Learning From TOD Best Practice.

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Overview

- Creating value
- TOD defined
- TOD case study
- TOD market
- TOD principals
- Conclusions

Dallas, Los Angeles, Portland TODs
Creating Value with Transit
Link to a Broader Strategy

TOD as “means to an end” to achieving community objectives

- Part of community’s vision for growth
- Basis to gain greater broader support & success
- More than transit
- Building partnerships essential

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TOD or TAD?

Transit-Oriented Development or Transit Adjacent Development

- Majority of development at US transit stations are not TODs
- TOD is still illegal in at most of US transit stops
- Not enough to be next to transit, must be shaped by transit
Shaped by Transit

- Greater density
- Less parking
- Better public realm
- Mix of uses
- Very walkable
- Tame the car

San Diego, Portland, San Francisco, Washington, DC, Denver
Transit Oriented Development
Orenco Station

Fundamentals for TOD
a great neighborhood

- Safe streets
- Strong center
- Local services
- Parks & open space
- Housing choices
- Good jobs

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Portland Snapshot
Land Use / Transit
“Anything worth doing is worth doing slowly”

Mae West

Downtown Plan 1973

Removing Harbor Drive 1974
Big Moves: One Big Vision

- PDC Created '50s
- Harbor Dr Removed '60s
- Downtown Plan, UGB, freeway withdrawals '70s
- LRT, TOD planning '80s
- Mixed use places '90s
- Trams, green streets '00s
Multi-Modal Connectivity

LRT

STREETCAR

BUS

BIKE

PEDESTRIAN

TRAM
Portland Rail Investment

- 6 LRT lines – 45 miles
- 1 urban street car – 5 miles
- 10 mile commuter rail
- New in 2009
  - 6 mile Clackamas LRT
  - 2nd downtown LRT alignment
- 100k+ daily rail ridership

Mall LRT
Airport
Streetcar
Interstate

Westside
Eastside
Downtown
Over $11B in TOD along 51 miles of LRT & 5 miles of Streetcar

Portland Formula
Leverage Transit to Shape Growth
Portland’s ridership growth outpaces auto use
Portland v. America

Compared to other US cities Portland residents:
- Travel 20% fewer miles by car
- Are twice as likely to commute by transit
- Are 7 times more likely to commute by bike
  - 6.4% of commute trips are on bikes
- Have the 2nd lowest rate of spending on transportation
  - Portland 15.1% of household budget
  - US 19.1% of household budget
But Portland won’t work here.
Firm base to draw on

- Market preference for urban housing
- Lot’s of experience to draw from
- Demographics trends are favorable
- Federal policy support

US TOD SNAPSHOTS

- Portland: $11B+ TOD
- Los Angeles: 150 TODs
- San Diego: 16 TODs
- Denver: 13k TOD Units
- Minneapolis: $750M TOD
- Hudson-Bergen: $5B Housing
- Baltimore: $1B+ TOD
- Dallas: $4.7B TOD
- Charlotte: $1.5B TOD forecast
Understanding your market

- **Emerging Trends in Real Estate ‘10:**
  - "The future is about green development, infill, and TOD"
- Majority of TOD residents are childless
  - Empty-nesters & young urban professionals
- TOD households tend to be higher income
  - Reflects newer construction
Decline in Families w/ Children

- 30% current US housing demand
  - Dense, walkable, mixed-use communities
- Today less than 2% of housing

50% of households

33% of households

12% of households

1950  2000  2010 - 2030

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Kids are deferring driving

• Large decline in teens with drivers licenses.
• 1978-2008:
  – 16 year olds: -38%
  – 17 year olds: -35%
  – 18 year olds: -21%
  – 19 year olds: -16%

What is the new cool? Is social networking changing the role of the car for kids?
Residents Near Transit Want

From Transit Community Resident Surveys:

- Well designed communities
- Easy access to a center
- High quality residence
- Quality transit service
- Pedestrian Friendly
- Good price value

“The ability to walk to a pint of milk”
TOD & Property Values

- Washington, DC
  + $2 to $4 per foot for commercial
- San Jose
  + 23% for commercial
- Portland
  + 10% rent premiums
- Dallas
  + 39% for residential
  + 53% for office values

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More than a Parcel, More than a Project

- Create a walkable district
  - Area w/in a 5 minute walk
  - Approximately 125 acres
  - Walkable complete community
- Most “TODs” don’t meet this standard
  - Requires broader strategy, cooperation
  - Understanding the bar needs to be higher

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TOD: District not a Project

Orenco Station
This

The Round
Not This
TOD Principles
Six Principles for TOD

1. Medium to higher density
2. Mix of uses
3. Compact pedestrian-oriented
4. Active defined center
5. Limited, managed parking
6. Public leadership
Principles for TOD

1. Medium to higher density
   - Greater than community average
   - Distance to transit matters
   - To support transit on average:
     - 6 to 7 du/ac for frequent bus
     - 9 to 25 du/ac for rapid transit
   - Retail & office closet to transit
   - Minimum density effective tool

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Rosslyn Ballston Corridor

- Development since 1980
  - 25m square feet office
  - 14,400 residential units
- Station areas
  - 25% county housing
  - 37% county jobs
- Transit Access
  - Arlington: 73% walk, 13% by car
  - Fairfax: 15% walk, 58% by car

Land use can change transportation behavior
Principles for TOD

2. Mix of uses

- Vertical or Horizontal
- Most difficult TOD element
- Great TOD benefits
  - More walking
  - More ridership
  - Reduced auto-use
- Prohibit auto-oriented uses closest to transit

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Pearl District Portland

Former rail yard & warehouses

- Public & private development agreement
  - Housing
  - Infrastructure
  - Parks
- Since 1997
  - $1B+ Development
- 3,000+ units
- 131 units per acre minimum density

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Principles for TOD

3. Compact pedestrian-oriented

- Block sizes for 5-minute walk
  - Max of 400 ft block face
- Orient buildings to sidewalks
- Calm streets
- Active street edges with wider sidewalks

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## Distance & Mode Share

**2005 WMATA Development-Related Ridership Survey**

<table>
<thead>
<tr>
<th>Distance from station</th>
<th>Metrorail Mode Share</th>
<th>Auto Mode Share</th>
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<tbody>
<tr>
<td></td>
<td>Office</td>
<td>Residential</td>
</tr>
<tr>
<td>At station</td>
<td>35%</td>
<td>54%</td>
</tr>
<tr>
<td>¼ mile</td>
<td>23%</td>
<td>43%</td>
</tr>
<tr>
<td>½ mile</td>
<td>10%</td>
<td>31%</td>
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- 35% of office trips right at the station entrance
- Office mode share drops about 1% every 100 ft
- ½ mile residential share 200% higher than office

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Principles for TOD

4. Active defined center
- 18 hours of activity
- Quality public realm / sense of place
- Employment closest to transit
- Compact & dense
Mission Bay
San Francisco

- Station at PacBell Park – SF Giants
- High Density Housing
- Mixed-use
- Mission Bay redevelopment
- University Campus

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Principles for TOD

5. Limited, managed parking

- Always a challenging issue
- Consider: size, location, design & management
- No minimum ratios, maximums
- Disconnect parking from buildings, manage by district
TODs create less traffic

- TOD residents are:
  - Twice as likely not to own a car as US Households
  - 5 times more likely to commute by transit than others in region

- Self-selection:
  - Responsible for up to 40% of TOD ridership bonus
TODs behave Differently

Daily car trips for 50 dwellings

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>SF</td>
<td>500</td>
</tr>
<tr>
<td>MF</td>
<td>333</td>
</tr>
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<td>TOD MF</td>
<td>177</td>
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</table>

*TOD housing generates 50% less traffic than conventional housing*

10 Trips
6.67 Trips
3.55 Trips

Multifamily TOD
Multifamily
Single Family

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Principles for TOD

6. Public leadership

- Generally critical for success
- Align “political will” & TOD objectives
- TOD plans + capital budget aligned
- Focus on implementation
- Nurture progressive developers
Rainier Vista Seattle

- Public housing redevelopment
- Mixed-Use TOD
- 850 units
- Low income + market rate
Implications for your community
Community building + people moving

- Trends are on your side
- Plan for the pedestrian
- Leverage the power of partnerships
- Raise your aspirations
- Make TOD legal & easy
- Develop a strategy equal to the task