Rediscovering TOD
Reflections From 40 Years Doing TOD

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OVERVIEW

Topics

- TOD or TAD
- Four things
- TOD evolution
- TOD benefits
- Your guide ~ Rail~Volution
TOD or TAD?

Transit Oriented Development
Transit Adjacent Development

- Majority of development at US transit stations are not TOD’s
- TOD is still illegal at most US transit stops
- Not enough to be next to transit (TAD), must be shaped by transit (TOD)
Four TOD things that may surprise you
Mode is not as important as you think.
TOD WORKS WITH BUS OR RAIL

Location, market & transit frequency all matter more than mode

- That said, for shaping development rail is nearly always better than bus
Not your fathers rail line.
Community Building + People Moving
City shaping with transit requires a new approach to transit.

Quality design
Make transit work
Create a place
Connect to the community

Design for walking to transit
Not driving to transit
Distance matters differently for different uses

3.
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

Lesson: put office & retail closest to station

<table>
<thead>
<tr>
<th>DC Metrorail Mode Share</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>
DISTANCE & WORK MODE SHARE

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>

Journal of Transportation Research
October 2015
Achieving TOD is no longer enough
RAISE THE BAR

Create Complete TOD Communities

- Time to push market fundamentals further
- Consider displacement & gentrification
- Link economic opportunity, affordable housing, good jobs

Paseo Verde, Philadelphia
Mixed Use, Affordable LEED Platinum TOD
TOD driven evolution
VANCOUVER, BC

The Economist:
World’s most livable city
6 years in a row

10 years:
- total trips up 23%
- vehicle trips down 10%
- Doing TOD for 40 years
CITY WITH TRANSIT TO TRANSIT CITY

A quick look at the building blocks on the journey to transformation

Melbourne, AU
Getting Started
TOD 1.0

- Education & advocacy
- Collation building
- Adopt supportive policies
- Best practice library
- Visit Portland or Washington, DC
TOD EVOLUTION

Getting Plans in Place

TOD 2.0

- Plans & policies adopted
- TOD is now legal
- Focus on residential & a few select sites
- Transit agency lead

Seattle TODs
TOD EVOLUTION

Implementation Focused

TOD 3.0

- More district based TODs
- Many plans require TOD
- Reshape transit for TOD
- Robust TOD tools
- City leadership
TOD EVOLUTION

Transforming Your Region

TOD 4.0

- Market prefers TOD
- Green, equity & jobs TOD
- Tight parking ratios
- TOD part of regional DNA
- The world visits you
SO WHAT WILL YOU ASPIRE TO BE?

A transit city?
Portland
58.7 Transit trips per capita
Region shaped by transit

Or a city with transit?
Dallas
14.7 Transit trips per capita
Region shaped by highways
Some TOD benefits
TOD BENEFITS

For the **Transit Agency**

- More riders at a lower cost
- Repositions transit – as a means to the end of a livable community
- More “choice” transit riders focusing on commuters

Auckland, NZ & Portland
LINK TO A BROADER STRATEGY

TOD: a “means to an end” to achieving community objectives

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

For the **City** TOD is a means to leverage:

- Implementation of local plans
- Catalyzing economic development
- Advancing mixed income housing

Center Commons
Portland, OR
TYSONS CORNER

Transforming America’s 12th largest employment center into its largest TOD

Time Magazine highlighted the plan as one of “10 Ideas for Changing the World Right Now.”
TOD BENEFITS

For the Community TOD is a way to have:

- Less traffic, cleaner air and a healthier lifestyle
- More money in your pocket
- More choices for housing, retail and access to jobs

Denver & Portland TODs
TODS BEHAVE DIFFERENTLY

TOD housing generates 50% less auto traffic than conventional housing.
Adding it all up
ORENCO STATION
Hillsboro, OR

The fundamentals for a successful TOD ~
a great neighborhood

- Safe streets
- Strong center
- Local services
- Parks & open space
- Housing choices
- Good jobs
DEVELOPMENT SHAPED BY TRANSIT

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

An abundance of tools and connections for building livable communities with transit
THANK YOU

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