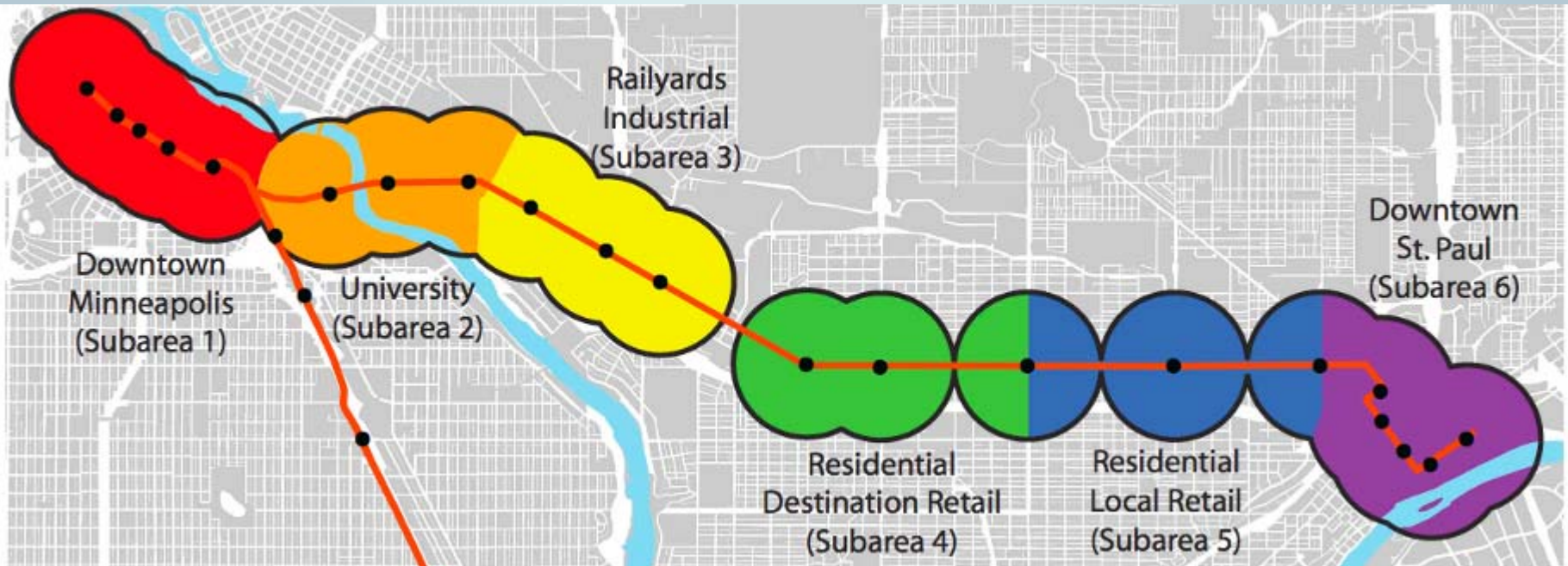


# TOD At The Corridor Level: Planning for the Market, Access, and Land Use

Rail~Volution, October 29, 2008



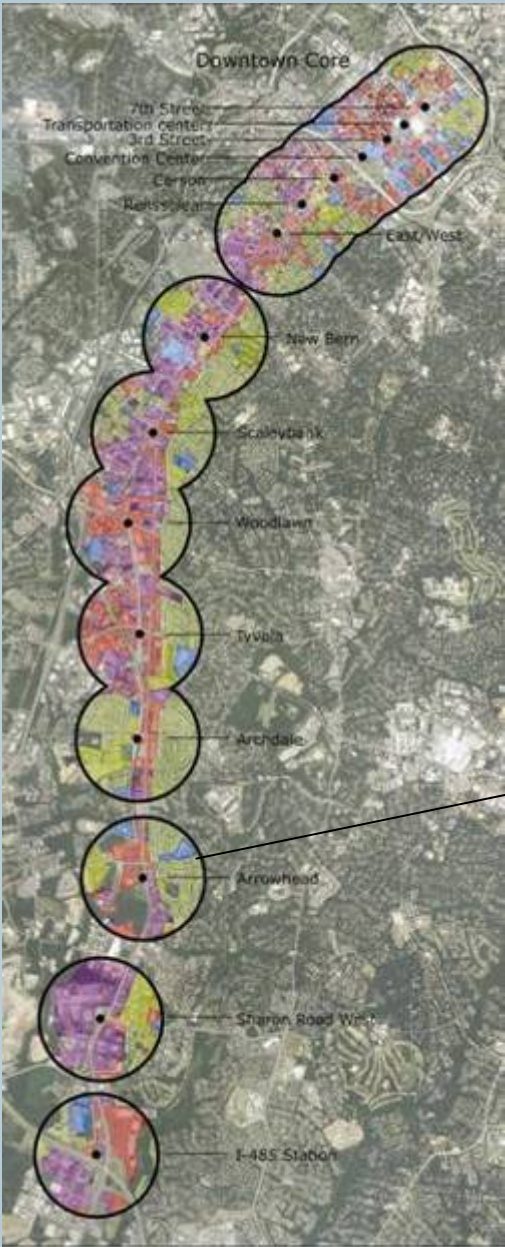
# TOD = A Walkable Neighborhood

People within **a half-mile radius** are **5 times as likely to walk** to a major transit stop than others. Those who live further from a transit node are less likely to bother with the train or bus.

TOD also applies at the **corridor and regional scales**.

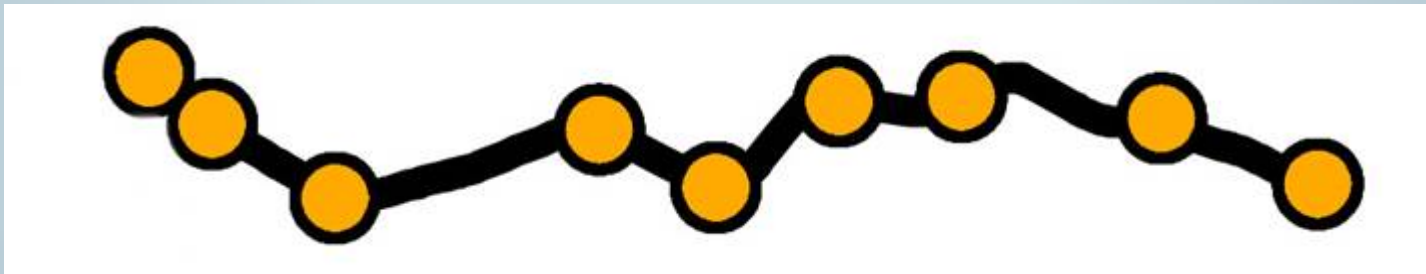


# Moving From the District to the Corridor



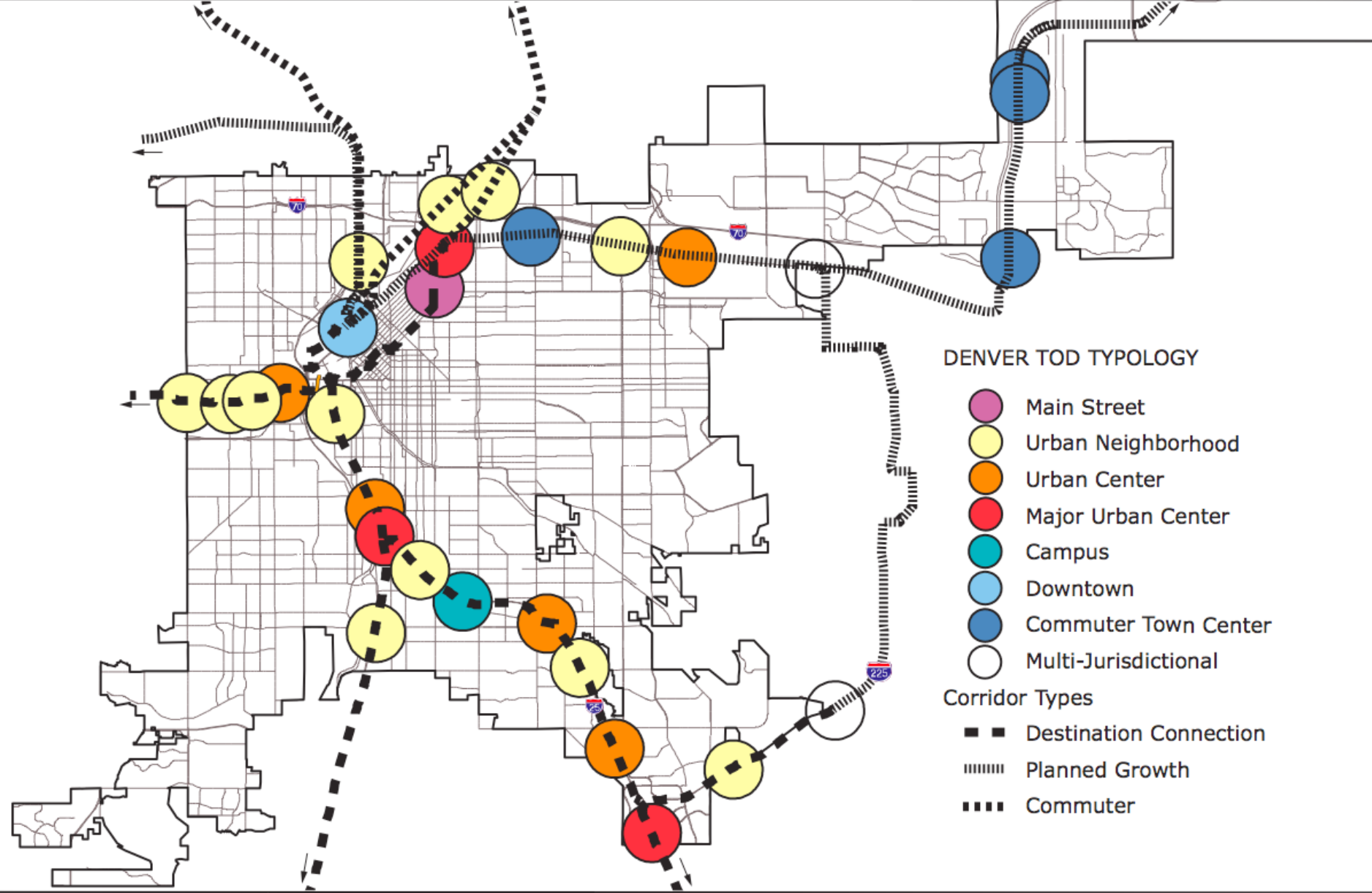
# Why Corridor?

- Transit Systems are planned at the Corridor Level
- Transit changes market dynamics by providing new access
- Stations play different roles along a corridor
- Potential for shared resources and amenities (parks, major shopping, community facilities)



# Key Themes

- 1) No “one size fits all”. Corridor goals help determine TOD opportunities.
- 2) Corridor TOD often demands interjurisdictional collaboration and coordination.
- 3) Mobility functions inform access needs and development opportunities.
- 4) TOD market is linked among the different station areas along the corridor.
- 5) The physical layout and site constraints at any individual station impacts what is feasible for development on these sites.



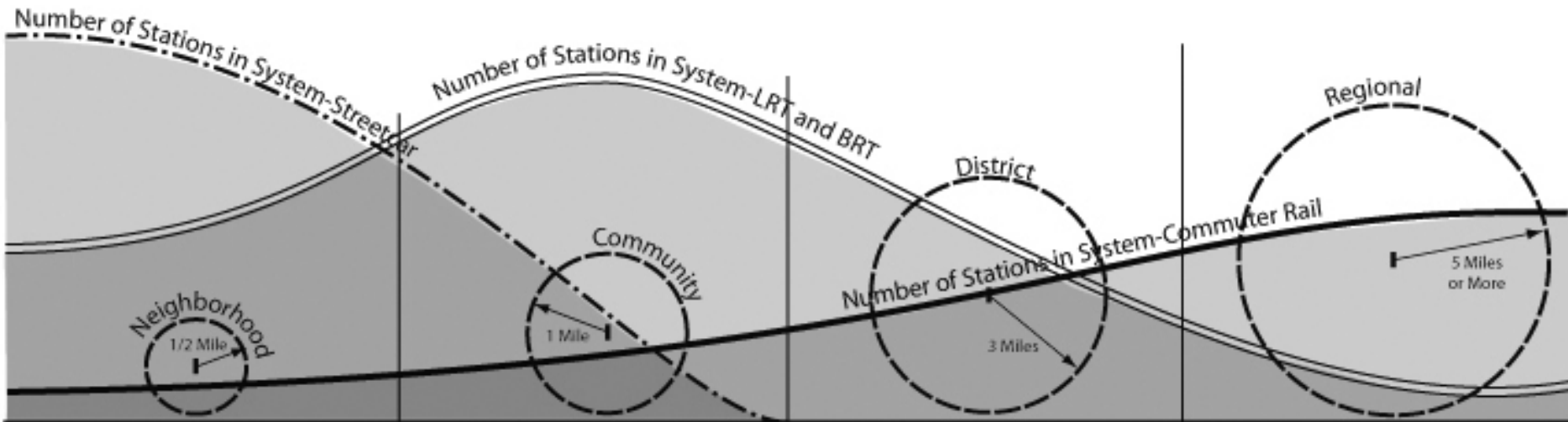
**DENVER TOD TYPOLOGY**

- Main Street
- Urban Neighborhood
- Urban Center
- Major Urban Center
- Campus
- Downtown
- Commuter Town Center
- Multi-Jurisdictional

**Corridor Types**

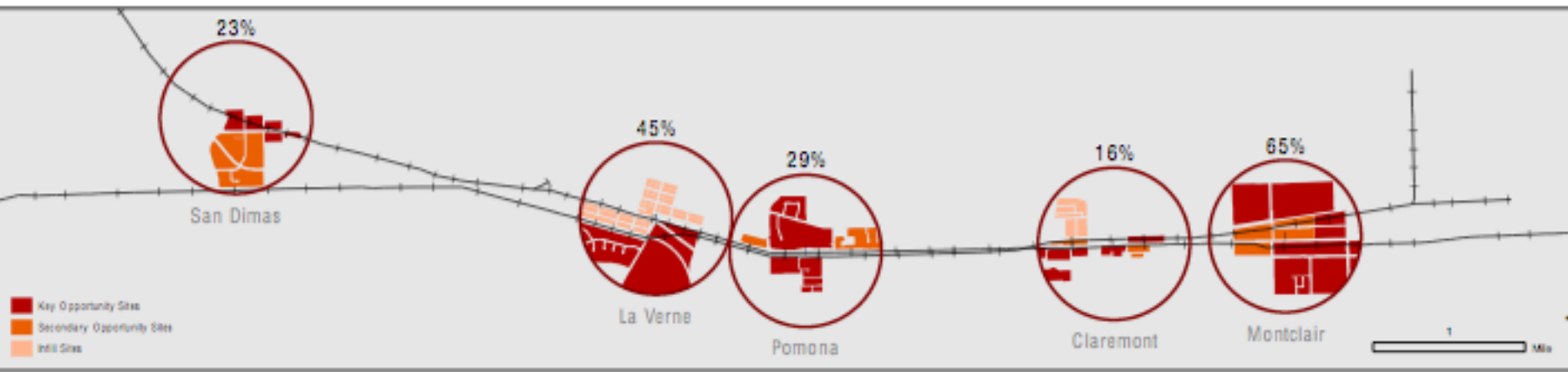
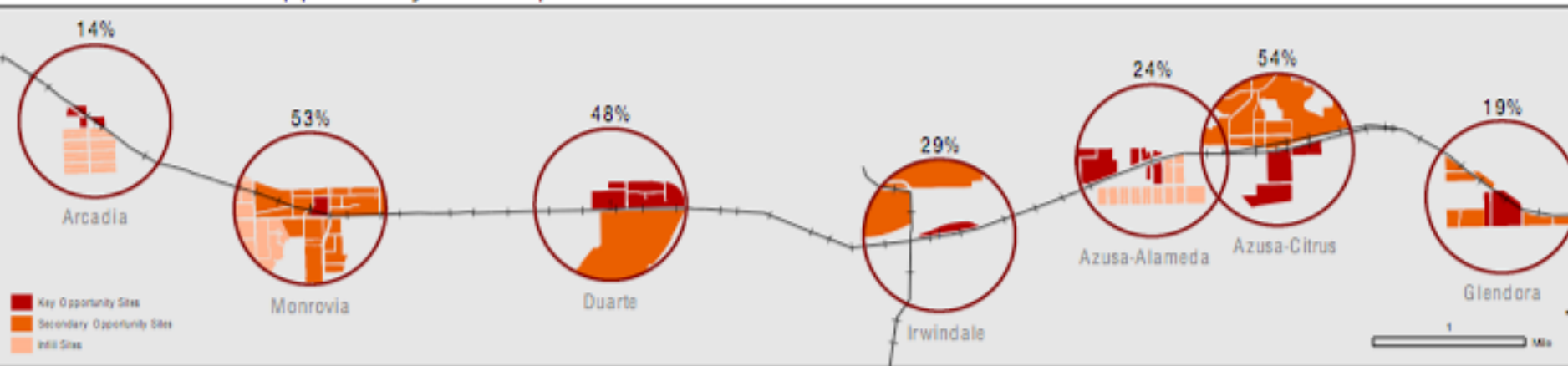
- Destination Connection
- Planned Growth
- Commuter

City and County of Denver TOD Strategic Plan (w/CTOD)



<b>Neighborhood Service Area</b>	<b>Community Service Area</b>	<b>District Service Area</b>	<b>Regional Service Area</b>
<p>Stations with a Neighborhood Service Area are intended to only serve a localized area immediately around the station. This area is generally less than 1/2 mile. A neighborhood service area is sufficient for densely developed areas of the community, though they are not excluded from being used in suburban or greenfield locations. Neighborhood Service Area stations can frequently be grouped to provide better service area overlay in the densest of areas.</p>	<p>Community Service Area stations are typically the most common transit stations in communities like Charlotte. The area served is up to 1-mile of the station. Community Service Area stations are more reliant on bus connections to the station; as the outer fringe of the service area is outside of the walking distance. Additionally many customers will arrive by car, leading to the need for adequate parking and/or Kiss &amp; Ride areas.</p>	<p>Stations serving a district-wide service area attract riders from up to 3-miles from a station. Service area characteristics typically involve access by a more limited feeder bus network and a larger number of private vehicles. To provide adequate district-wide service these stations must be located within easy access to an arterial roadway, preferable a major arterial.</p>	<p>Stations serving a regional service area are typically the final station on a transit line. Access, for users who often travel more than 5-miles from the station, comes from major arterials or freeways. These stations generally have large park and ride lots, bus transfer facilities, and layover facilities for transit operators.</p>

Glating Jackson's Charlotte, NC TOD Planning



Sources: California Statewide Infill Study (Lusk and Hood 2005); ESRI, Strategic Economics 2007

## Strategic Economics's LA God Line Analysis

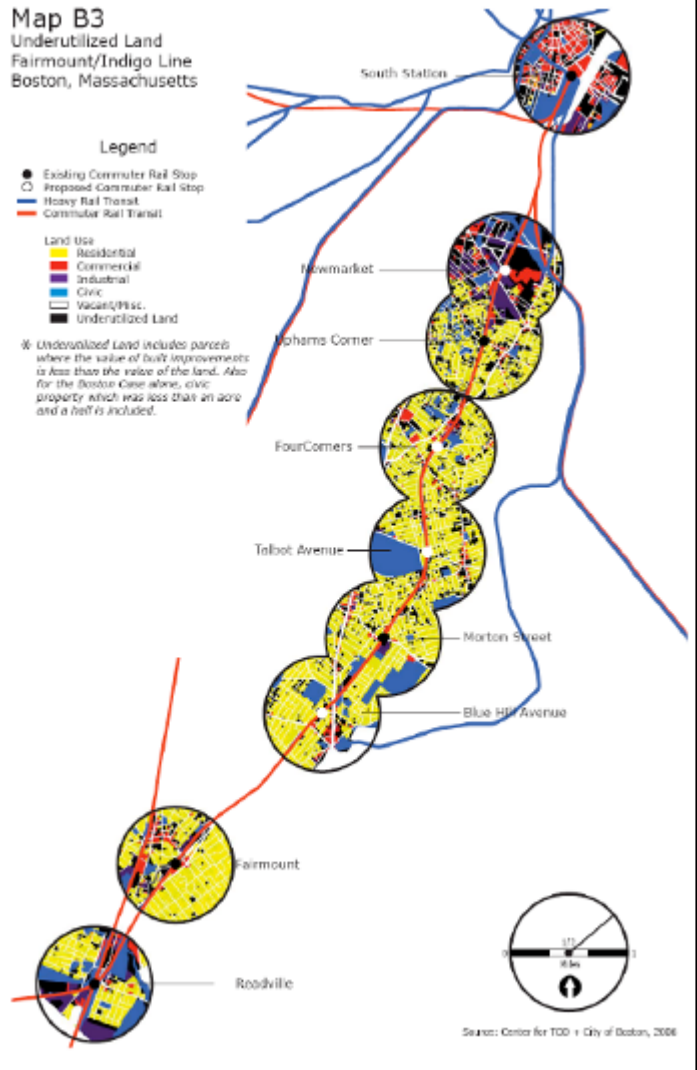


**Map B3**  
Underutilized Land  
Fairmount/Indigo Line  
Boston, Massachusetts

- Legend**
- Existing Commuter Rail Stop
  - Proposed Commuter Rail Stop
  - Heavy Rail Transit
  - Commuter Rail Transit

- Land Use**
- Residential
  - Commercial
  - Industrial
  - Civic
  - Vacant/Blvd.
  - Underutilized Land

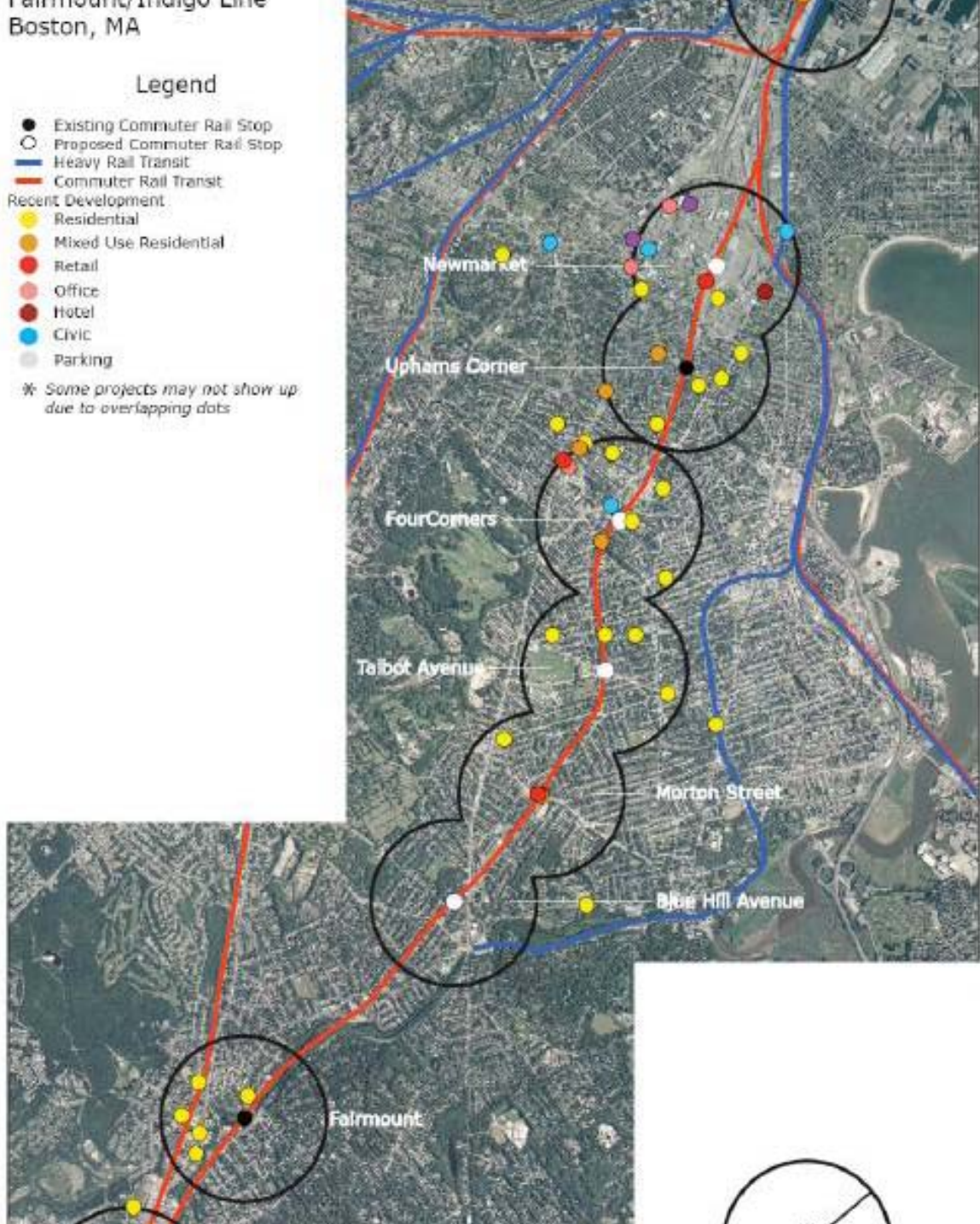
\* Underutilized Land includes parcels where the value of built improvements is less than the value of the land. Also for the Boston Core along civic property which was less than an acre and a half is included.



Fairmount/Indigo Line  
Boston, MA

**Legend**

- Existing Commuter Rail Stop
  - Proposed Commuter Rail Stop
  - Heavy Rail Transit
  - Commuter Rail Transit
- Recent Development**
- Residential
  - Mixed Use Residential
  - Retail
  - Office
  - Hotel
  - Civic
  - Parking
- \* Some projects may not show up due to overlapping dots



**CTOD Analysis of Fairmount Corridor in Boston**