“Filling Out Your Dance Card: The Public Sector Role in TOD”

Roundtable Session

Mark E. Boyle - Massachusetts Bay Transportation Authority, Boston, MA
Kris Koos - Mayor of Normal, Illinois
Lucy Gailbraith - Capital Metropolitan Transportation Authority, Austin, Texas
Maureen Phair - Arvada Urban Renewal Authority, Arvada, CO
Frank Turner - City of Plano, Plano, Texas
Ric Ilgenfritz - Sound Transit, Seattle WA
Heather Tabbert - Regional Transportation Authority, Chicago IL
The MBTA is a leading development agency and is the 2nd largest landowner in the Commonwealth

- Real estate inventory consists of approximately 4,000 parcels of land
- 600 miles of right-of-way
- 130 commuter rail stations
- 141 transit stations
- 31 miles of active subway tunnels
- 3 water transportation routes
- Over 50,000 paid parking spaces, within 100+ facilities
- Carries over 1,349,000 passengers each weekday
We’re the T in TOD

We are the Dance!

- Sold or leased rights for 50+ development projects over the past 10 years
- Significant economic development and housing growth
- Promote and facilitate TOD through:
  - Parcel Sales
  - Air Rights
  - Ground Leases
  - Access Easements
  - Rails-to-Trails, Bicycle Connections to Transit
  - Support for Private Development
- Work in cooperation with other agencies to promote TOD:
  - MassDOT
  - Office of Housing and Economic Development
  - Municipal Planning Departments
Benefits/Goals of TOD

**For MBTA**
- Increased Revenue
- Increased Ridership
- Infrastructure – Asset Improvements

**For State-Local Communities**
- Better walking/biking environment/
  connections to transit
- Environmental (air quality, traffic, reduced
  energy consumption, etc.)
- Increased Supply of Housing
- Economic Development (jobs)
- Tax Revenue
Leadership-Advocacy Partnerships

NORTH STATION – BULFINCH TRIANGLE

• MBTA Parcels 1A, 2B
  (Former Elevated Green Line
• MassTurnpike Parcels 2A, 2C
  (Former Central Artery Highway
• Planning Use and Design Guidelines with City of Boston

• 560 Units of Housing
• 50,000 Sq. Ft. Commercial Retail
• Jobs, Tax Revenue for Boston
• New Subway Entrance-Lobby
Completed TOD Projects

Arborpoint at Woodland Station
*National Development*

- Newton – Green Line – Woodland Station

- 40b Transit-Oriented Development: 180 rental apartment units with 25% affordable units and a structured 548-space parking garage.

- Prepayment of the $4.3 M ground lease payments allowed for the construction of a 548 unit parking garage, new entrance road, and redesigned handicapped accessible station platform, expanding the overall parking by 100 spaces.

- New facilities for the MBTA: Station improvements included lengthening the platform, accessibility, new shelters, and landscaping.
Completed TOD Projects

**Ashmont Station (The Carruth)**
*Trinity Financial*

- Dorchester – Red Line – Ashmont Station

- 85-year ground lease of 38,000 sq. ft. parcel at Ashmont Station to Trinity Financial for with an up-front payment of $1.43M.

- 116 units of housing, 5 stories above 10,500 sq. ft. of ground floor retail space, and 80 underground parking spaces.


- Contributions to landscaping and maintenance of adjacent Ashmont Station and Peabody Square.

- MBTA invested $65M in station upgrades.
We Were Asked to Dance!

New Balance
World Headquarters,
Boston

Assembly Row,
Somerville

Yawkey Center,
Boston
You Must Have Patience and Perseverance at the Dance

- Amended Deal Terms
- Permitting Delays
- Real Estate Cycles
- Financing Challenges

South Station

Jackson Square

Nashua St. Residences

Bartlett Yard

Roxbury Crossing
Normal, Illinois

• Population 52,000
• Prominently located on the Chicago to St. Louis rail corridor
• Home of Illinois State University
• Amtrak Station – 2nd busiest in Illinois & 4th busiest in the Midwest
Redevelopment Plan

- Declining Business District
- 1999 established plan with ISU
- Revitalize Business District
- Streamline several modes of transportation
- Center around sustainable and livable community
Redevelopment Plan – In Action

- Plan in action for over 10 years
- Critical infrastructure updates to streetscape and public utilities
- New commercial buildings
- Existing businesses redeveloped or expanded
Uptown Station

- Opened in July 2012
- Provides much-needed transportation hub
- Streamlines several modes of transportation
- High-speed passenger rail, intercity and local bus service, airport shuttles, taxi services, passenger vehicles and pedestrians
Redevelopment Plan – Future

One Uptown Circle Development

- Hyatt Place Hotel
- Residential Tower
- “Connector” Building
Redevelopment Plan – Future

Pedestrian Overpass

- Walkway connecting Uptown Station to old Amtrak Depot
- New south boarding platform
- Remodel of Amtrak Depot as south boarding lobby
Face the Music

• Transit efficiency is critical to public support
• Transit depends on non-transit policies
• MAP-21 ties funding to non-transit decisions
• Staying in a cylinder of excellence = silos
• We all have to change how we plan and build our cities
Degree of transit agency control

Individual Criteria Ratings

- Mobility Improvements (16.66%)
- Environmental Benefits (16.66%)
- Congestion Relief (16.66%)
- Cost-Effectiveness (16.66%)
- Economic Development (16.66%)
- Land Use (16.66%)
- Current Condition (25%)
- Commitment of Funds (25%)
- Reliability/Capacity (50%)

Summary Ratings

- Project Justification† (50% of Overall Rating)
  - Must be at least “Medium” for project to get “Medium” or better Overall Rating

- Local Financial Commitment† (50% of Overall Rating)
  - Must be at least “Medium” for project to get “Medium” or better Overall Rating

Overall Rating

New and Small Starts Project Evaluation and Rating under MAP-21

MAP-21 criteria
Partnership Steps

• Sustainable Community Partnership supports regional and local cooperation

• Good plans need implementation steps
  – Communication across silos
  – Joint projects
  – Shared funding and project management
And Dance!
FILLING OUT YOUR DANCE CARD: THE PUBLIC SECTOR ROLE IN TOD

MAUREEN PHAIR
ARVADA URBAN RENEWAL AUTHORITY

October 22, 2013
City of Arvada

- First tier suburb - northwest of Denver
- Population of 110,000
- Tree-lined neighborhoods with small town feel
- Extend from Denver towards Boulder
2016 Commuter Rail Arrives

- Three stops in Arvada
- Main stop in Olde Town Arvada
RTD’s Plans Per EIS

- 400 surface parking spaces with an elevator and a bus transfer facility by opening day 2016 – 9 acres
Olde Town Arvada
Vision & Leadership

- Arvada City Council - higher and better use for the 9-acre site
- City – committed to fund the parking garage
- RTD - declared Olde Town site a Pilot Program
- RTD - removed key elements of the Olde Town station plan from the design/build contract
Development Opportunity

- Adjacent to Commuter Rail Station
- State Highway Frontage & Access – 60,000 cars per day
- Sweeping views of the mountains & Denver
- Contiguous to unique and thriving historic Olde Town
Government Collaboration

- The 9-acre site is owned by three entities
  - RTD owns 6.12 acres
    - Current Park-N-Ride bus service
  - City of Arvada purchased 1.66 acres
    - Purchased the gun club
  - AURA purchased 1 acre
    - Purchased private parking lot
Executive Oversight Committee

- Three Agencies – EOC
  - City of Arvada
  - AURA
  - RTD

- 7 Member Board – Senior Staff
  - Amend the existing IGA
  - Enter into a new MOU
EOC Duties

- Hire an Owner’s Representative
- Issue a RFQ
- Issue a RFP
- Interview and choose the master developer
- Negotiate a Joint Development Agreement
  - Sale of Land
  - Development Plan
  - Development Phasing
  - Sales, Property & Lodging TIF
Project Goals for TOD

- Mixed-Use
- Multimodal and Connected
- Quality Place-Marking
- High Quality Pedestrian-Oriented Environment
- Promote Olde Town Economic Vitality
- Efficient Delivery of Public Improvements
- Sustainable Community
Financial Participation

- Parking Garage
- Bus Transfer Facility
- Upgraded Plaza & Station
- Construct W. 56th Avenue
- Construct Dedicated Bus Lane
EOC & Developer Next Steps

- Negotiate the Design/Build of Transit Improvements
  - Garage
  - Plaza
  - 8 Bay Bus Transfer Facility
  - Construction of 56th Avenue
  - Construction of the dedicated bus lane
- Negotiate the Joint Development Agreement – 9 Acres
- Break Ground - 2014
Downtown Plano’s Past

Downtown Plano was once the vibrant center of a farming community. After decades of rapid suburban growth, downtown Plano became small, irrelevant and forgotten. Cosmetic improvements during the 80s and 90s did not reverse public doubt and disinvestment in downtown.
A New Vision & Strategy

The promise of DART light rail service by 2002 was the catalyst that produced the vision of transforming downtown into a transit village. The vision was larger than an image; it was the story of people sharing the experience of living, working and playing in a sustainable, walkable, urban mixed-use community, while being very much connected to the larger region.

¼ Mile Strategy

• Maximize LRT platform design
• Develop and manage parking
• Add 1,000 dwelling units and 50,000 sq. ft. retail space
• Reinforce downtown as an arts district
  • Expand park & streetscape improvements
  • Preserve historic buildings
• Provide incentives for reinvestment
Realization

The vision held and grew because of the advocacy of community leaders who told and retold the story and made the public, business owners and developers believers.

The vision was realized through public leadership in creating partnerships to take action.
Success Leads to Success

Through **persistence**, repeated successes have transformed downtown Plano. Reinvestment and commitment have restored downtown’s vibrancy and sense of place and community.

- 743 Apts. built or under construction
- 85K sq.ft. new commercial dev.
- 285+ for-sale units built or under construction
- 325 & 100-seat theaters
- $20M+ infrastructure reconstruction
- New elementary school
- Improved public realm
- Rail and bus service
- Reinvestment in historic buildings
- $202M+ Tax base expansion
Maintaining Momentum

• New 320,000 sq. ft. mixed-use project under construction
• RFQ issued for 1.7 acre project
• Continuing small business investment
New Ten-Year Goals

- Develop the Corridor
- 2,000 More Dwelling Units
- 500,000 Sq. Ft. Non-Residential Space
- Redevelop of Blighted and Under-performing Properties
- Improve Streets, Trails and Pedestrian Amenities
- Continue Neighborhood Revitalization
- $100 M+ Tax Base Growth
It’s About Creating People Places
Fill Your Dance Card: TOD goes to the ball
Sound Transit’s first dance

The new kid on the scene
Sound Transit’s first dance

The new kid on the scene
• Sweet 16
Sound Transit’s first dance

The new kid on the scene
- Sweet 16
- One-track mind
Sound Transit’s first dance

The new kid on the scene
• Sweet 16
• One-track mind
• Early years… *awkward*
The bulletproof teen

“We can do anything!”
Because when you look this good, you CAN do anything!
The bulletproof teen

“We can do anything!”
Because when you look this good, you CAN do anything!

• 55 miles of LRT…NOW!
The bulletproof teen

“We can do anything!”
Because when you look this good, you CAN do anything!

- 55 miles of LRT…NOW!
- 3 corridors at the same time
The bulletproof teen

“We can do anything!”
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• 55 miles of LRT...NOW!
• 3 corridors at the same time
• $1 billion budgets through 2020
“Whatever”

The answer is TOD
“Whatever”

The answer is TOD

• We encourage TOD
The answer is TOD

- We encourage TOD
- 2 kinds: Agency, Community
The answer is TOD

- We encourage TOD
- 2 kinds: Agency, Community
- All phases of planning
Accountable results – Show me what you got!
Get your posse together
TOD Partnership – It’s Electric!
FILLING OUT YOUR DANCE CARD: THE PUBLIC SECTOR ROLE IN TOD

Rail~Volution 2013 - Seattle, WA
Heather Tabbert, AICP
OVERVIEW OF RTA

RTA
Planning, Oversight, and Funding

CTA
Chicago & adjacent suburbs

Metra
Commuter Rail

Pace
Suburban Bus
ADA Paratransit
RTA Region

- 8.5 million people
- 3,700 square miles
- 2M rides daily
- 3.6 bil. passenger miles
- 5,640 bus & rail cars
- 381 rail stations
- 334 bus routes
- 7,200 route miles
- 650 vanpool vehicles
- $36 billion in assets
RTA AT THE DANCE: CHAPERONE AND TEACHER

- Planning Assistance
- Implementation Assistance
- Education
COMMUNITY PLANNING PROGRAM

Eligible Applicants
- Local Governments in Six-County Region
- Service Boards

Eligible Projects
- Transit-Oriented Development
- Transit Improvement (Access and Service)
- Corridor Plans
- Implementation Projects

Details
- Since 1998 over 100 studies
- Local Match Varies
- Consultant and Staff Assistance
- Coordination with CMAP (MPO)
IMPLEMENTATION EFFORTS

• Dedicated staff
• Inventory and track implementation
• Ongoing resource to previous grantees
• TOD Implementation Technical Assistance
• Capital funding: bundling smaller transit access projects into large CMAQ application; covering local match
EDUCATIONAL MATERIALS

- Setting the Stage for Transit
- Zoning and Transit-Oriented Development
- Transit-Oriented Development: The Future of Development
- Making Way: A Guide for Communities to Promote Pedestrian Mobility and Increase Access to Existing Transit
- Access & Parking Strategies for Transit-Oriented Development
- Setting Ideas in Motion
- Streamlining the Entitlement Process for Transit-Oriented Development
- Setting Ideas in Motion
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