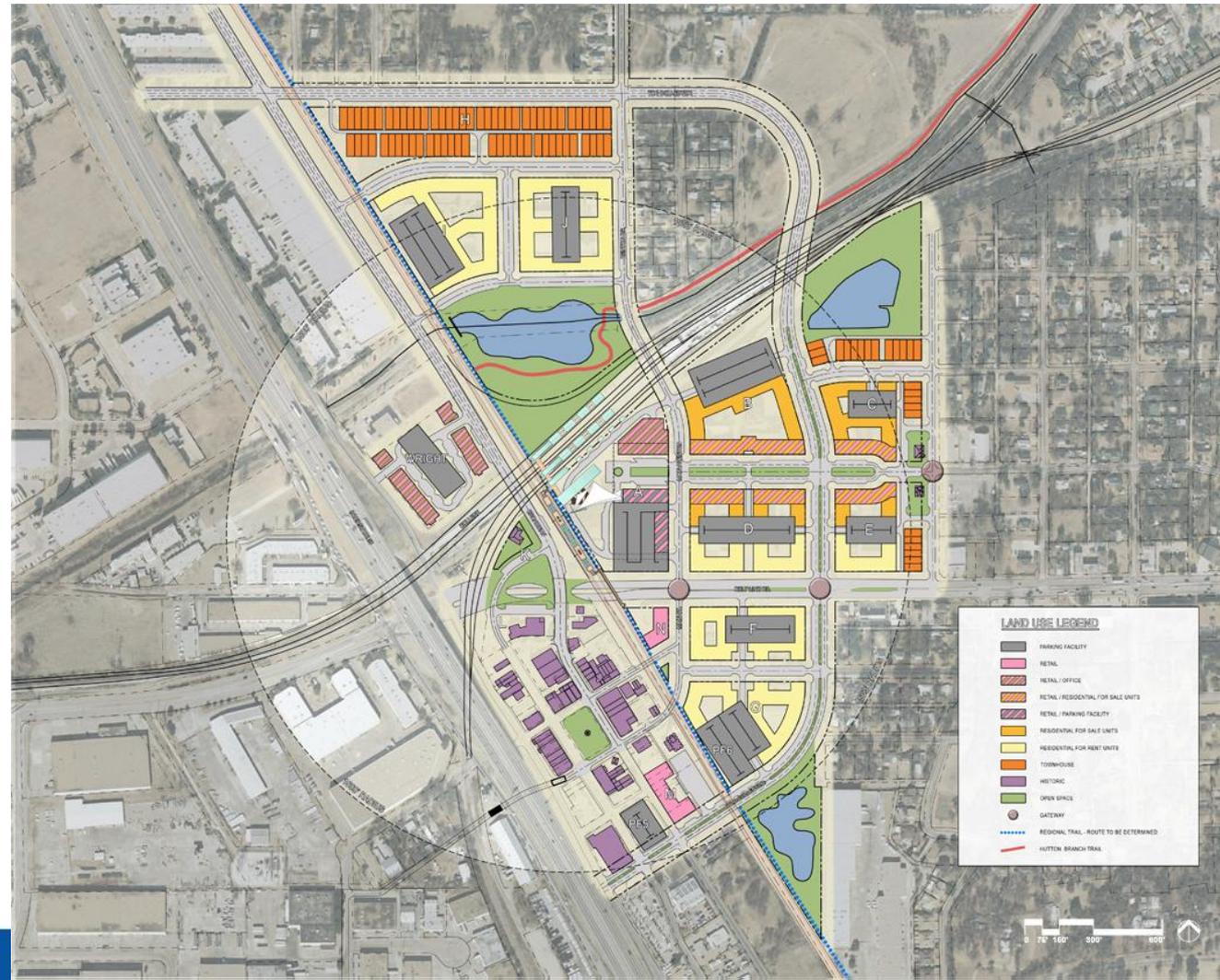
- Identify Supporting Uses
- Strive for a 24/7 Environment
- Prohibit Low Density Uses
- Mix Uses Along a Corridor
- Design in Flexibility



Carrollton Station Carrollton, TX



Carrollton Station Carrollton, TX



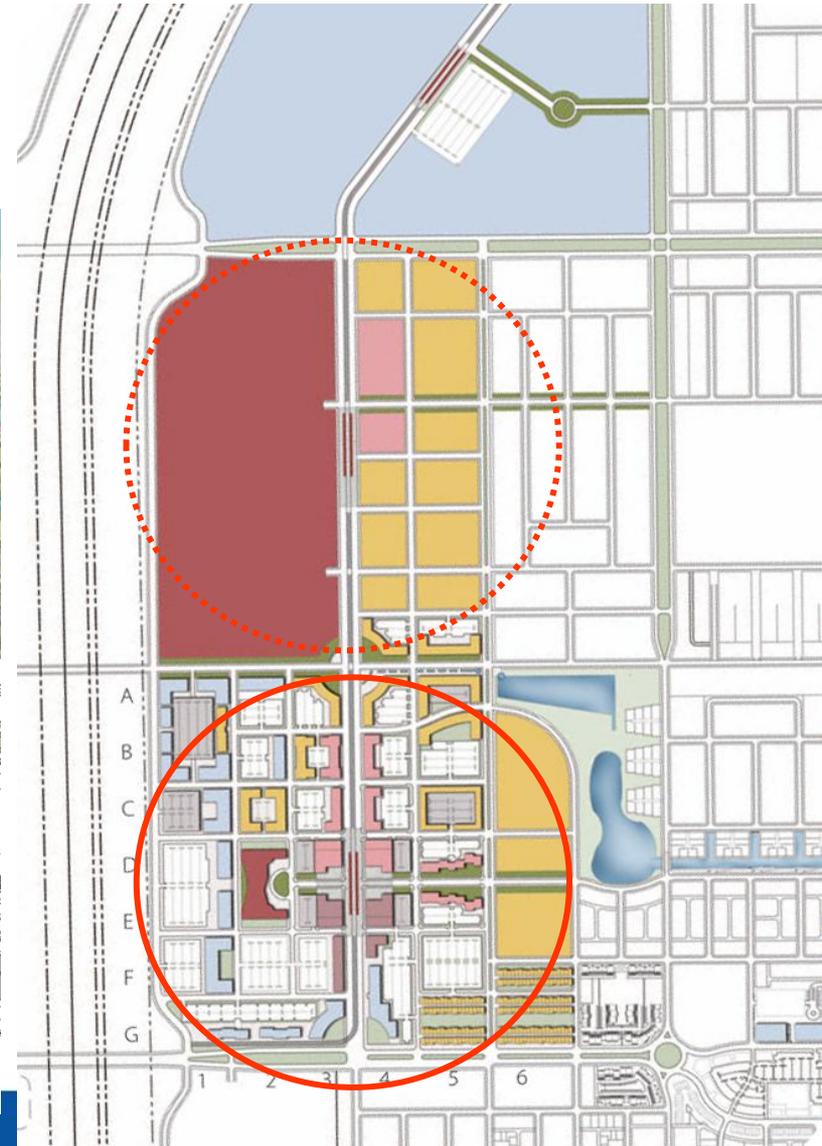
Carrollton Station Carrollton, TX



Carrollton Station Carrollton, TX



Utilize Market Based Planning Daybreak, Utah



Utilize Market Based Planning

Daybreak, Utah TOD Market Summary

Land Use Type	Development In Place				
	2010	2015	2020	2025	2030
Residential (Units):					
Single Family Detached	2,892	5,812	8,791	11,688	14,306
Single Family Attached	465	935	1,910	2,858	3,715
Multifamily Apartments	395	794	1,728	2,635	3,456
Residential Total	3,752	7,541	12,428	17,181	21,477
Non-Residential (SF):					
Retail	142,143	285,714	711,888	1,126,279	1,500,913
Office/Employment	296,701	706,850	1,156,507	1,355,319	1,525,251
Non-Residential Total	438,845	992,564	1,868,395	2,481,598	3,026,164

Source: Leland Consulting Group.

