TOD IMPLEMENTATION
BEST PRACTICE TOOLBOX
Leveraging Transit for City Shaping

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BEST PRACTICE TOPICS

*That are purposely provocative*

- Set the bar higher
- Parking & retail
- Distance matters
- Target stations strategically
- Create a TOD Czar
- Make TOD legal & easy
- New implementation tools
TOD means development shaped by transit

Not simply next to transit
DEVELOPMENT
Shaped by transit

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

Different than the rest of your region

San Francisco, Portland
Real TODs have reduced parking
REAL TODS HAVE REDUCED PARKING

Arguably many regions have yet to realize “real TODs”

- Places such as Atlanta, Dallas, Denver, Miami, Phoenix, Twin Cities among others need to raise the bar to realize real TODs
- They are doing good, but they need to do more

Wilshire/Vermont, Los Angeles, CA 57% reduction in auto trips relative to ITE rates
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
PARKING PORTLAND

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

Division St Corridor
Too much ground floor retail

Need to prune back in plans
TOD PLANS OFTEN OVER REQUIRE GROUND FLOOR RETAIL

Key lesson learned from the 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

Put office & retail closest
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>
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</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

<table>
<thead>
<tr>
<th>Distance From Transit</th>
<th>Live Only</th>
<th>Work Only</th>
<th>Live + Work</th>
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<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>
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</table>

Journal of Transportation Research
October 2015
Target stations based on readiness

Not every station is TOD ready
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
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 Housing</th>
<th>Low-Rise Housing</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>69 Years</td>
<td>63 Years</td>
<td>28 Years</td>
</tr>
<tr>
<td>Daily City</td>
<td>2 years</td>
<td>Now</td>
<td>Now</td>
<td>Now</td>
</tr>
<tr>
<td>Fremont</td>
<td>88 Years</td>
<td>66 Years</td>
<td>52 Years</td>
<td>16 Years</td>
</tr>
<tr>
<td>Hayward</td>
<td>100+ Years</td>
<td>64 Years</td>
<td>64 Years</td>
<td>31 Years</td>
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</table>

BART Portfolio Analysis
Create a TOD Czar

Need to cut across silos
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
Make TOD legal & easy
An outright permitted use
TOD OUTRIGHT PERMITTED USE

Remove Discretionary Barriers and Extra Steps

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

41 & Fox Station Area Plan
Denver, CO
Build a new TOD toolbox

Regulatory & fiscal incentives
Five notable examples:

1. Development corporations
2. Land acquisition
3. TOD funds & grants
4. Enhanced planning
5. Demonstration projects

This Portland example used all 5 tools

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
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
EQUITABLE TOD DEMONSTRATION PROJECTS

Get some early successes in place, create momentum

- Rise the bar on what’s possible
- Market shaping + new comps
- Build partnerships & institutional capacity
- Mixed income projects a good starting point

Pasco Verde, Philadelphia, PA
WHAT WILL YOUR NEXT STEP BE?

- Raise the bar - development shaped by transit
- Rethink what success looks like
- Focus on implementation
- Continuously innovate & build new tools
- Achieve equitable high performance TOD
THANK YOU

I live in this TOD
✓ Dense
✓ Mixed use district
✓ Tight parking
✓ 95 Walkscore
✓ Frequent transit
✓ Bike & Carshare