TOD IMPLEMENTATION
BEST PRACTICE TOOLBOX
Leveraging Transit for City Shaping

arrington.gb@gmail.com
gbplacemaking.com
BEST PRACTICE TOPICS

- Timing & transit
- Parking & retail
- Distance matters
- Target stations strategically
- Create a TOD Czar
- Make TOD legal & easy
- New implementation tools
Different things at different times
BEFORE HIGH QUALITY TRANSIT

Get the preconditions to transit success teed up

- Complete transit-supportive plan:
  - TOD allowable use
  - Focus on walkability
  - Green streets
  - Mix of uses
  - Parking maximums
QUALITY TRANSIT IN PLACE

Get some early successes in place, create momentum

- Create & adopt TOD plans
- Go beyond planning – build institutional capacity
- Focus on implementation
- Demonstration projects – a few success stories
- Calm the streets

Center Commons – an early Portland TOD Demonstration Project
Real TODs have reduced parking
LIMITED MANAGED PARKING

Always a challenging issue

- Consider: size, location, design & management
- No minimum ratios, maximums
- Disconnect parking from buildings, manage by district
- Park ‘for sale’ nearly conventionally

Santa Monica, Miami
2006-2013: 45% of multi-family residential built w/ no parking

- Regional parking limits tied to transit service level since 1994
- City of Portland has allowed zero parking since 1985
- Commercial bus corridors are a hot spot for zero parking
Too much ground floor retail
TOD PLANS OFTEN OVER REQUIRE GROUND FLOOR RETAIL

Key lesson learned from past decade

- Desire & demand for active ground floor retail not in sync
- Retail under housing is more expensive than either to do
- Give more attention to factors driving retail market demand
- Prune back retail in plans

West Palm, San Francisco, Portland
Distance matters differently for different uses
DISTANCE & MODE SHARE

Transit share decreases with distance

- First 600 ft really matters
- Office mode share drops about 1% every 100 ft
- ½ mile residential share 300% higher than office

**DC Metrorail Mode Share**

<table>
<thead>
<tr>
<th></th>
<th>Office</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<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>
</tr>
</tbody>
</table>

Lesson: put office & retail closest to station
Jobs near transit more important than homes

- Workers with jobs near transit much more likely to use transit than those with homes near transit

Sweet Spot: Jobs + Homes near Transit

<table>
<thead>
<tr>
<th>Distance From Transit</th>
<th>Live Only</th>
<th>Work Only</th>
<th>Live + Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>¼ mile</td>
<td>26%</td>
<td>37%</td>
<td>62%</td>
</tr>
<tr>
<td>½ mile</td>
<td>18%</td>
<td>31%</td>
<td>50%</td>
</tr>
<tr>
<td>1 mile</td>
<td>11%</td>
<td>26%</td>
<td>35%</td>
</tr>
</tbody>
</table>

Denver Commute Mode Share By Workers

Journal of Transportation Research

October 2015
Target stations based on readiness
TOD TYPOLOGIES NOT ENOUGH

Too often an illusion for action

Go the next step – from strategy to action:
- Prioritize TOD across agencies
- Focus on a few places
- Align resources & strategies
- Do demonstration projects

Denver, Portland, St Louis, Baltimore
BART STATION PORTFOLIO

Analysis Ranks & Targets Stations

Rigorous consideration of:
- Market timing
- Development constraints
- Political support
- Financial feasibility / pro forma analysis

![Financial Feasibility of Scenarios]

<table>
<thead>
<tr>
<th>Station</th>
<th>High-Rise Office</th>
<th>Low-Rise Office</th>
<th>High-Rise Residential</th>
<th>Low-Rise Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>19th Street</td>
<td>13 Years</td>
<td>Now</td>
<td>8 Years</td>
<td>Now</td>
</tr>
<tr>
<td>Balboa Park</td>
<td>12 Years</td>
<td>Now</td>
<td>Now</td>
<td>Now</td>
</tr>
<tr>
<td>Coliseum</td>
<td>Not Considered</td>
<td>63 Years</td>
<td>23 Years</td>
<td></td>
</tr>
<tr>
<td>Concord</td>
<td>90 Years</td>
<td>63 Years</td>
<td>63 Years</td>
<td>28 Years</td>
</tr>
<tr>
<td>Daly City</td>
<td>2 Years</td>
<td>Now</td>
<td>Now</td>
<td>Now</td>
</tr>
<tr>
<td>Fremont</td>
<td>66 Years</td>
<td>52 Years</td>
<td>16 Years</td>
<td></td>
</tr>
<tr>
<td>Hayward</td>
<td>100+ Years</td>
<td>34 Years</td>
<td>34 Years</td>
<td>31 Years</td>
</tr>
</tbody>
</table>
Create a TOD Czar
INTEGRATED CITY STRATEGY

Point Person on TOD
Advocate, Enable, Facilitate

- Examples: Cities of Denver, Seattle, Washington DC, Saint Paul & Minneapolis
- Raise TOD profile in city, enable integrated approach
- Liaison w/ developers

Navy Yard Station
Washington, DC
Make TOD legal & easy
TOD OUTRIGHT PERMITTED USE

Remove Discretionary Barriers and Extra Steps

- Work to ensure TOD
- TOD outright permitted use
- Reduce cost & uncertainty for developers
- Density, land use mix and less parking
TOD ZONING

Basic building blocks:

- Minimum density
- Maximum parking
- Prohibited uses
- Site orientation

Transforming Tysons
Winner 2011 Daniel Burnham Award
Build new TOD implementation tools
ROBUST TOD TOOLBOX

Regulatory & Financial Incentives for TOD

Four notable examples:
- Development corporations
- Land acquisition
- TOD funds & grants
- Enhanced planning

This Portland example used each tool

The Patton, Portland, OR
Redevelopment Districts
A Major TOD Tool

- Examples: Portland, Dallas, Denver, Salt Lake City
- Employ: detailed master planning, tax increment, land acquisition, early public improvements, long-term development agreements, urban design requirements, assessment districts …
**TOD FUNDS & GRANTS**

*Funds for Affordable TOD & Developer TOD Grants*

- Examples: Portland, Denver, Bay Area, Seattle, Twin Cities
- Twin Cities grants to developers for “due diligence”
- Portland TOD grants for
  - Development projects
  - Urban living infrastructure
  - Site acquisition

The Prescott, Portland, OR
DENVER TOD FUND

Mix of public & foundation funding

- $24m regional fund targeting affordable housing
- Acquire and hold key TOD sites
- $15m invested in 8 sites
  570 units preserved / created

Evans Station Lofts
Denver, CO
ENHANCED TOD PLANNING

Transportation Grants for Detailed TOD Plans

- Examples: Bay Area, Chicago, Portland, Los Angeles, Atlanta
- LA Metro $21m in TOD grants
- Implementation focused plans

Transforming Tysons Corner
WHAT WILL YOUR NEXT STEP BE?

- Implementation starts with smart plans
- Focus on implementation
- Continuously innovate & build new tools
- Explicitly link transit & land use
THANK YOU

arrington.gb@gmail.com
gbplacemaking.com
971-282-5118