

Transit Oriented Development: Three Case Studies



Three Case Studies of Successful Transit Oriented Developments (TOD)



Mission Meridian Village



New Railroad Square



Santa Fe Depot District



“I’d like for us to invest in mass transit because potentially that’s energy-efficient. I think people are a lot more open now to thinking regionally in terms of how we plan our transportation infrastructure. **The days where we are just building sprawl forever –those days are over.**

Republicans, Democrats, everybody recognizes that that is not a smart way to design communities.” –*President Obama*

Fort Myers, Florida, Feb.10,2009, responding to a question from a city council member in the audience.

Obama on Transit



“CHA’s mission is to alter land use patterns”

Transit-Oriented Development : Definition

- mixed-use
- access to public transport
- relatively compact development
- appropriate scale for pedestrians



Benefits of a T.O.D...

For the Community

- A vibrant, diverse, pedestrian-scaled neighborhood that integrates with the rest of the city.
- More walking and transit trips means reduced dependence on cars and improves physical health.
- Increased mobility choices for everyone, especially: low-income, students, and seniors.
- Increased property values
- Adds choices for dining and shopping
- Increases public safety



Benefits of a T.O.D...

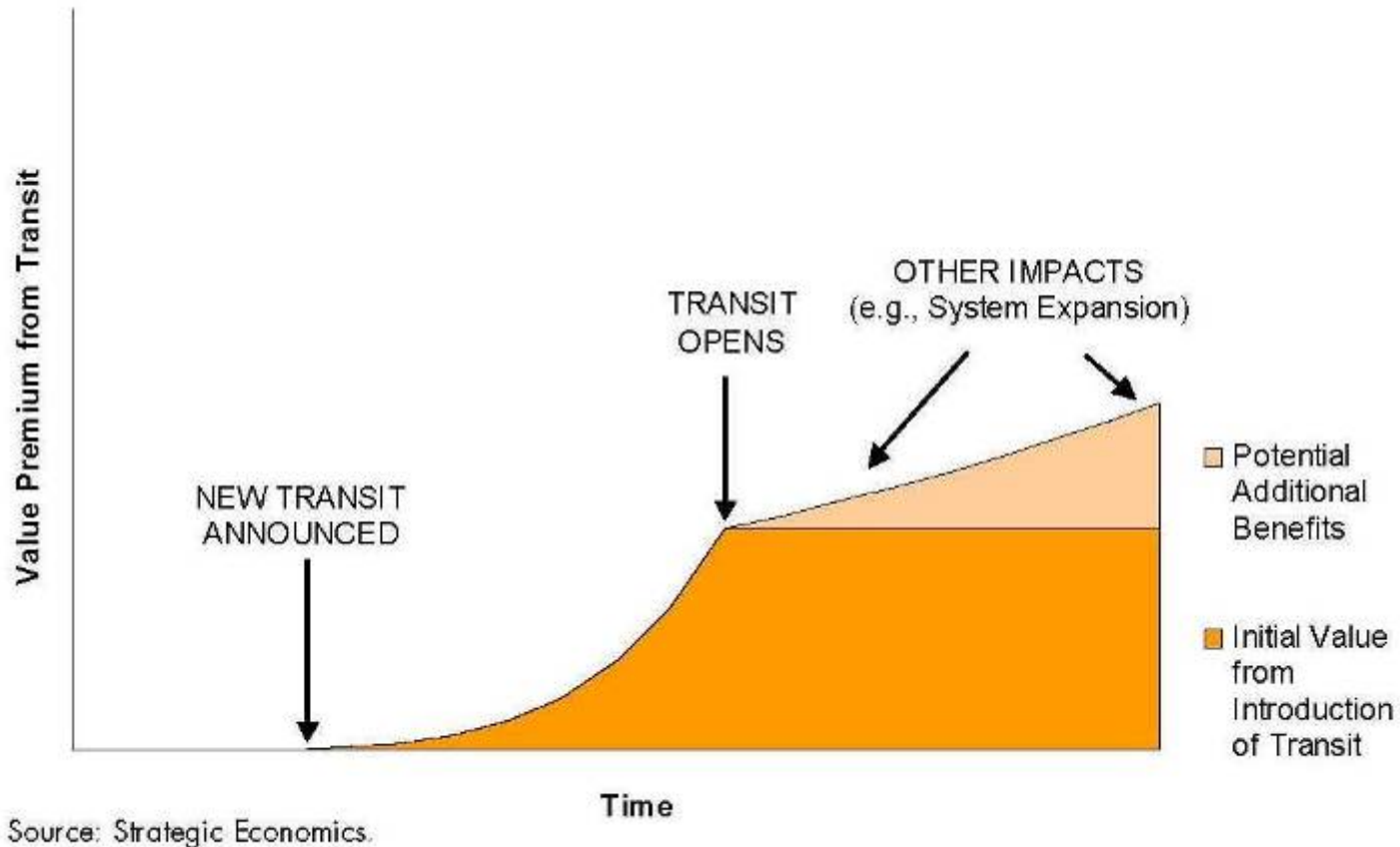
For Cities

- Compact, mixed-use development creates more jobs and tax revenue
- Increases housing supply, including affordable housing
- Transit proximity provides reduced trip counts
- More efficient use of limited land resources
- Qualifies for multiple sources of public financing from State and Federal and Metropolitan Transit Authorities.



How value is added to property where new transit is introduced

FIGURE 3-1: THE VALUE CURVE IN THEORY



The “transit premium” is really a land value premium, it is derived primarily due to the location of the property.

Mission Meridian Village, South Pasadena

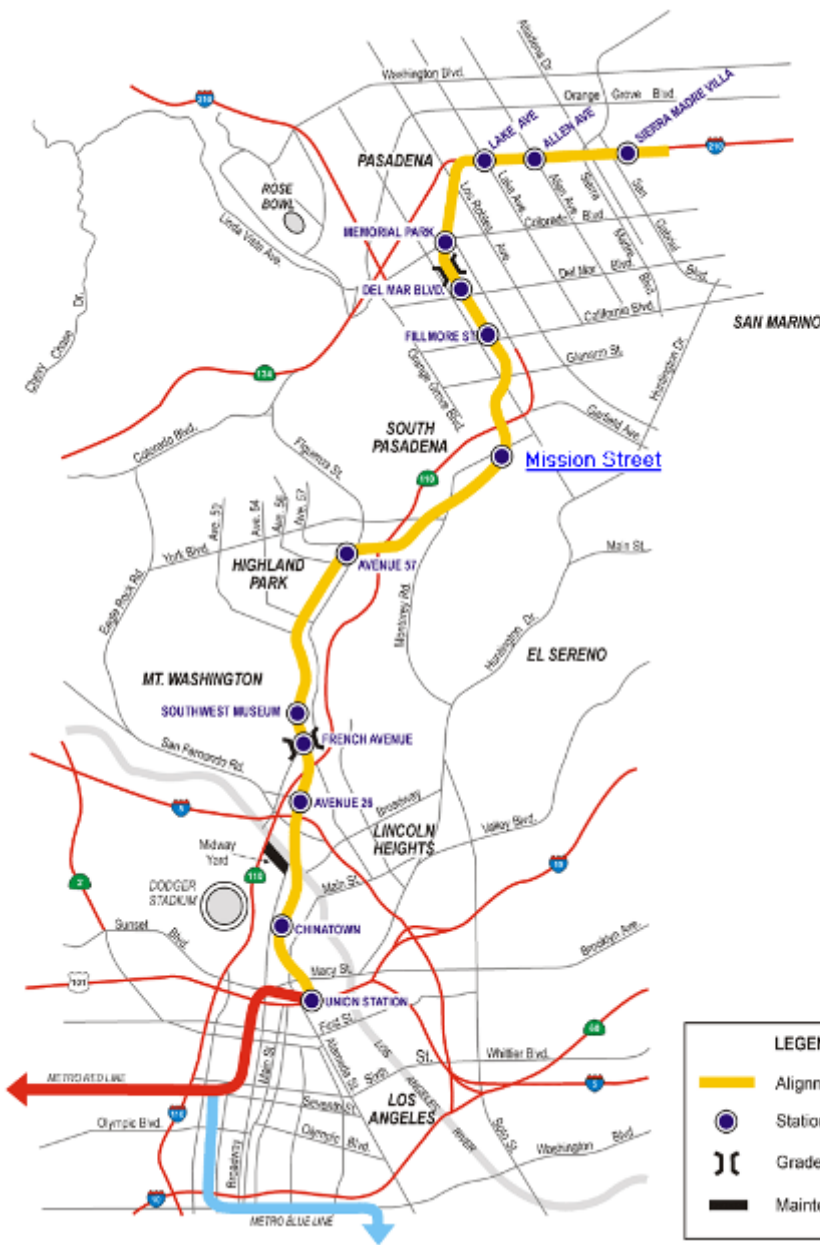




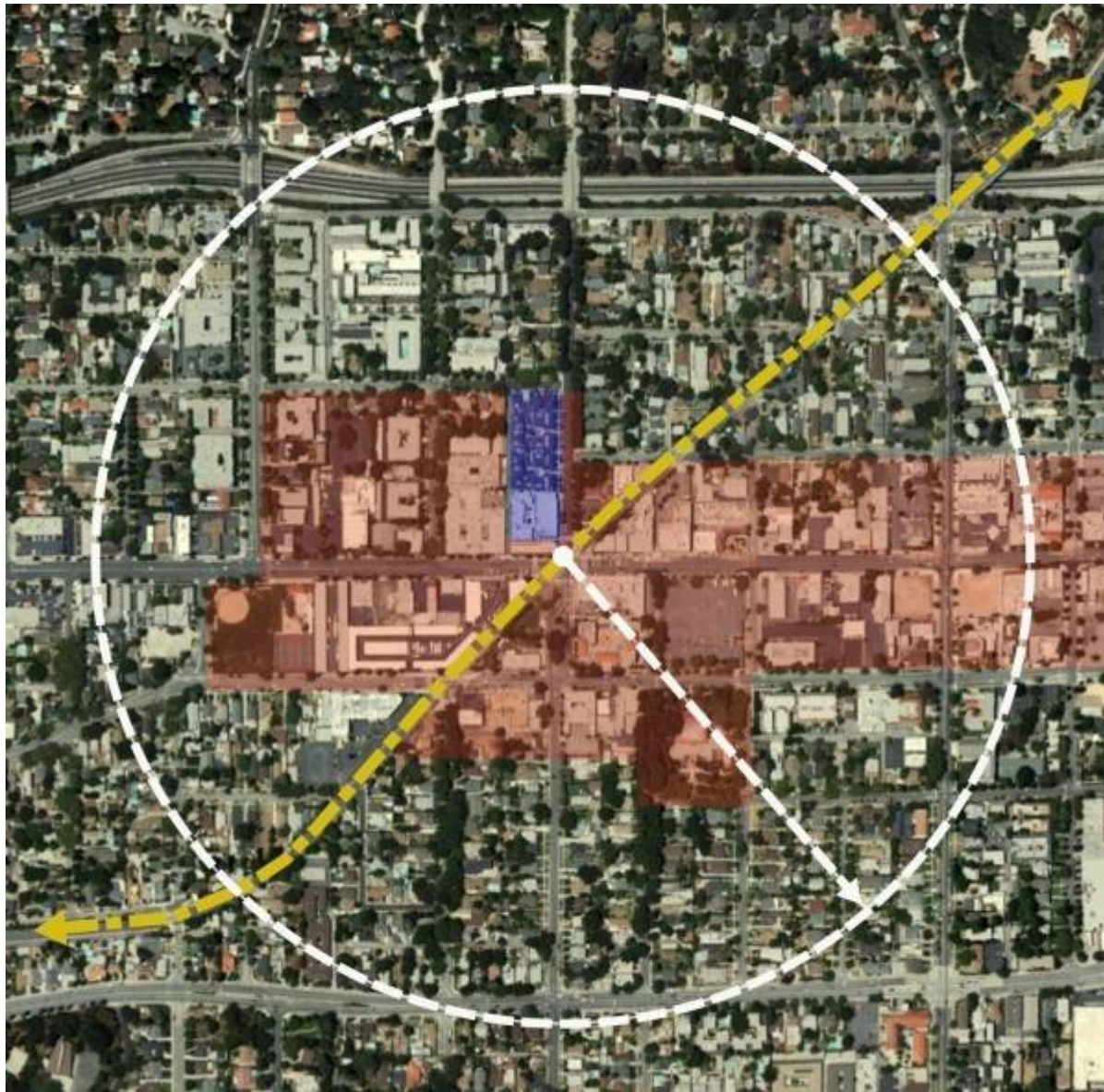
Mission Meridian Village : Project History

• City Adopts Mission Street Specific Plan	1996
• Developer Options Land	October 1998
• \$2.567 Million MTA Grant Award	July 1999
• \$1.5 Million State Grant Award	July 2000
• Entitlement Application Submitted to City	January 2001
• Private equity partner secured	January 2001
• Planning Commission Approval	April 2002
• City Council Approval	July 2002
• Mezzanine Equity & Construction loan commitment	July 2002
• Ground Breaking	February 2003
• Parking Completed	January 2005
• Housing/Retail Completed	October 2005

Mission Meridian Village : Project History

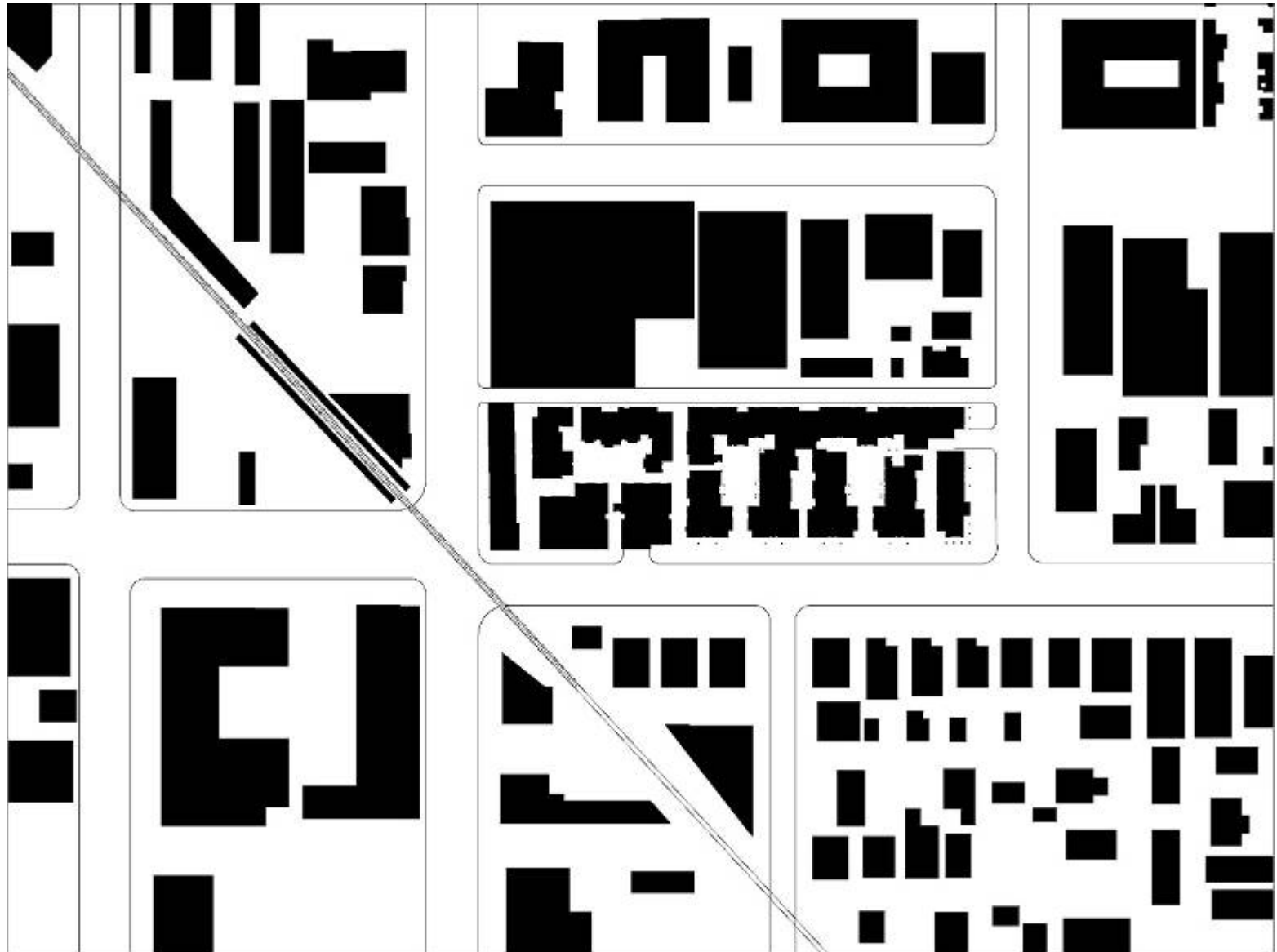


Mission Meridian Village : Transit Connection



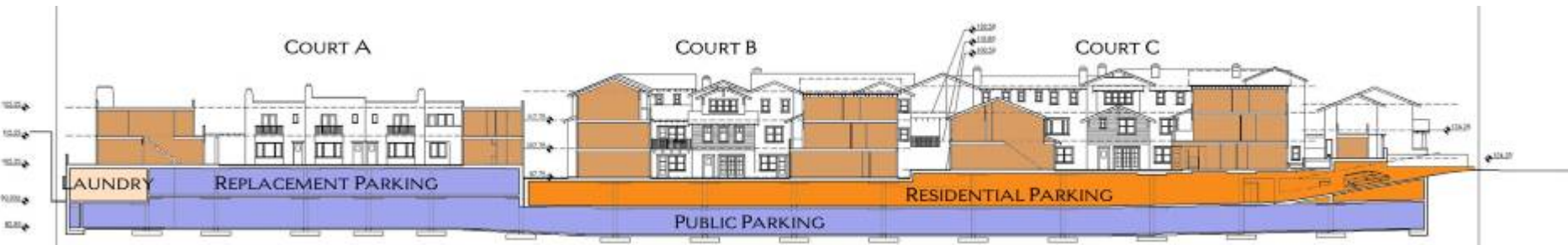
Mission Meridian Village : Planning Context

Mission Meridian Village vicinity map





Mission Meridian Village: Distributive Density



Mission Meridian Village : Planning Context



Mission Meridian Village : Public Space

- Winner of the Charter Award from the Congress for New Urbanism, 2006
- Winner of the “Tranny Award” from the California Department of Transportation (Caltrans), 2006
- Winner of five Golden Nugget Awards from the Pacific Coast Builders Conference
- Selected as the Outstanding Transit Project in America by Urban Land Institute, 2006

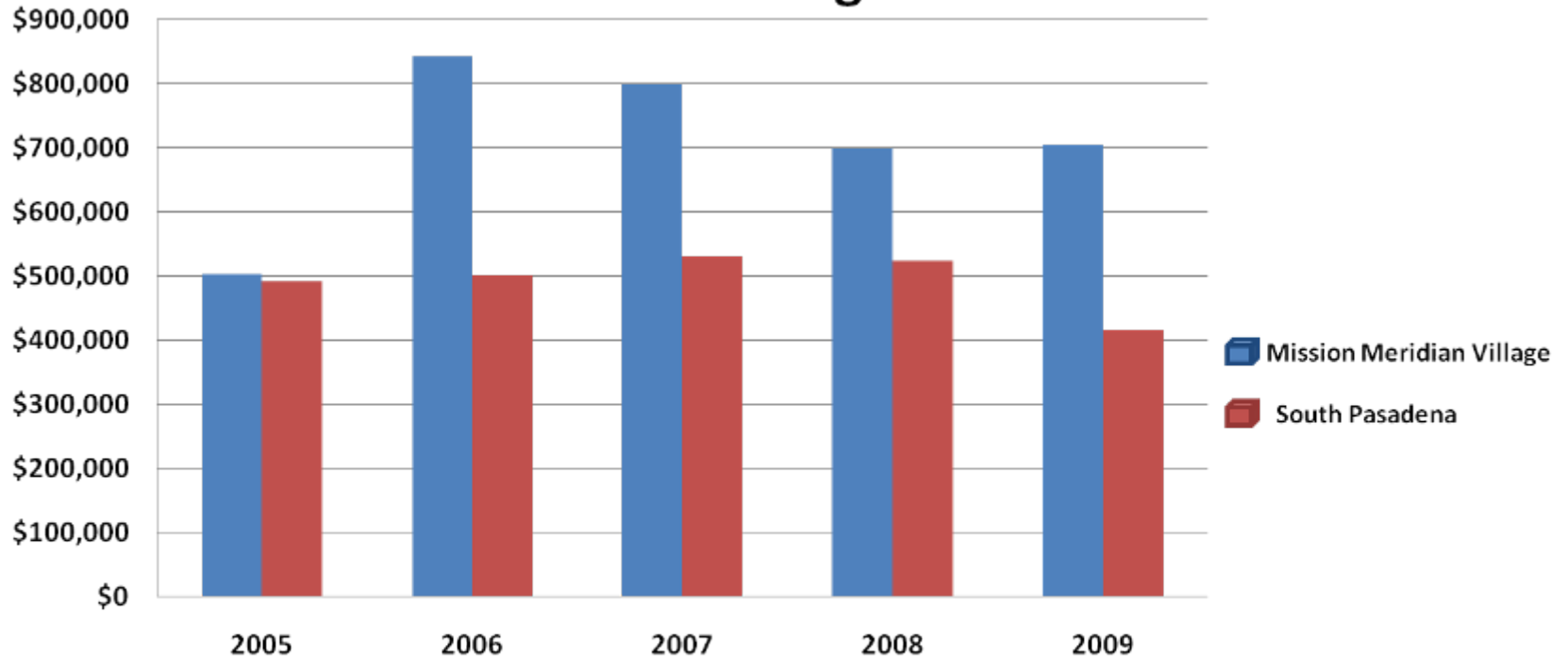


Mission Meridian Village : AWARDS

•Developer Equity	\$2.0 M
• METRO Grant	\$2.567 M
•City Grant	\$0.500 M
•Developer Match	\$0.500 M
•Cal Trans	\$2.0 M
•Construction Loan	\$16 M
•Mezzanine Equity	\$2.5 M
TOTAL COSTS	\$26.067 M

Mission Meridian Village – Financing Model

Mission Meridian Village vs. South Pasadena



Coldwell Banker Study of MMV

By Dominic DeFazio

Project Site: 1.6 Acres

Project Uses:

- 67 Homes (for sale)
- 4,000 SF of Retail

Parking: Two levels of below-ground parking – 324 total spaces

- 122 Residential
- 142 Transit
- 60 Retail/Hospital

Transit: Metro Pasadena Gold Line Mission Street Station

Funding:

- \$5 million in public funds (City of South Pasadena, LA County MTA, Caltrans)
- \$20 million in private equity and debt

Status: Project completed in 2005. Homes were sold and retail was leased immediately after project completion.

Architect: Moule & Polyzoides, Architects and Urbanists



Mission Meridian Village: Project Data

Transit Oriented Development is a means to **combat** sprawl



TOD: New Railroad Square

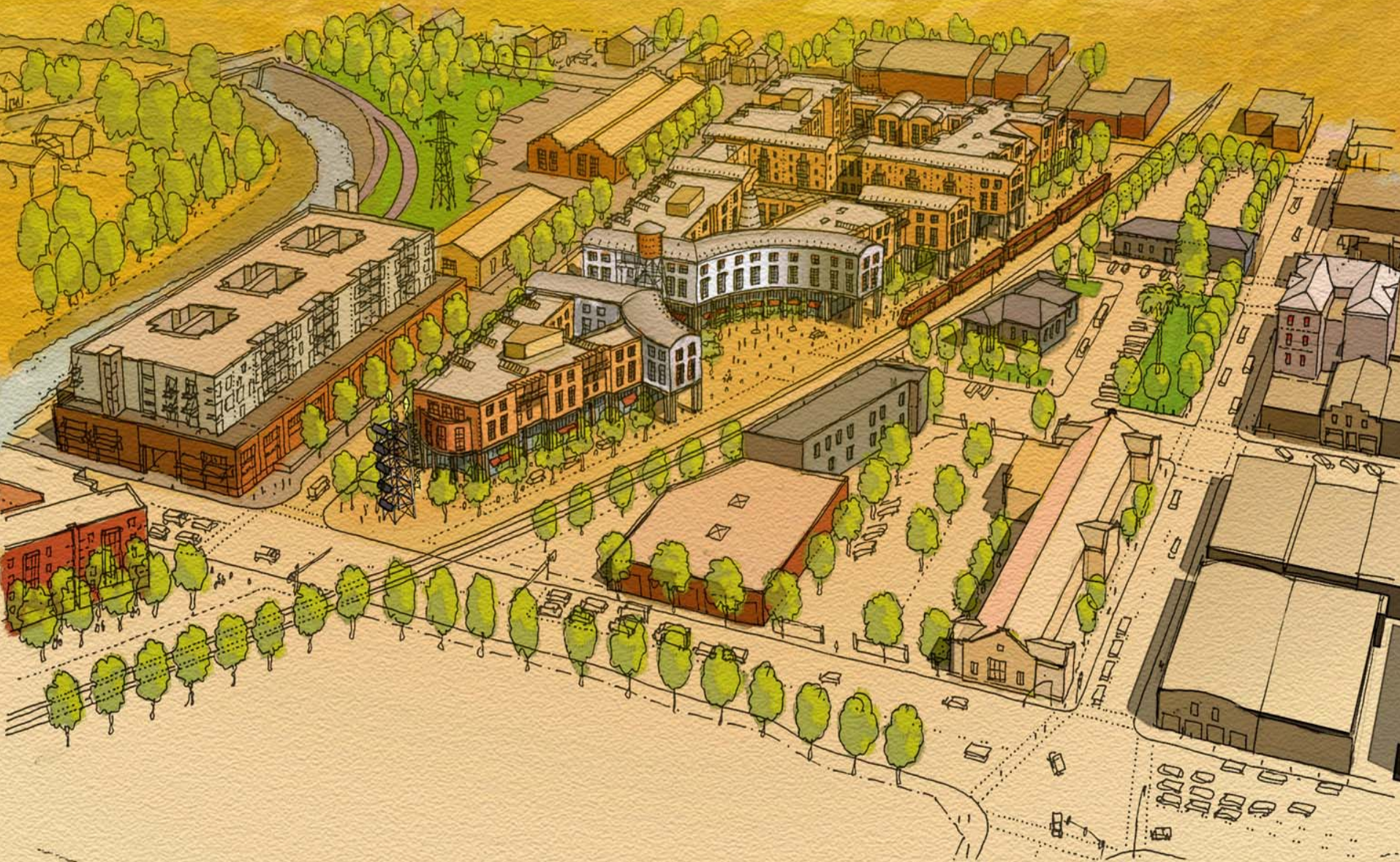


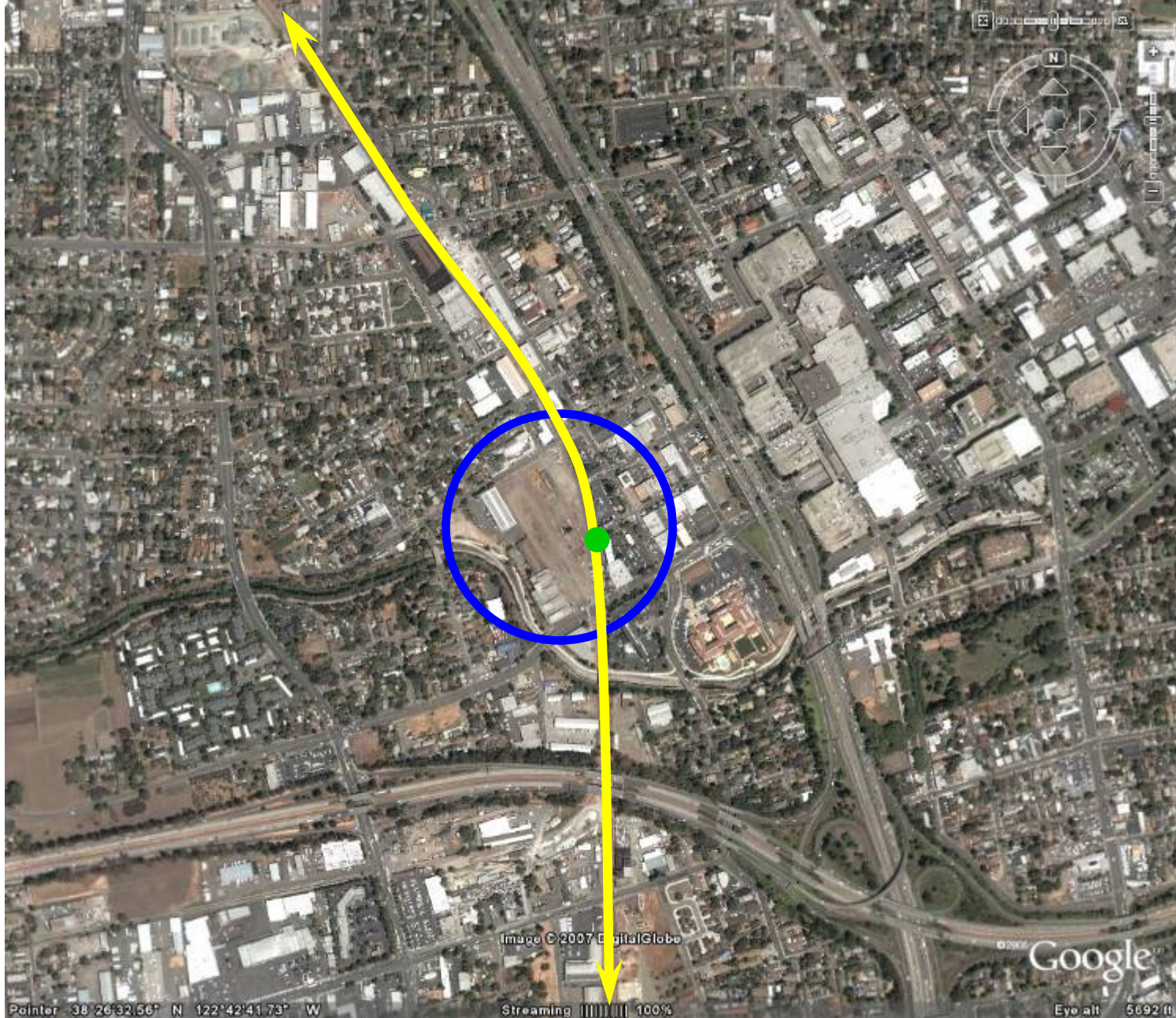
Sprawl

VS.

New Railroad Square

Santa Rosa, CA

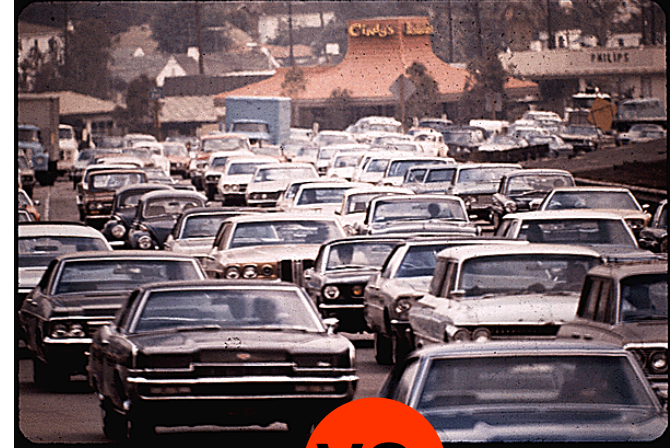




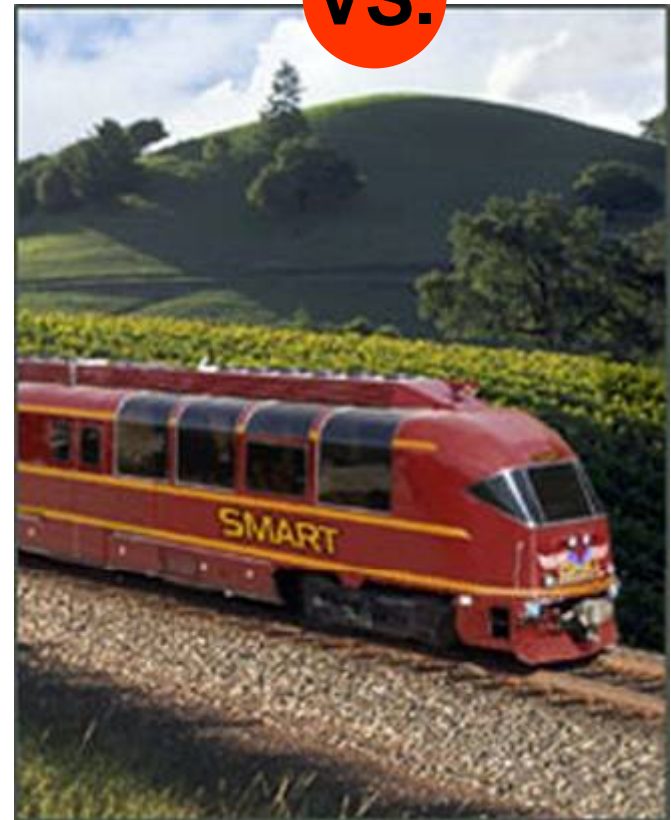
New Railroad Square, Santa Rosa, CA



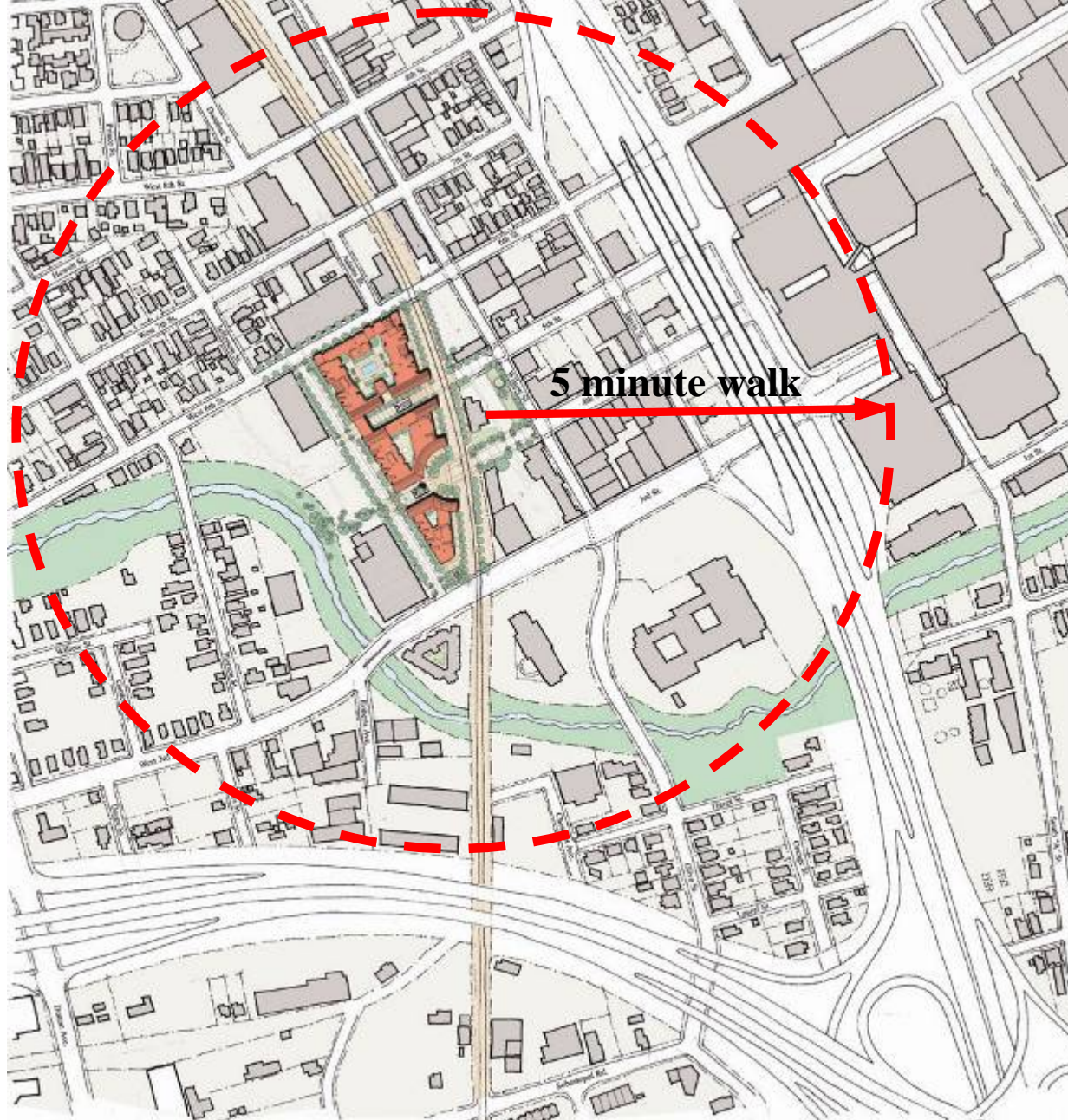
Sonoma County: Celebrate the local agriculture & wine



VS.



SMART Rail Corridor: Alleviating Sprawl & Congestion



Railroad Square Historic District

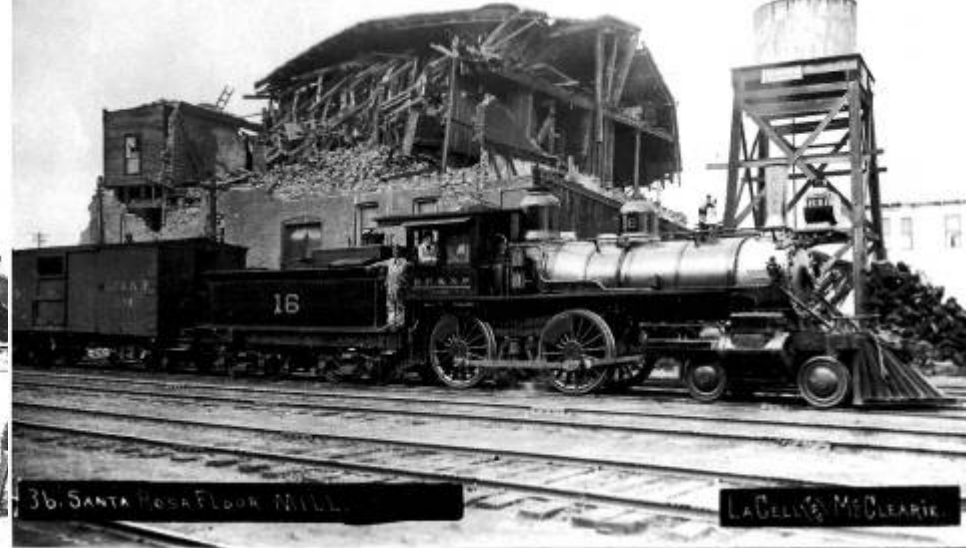


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Railroad Square Historic District



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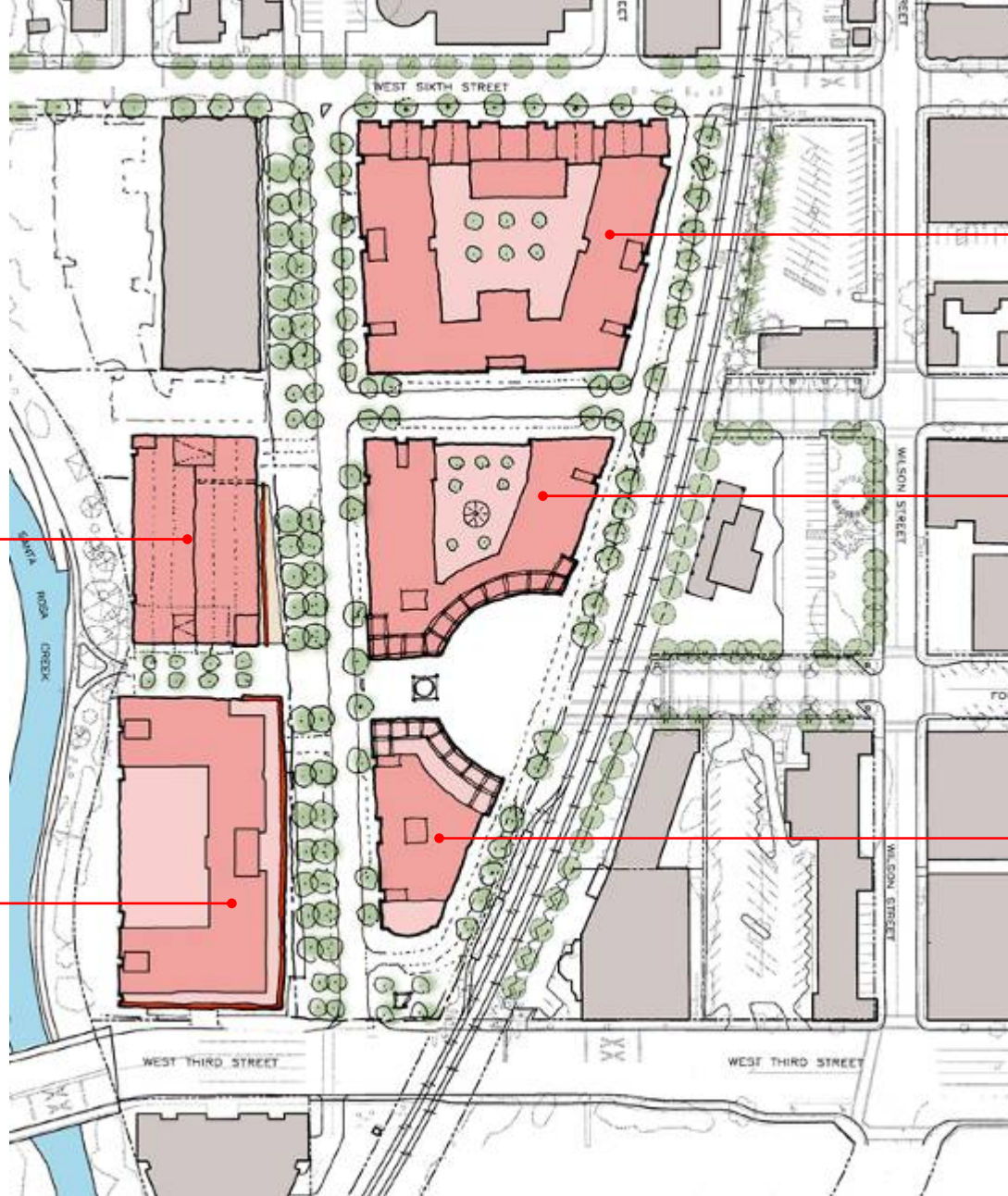


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Railroad Square Historic District



Plant No. 5

Structured
Parking, with Liner
Lofts facing 4th
Street

The Cannery

3 Story
Residential above
mixed-use historic
Cannery base

Block 1

3-5 Story Residential
with 2-level wrapped
podium parking

Block 2

Market Hall with 2-3
levels of Residential
(affordable) above

Block 3

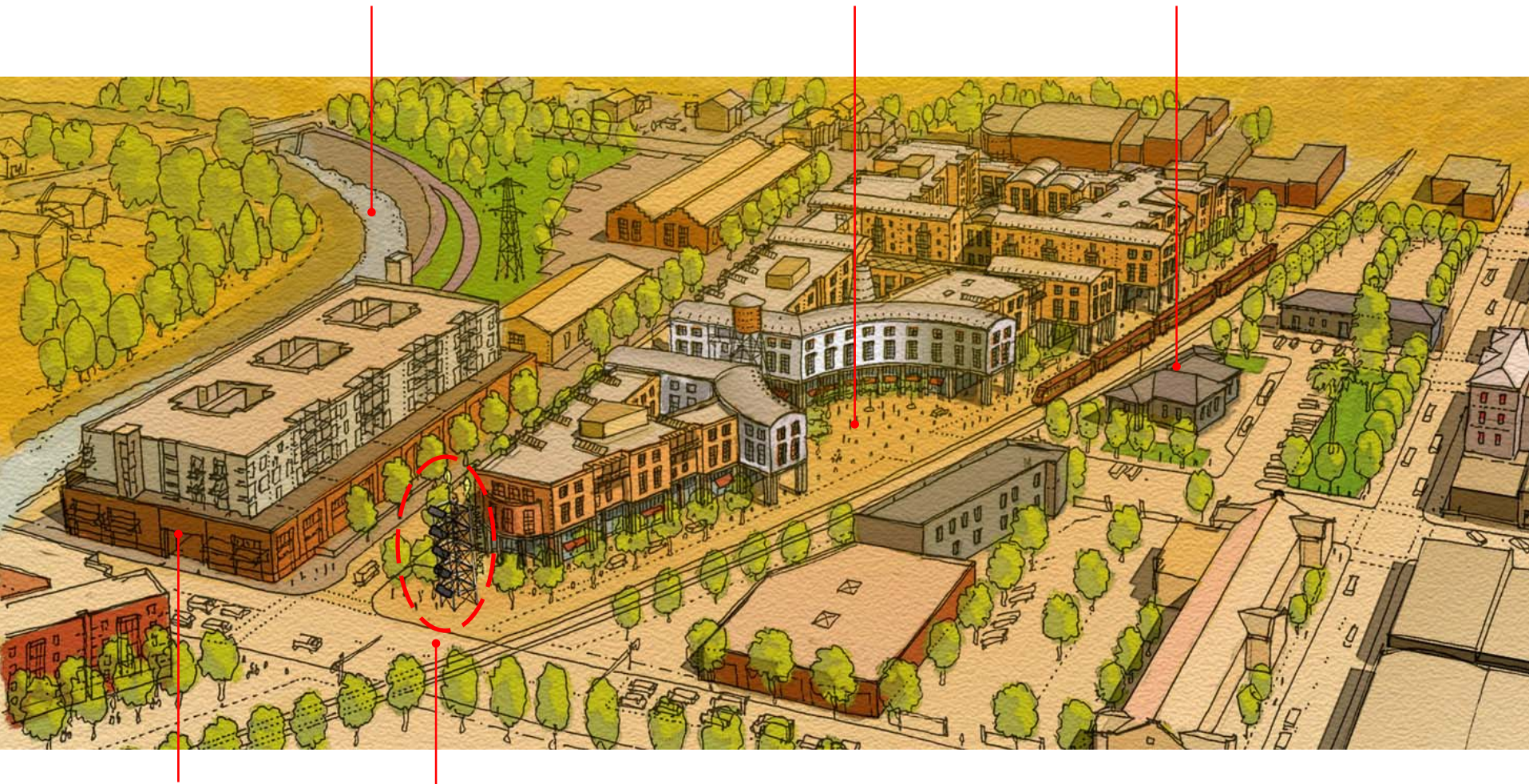
Retail / Restaurant
with 3 levels of
Commercial Office
above

Site Master Plan

Santa Rosa Creek

4th Street Plaza

Depot



Cannery

Third Street

New Railroad Square Aerial View

Railroad
Depot

Market
Hall

Structured
Parking

Santa Rosa
Creek

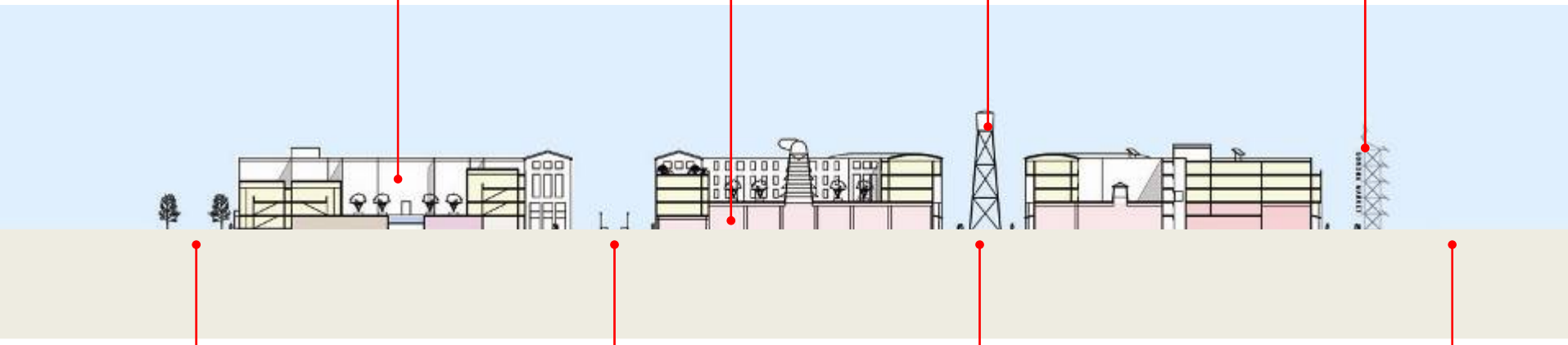


Courtyard
Residential Block

Market
Hall

Water
Tower

Sign Pylon with Solar
Panels & Wind Turbine



6th Street

5th Street

4th Street

3rd Street

Site Sections

Wine
Center

Relocated
Water Tower

Market Hall on
Lower Level

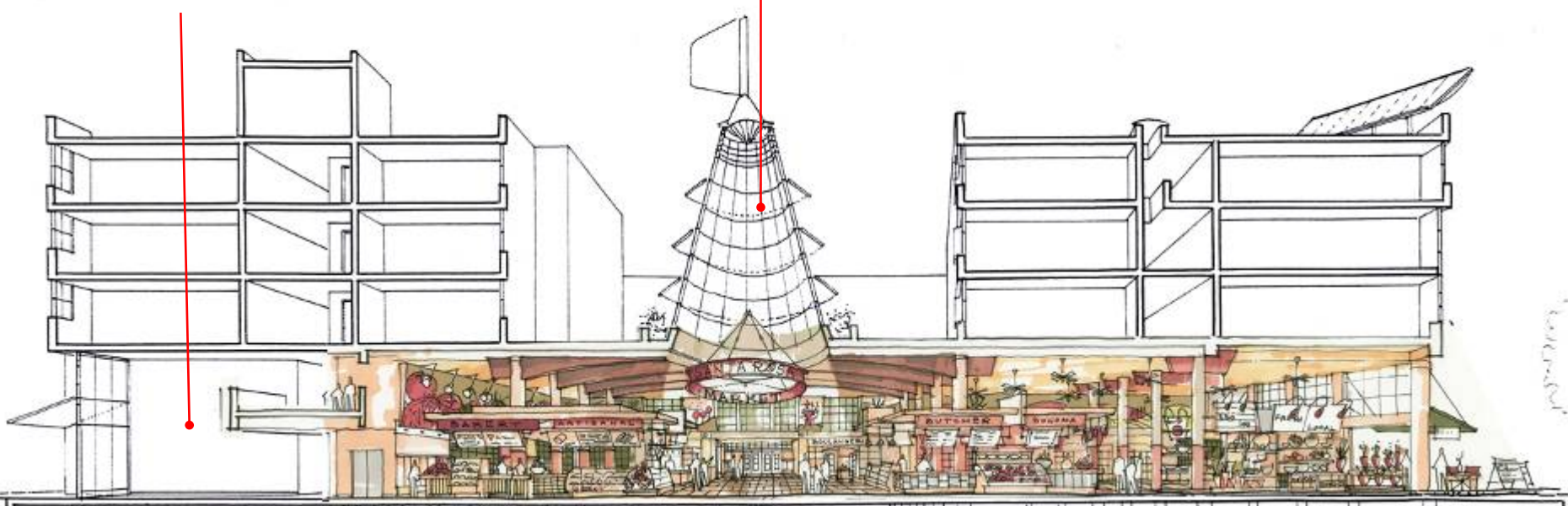


Flying Goat
Cafe

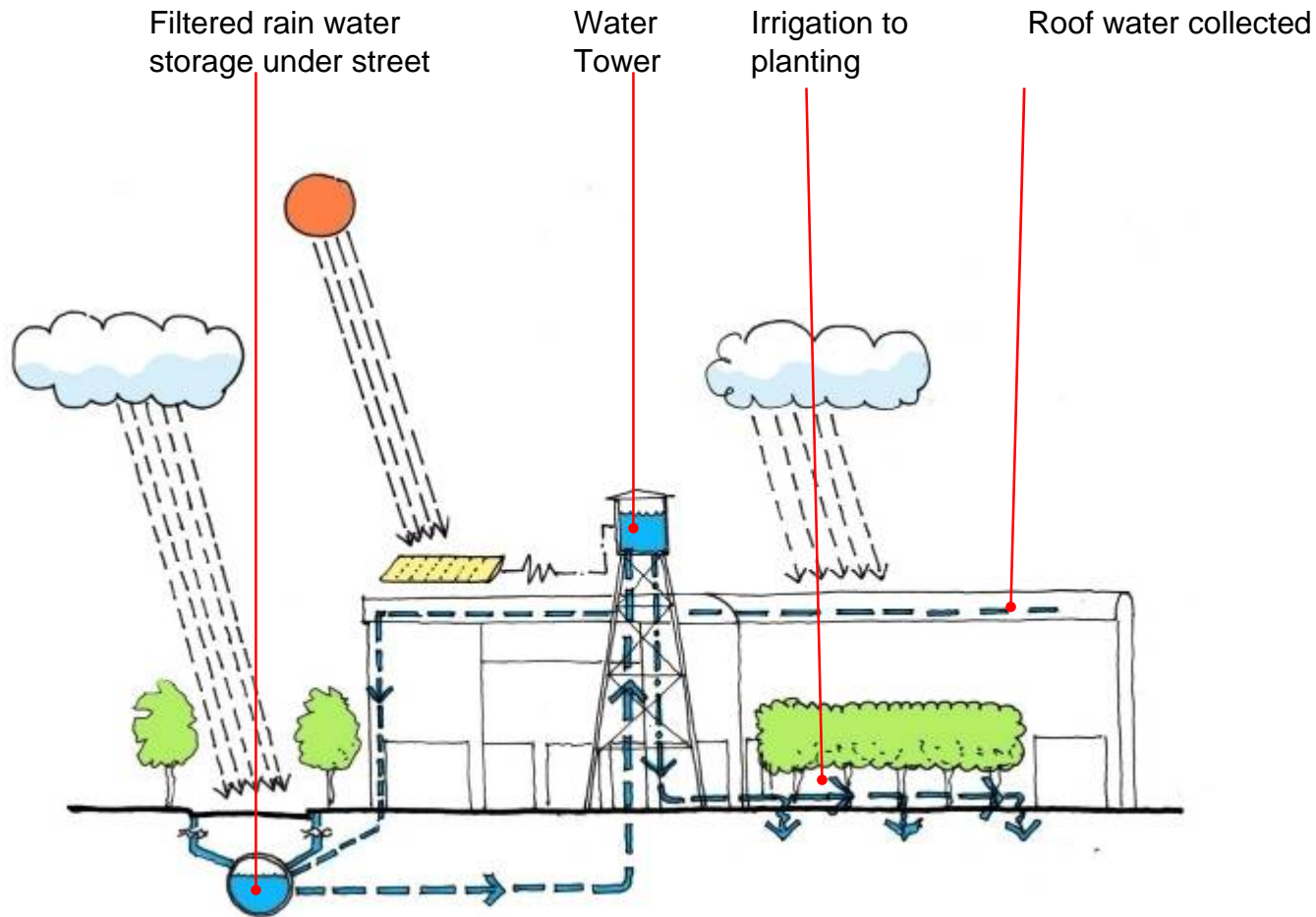
4th Street Plaza

Residential Lobby

Day-lighting
from above



Sonoma Market Hall



Stormwater Retention & Re-circulation for Irrigation



Historic Water Tower

Stormwater Management Through Reuse of Existing Iconic Water Tower

<u>Total Site Area</u>	8.0 acres	
<u>Land Use Program</u>	211 Market Rate DUs 68 Affordable for Rent DUs 30,000 square feet Retail – Market Hall/ Food & Wine Center 14,000 square feet Retail – Restaurant / Bar 44,000 square feet Commercial Office	
<u>Parking</u>	266 spaces 93 spaces 181 spaces 30 spaces	Plant No.5 – Public Parking Garage Cannery North Block On-Street
<u>Residential Density</u>	40 d.u./ net acre	
<u>Total Building Area</u>	500,000 s.f. 230,000 s.f.	Building Area Garage Area
<u>Floor Area Ratio</u>	2.2	
<u>Residential Population</u>	558-698 Residents (@ 2.0 to 2.5 people/unit)	
<u>Employment</u>	116 employees (@ 2jobs/1,000 s.f.)	
<u>Architect</u>	WRT - Solomon E.T.C.	

New Railroad Square: Project Data

Sources of Funds	PHASE I TOTAL	CANNERS HOUSING	NORTH BLOCK HOUSING	TOTAL PROJECT
Bank Financing	16,386,961	36,000,000	48,000,000	100,386,961
Section 108 Loan	0			0
Community Facilities District Financing	4,667,468			4,667,468
West Street Reimbursement	0			0
Tax Increment Financing/Local Subsidy	0	0		0
Plant 5 Parking Subsidy	0			0
CCLR Environmental Assessment Loan	150,000			150,000
Brownfield Grant	500,000			500,000
ARRA Stimulus Funding	2,700,000			2,700,000
Infill and TOD Grant	8,936,341	543,659	1,920,000	11,400,000
New Market Tax Credit Equity/Debt	10,164,339			10,164,339
Transit and Transportation Funding	500,000			500,000
Parking Assessment District Financing	0		2,000,000	2,000,000
Deferred Land Payment	0			0
MHP	0			0
Low Income Housing Tax Credit	12,301,500			12,301,500
Misc. Affordable Housing Funding	302,500			302,500
City Affordable Housing Subsidy	5,000,000			5,000,000
Pre-Development Equity	2,346,486	1,200,000	1,200,000	4,746,486
Additional Developer Equity	3,811,751	10,301,586	10,699,002	24,812,339
Tenant Equity	3,056,177			3,056,177
Total Financing Sources	70,823,523	48,045,245	63,819,002	182,687,770

Railroad Square Mixed Use Development

WEDNESDAY, JULY 1, 2009
THE PRESS DEMOCRAT, SANTA ROSA, CALIFORNIA

EMPIRE NEWS

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INSIDE
Business, stocks
B4-B5

\$15 million keeps Santa Rosa project on track

Developers hope to start building food and wine center near Railroad Square next year

By CLARE MASON
THE PRESS DEMOCRAT

The developer of a proposed Railroad Square food and wine center has secured \$15 million in grants and bonds, stimulus funds to keep the project on track.

With the help of Santa Rosa officials, the developers of the ambitious housing and commercial project were awarded an \$11.4 million state grant to be used primarily for street, water and sewer work.

The city agreed to kick in another \$1.7 million of its share of anticipated federal stimulus money to help with infrastructure and environmental cleanup.

Developers hope to break ground on the first phase of the project — the retail portion, some housing and a parking garage — in about a year.

"It's very exciting," developer John Stewart said. "The money helps close a funding gap in the \$100 million project, which is planned in three phases."

The grant money awarded by the state "is critical for this project. It is

very difficult to get development going at the current time. Without this funding, this project would probably not be moving forward," she said.

Stewart, part of the development partnership known as New Railroad Square LLC, is proposing to build a 40,000-square-foot public market food and wine center and a 10,000-square-foot retail center. He described it as similar to San Jose Public Market in

Napa. That would be the first phase of the project, along with a parking garage and 16 units of affordable housing. In all, Stewart hopes to build 250 housing units, both affordable and market rate, by using an adjacent two-acre and incorporating the walls of a century-old cannery.

The partners still need to secure all their financing and secure city entitlements, but "if everything falls into place, we can start next summer on the first phase," Stewart said.

The developers last year got a grant from the project from the Sonoma-Marine Area Rail Transit district, which owns the 0.5-acre site and wants to increase ridership for the crossing SMART train.

The intent is to create transit-oriented housing and convenient shopping. The New Railroad Square development will get title to the land when they secure financing, complete the environmental clean-up, have a construction bond and receive approval from Santa Rosa to proceed with the infrastructure work.

SMART site
A food and wine center is proposed within the 0.5-acre site owned by Sonoma-Marine Area Rail Transit district in Railroad Square.



North Bay Business Journal

NORTH SAN FRANCISCO BAY AREA: SONOMA, NAPA, AND MARIN COUNTIES

July 2nd, 2009 11:56am

Backers of \$200 million development on Railroad Square 'just ecstatic'

By Jenna V. Locoff, Business Journal Staff Reporter



Existing Condition



Rendering of Future Project

NORTH BAY - Funding, the primary obstacle of the mixed-use Railroad Square project in Santa Rosa, is now being addressed.

The project was approved to receive \$15 million in state and federal stimulus funds to keep the project on track.



View of Railroad Square Historic District, 2012

Santa Fe Depot District



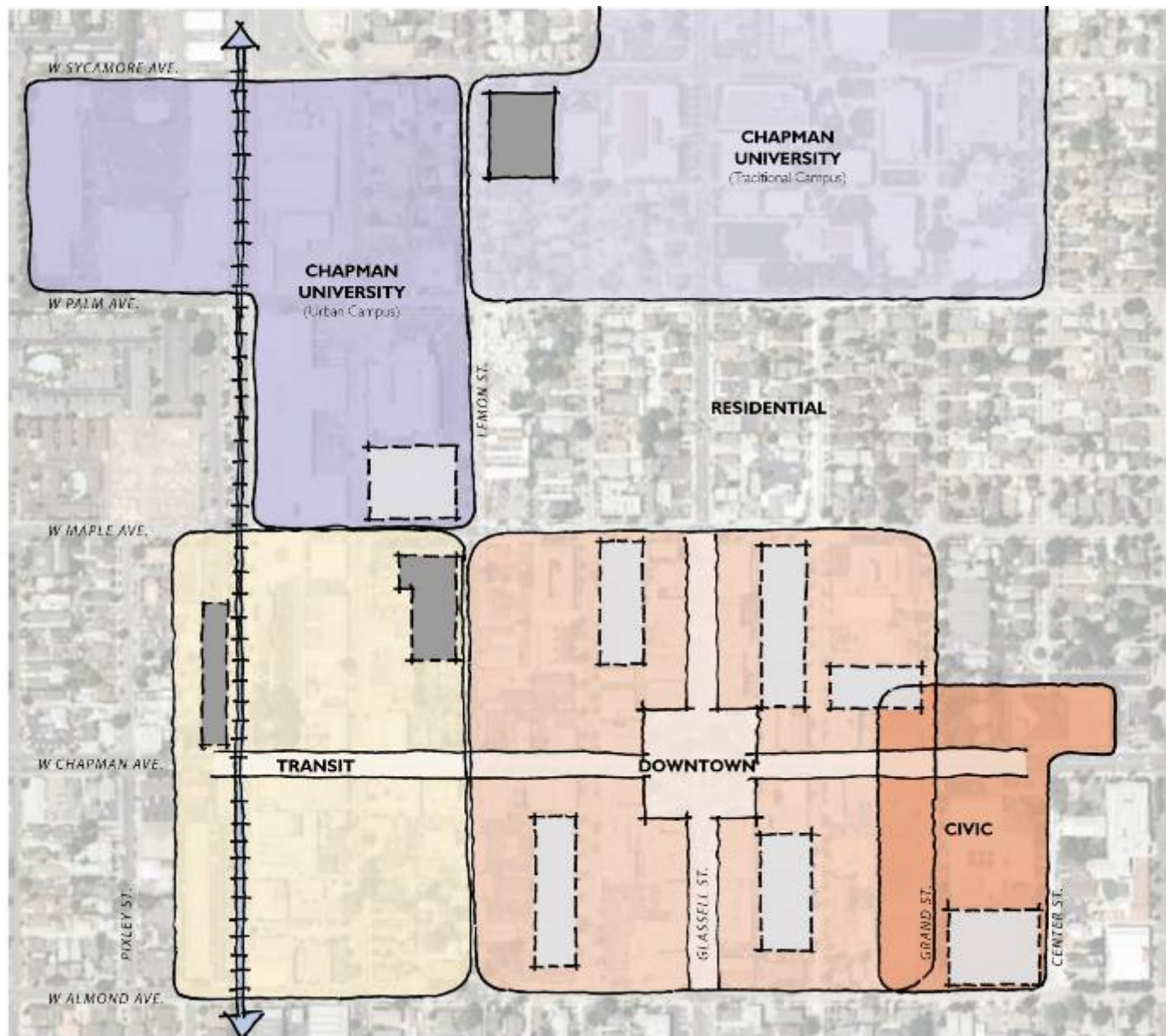


KEYNOTES

- 1 Train Depot
- 2 The Plaza
- 3 Farmers Market
- 4 Senior Center
- 5 City Hall
- 6 Chapman University
- 7 Post Office
- 8 Depot Park
- 9 Bus Depot
- 10 Library
- 11 YWCA Flea Market

 Proposed City-owned Parking Structure





LEGEND

- Park Once Structure
- Park Once Opportunity
- Civic District
- Old Towne District
- Transit District
- Chapman College





Railroad crossing at Chapman Avenue



Respect scale and character of existing housing



Village-scaled housing adjacent to depot



Santa Fe Depot with restaurant use



Depot Park



Integrate campus into transit district



The Plaza marks the center of Old Towne Orange



Civic Center



Adaptive reuse of existing industrial building



Chapman Avenue on axis with The Plaza



Retail shops and mixed use in Old Towne Orange





PROJECT SUMMARY

Pixley Street Site - Scheme B
Golf-club housing and retaining
existing structures on Pixley Street

Site Area			
Proposed	8.41 acres		11,700 sq ft
Existing	1.11 acres		15,400 sq ft
Total Site Area	9.52 acres		27,100 sq ft
Commercial Program			
Proposed			5,100 sq ft
Existing			2,400 sq ft
Total Commercial Area			7,500 sq ft
Residential Program			
Existing			2,400 sq ft
Proposed			2,400 sq ft
Total Residential Units	100 units		20 p.u.
Parking Allocation			
Proposed	about + more	30 p.u./10 units	100 p.u.
Existing	about + more	30 p.u./10 units	100 p.u.
Off-site		8 p.u./100 units	80 p.u.
Parking per Program			80 p.u.
Parking Provided			
At-grade	4,000 sq ft	Program	100 p.u.
Below-grade	2,400 sq ft	Existing	100 p.u.
At-grade	28,000 sq ft	Program	77 p.u.
Below-grade	18,000 sq ft	Existing	77 p.u.
Top-level	21,000 sq ft	Program	77 p.u.
Total Parking		Program	80 p.u.
		Existing	80 p.u.
		Total	400 p.u.
Off-site Street Parking*	unlimited		100 p.u.

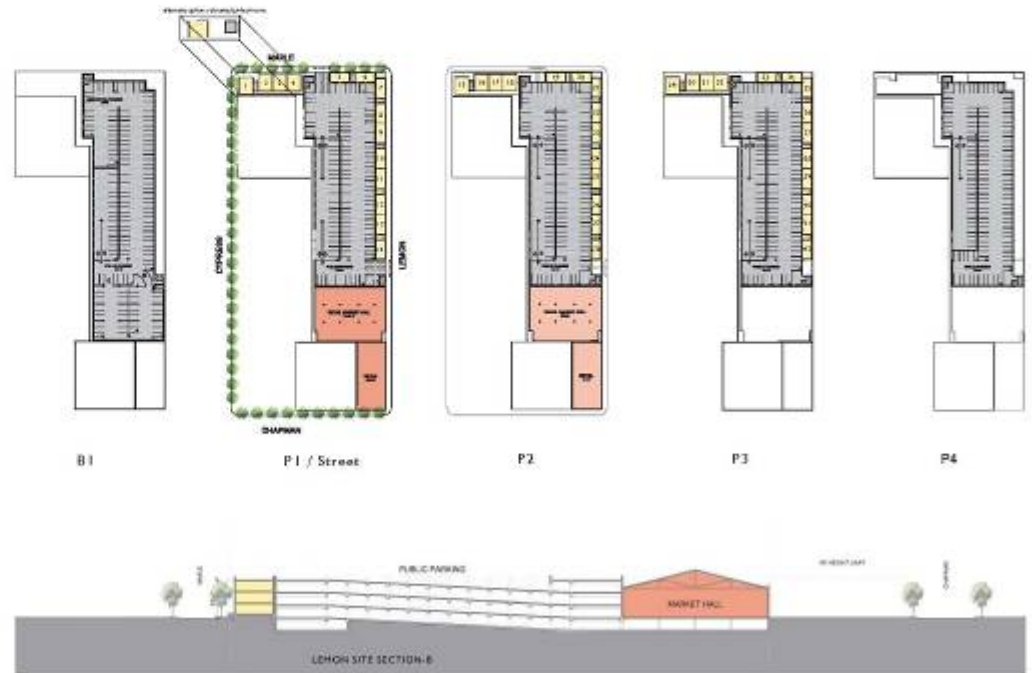




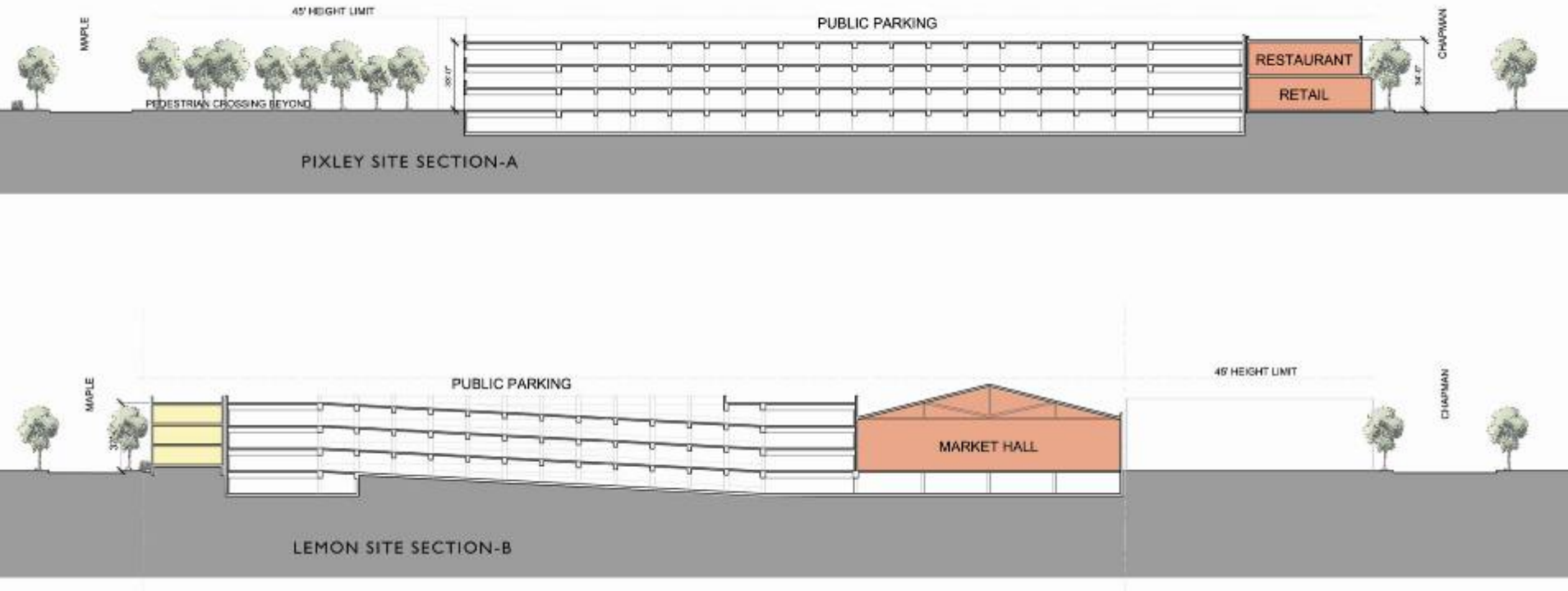
PROJECT SUMMARY

Lemon Site - Scheme B
Residential: 100 units and 100,000 sq ft

Site Area	Acres	1.78 acres	77,486 sq ft
Total Site Area	Acres	1.78 acres	77,486 sq ft
Commercial Program	sq ft	10,000 sq ft	4,000 sq ft
Total Commercial Area	sq ft	10,000 sq ft	4,000 sq ft
Residential Program	sq ft	100,000 sq ft	40,000 sq ft
Total Residential Units	Units	100 units	40 units
Parking Allocation	sq ft	10,000 sq ft	4,000 sq ft
Parking per Program	sq ft	10,000 sq ft	4,000 sq ft
Parking Provided	sq ft	10,000 sq ft	4,000 sq ft
Subtotal	sq ft	10,000 sq ft	4,000 sq ft
At grade	sq ft	10,000 sq ft	4,000 sq ft
Below grade	sq ft	10,000 sq ft	4,000 sq ft
Total	sq ft	10,000 sq ft	4,000 sq ft
Total Parking	sq ft	10,000 sq ft	4,000 sq ft
Program	sq ft	10,000 sq ft	4,000 sq ft
Total	sq ft	10,000 sq ft	4,000 sq ft



Parking is not visible to pedestrian and drivers on Chapman Avenue



Site Sections

- 1 subterranean
- 1 at-grade
- 2 above
- + rooftop parking



Parking garage lined with retail and office uses



Ground floor retail with offices above to conceal garage



Mixed use liner defined as separate buildings in front of parking structure



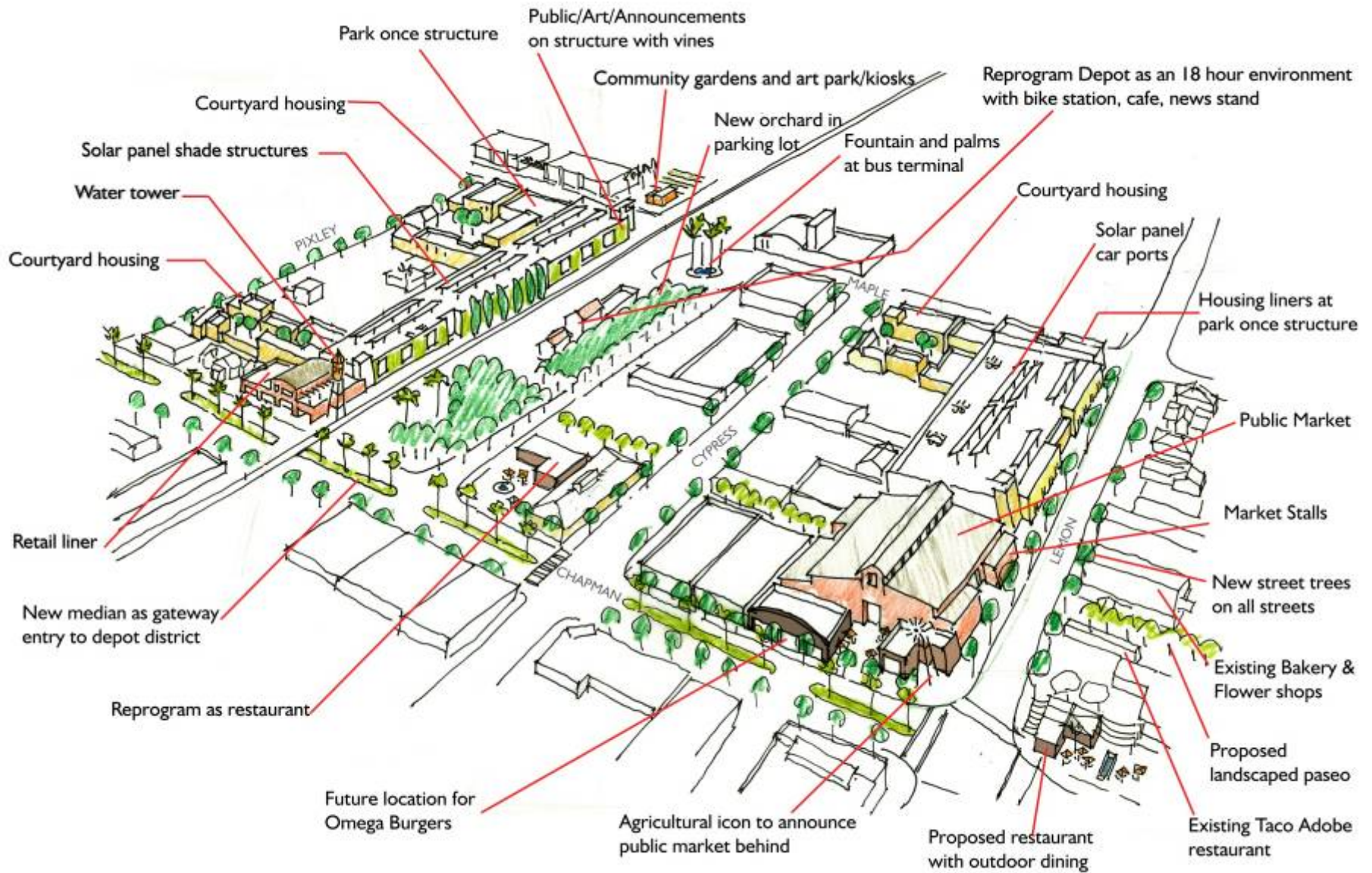
Local retailers conceal at-grade parking



Residential liner with landscape buffer



Residential townhouses and flats lining a two-level parking structure





**Lemon Parking Structure with
Housing Liner Building**



**West Chapman Parking Garage
with Retail Liner**



Santa Fe Depot District 2013



Thank You

