So You Built It.
Did They Come?
Rail~Volution 2019
Tuesday, September 10
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EDMONTON
Introduction

- Standard Q&A
- Interactive Q&A
- Vancouver
- Seattle
- Denver
- Los Angeles
So you Built It. Did they Come?
RailVolution 2019
LA Metro
LA Metro is the Transportation Authority for LA County, a huge geographic region with 88 cities and several unincorporated communities.

More than 9.6 million people (almost 1/3rd of California’s residents) live, work, and play within Metro’s service area of 1,433-square-miles.
2016: Measure M

Metro Rail System – Measure M Expansion (post 2016)

2016: Measure M

Measure M Lines:
244 stations
296.5 miles

*Excluding North SFV BRT Line
Evolution of TOC

**TOD**
SINGLE DEVELOPMENT
within 1/2 mile of transit

**TOC**
INTEGRATED COMMUNITY
served by transit with mix of uses
What are TOCs?

Transit Oriented Communities (TOCs) are places (such as corridors and neighborhoods) that, by their design, allow people to drive less and access transit more.

A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use and holistic community development.

-TOC Policy, July 2018
Metro’s TOC Metro Approach

WHERE METRO LEADS
Plan, build, and operate mobility services
Real estate and asset management
TOC Policies and Programs

WHERE METRO SUPPORTS
Encourage community development
Incentivize land use planning and policies
Provides grant writing assistance
LA Metro TOC Programs*

Transit Supportive Planning
• Planning Grant Program
• Transit Supportive Planning Toolkit

Metro Joint Development Program

TOC Implementation Plan
(in process)

* Not all encompassing list of LA Metro TOC Programs
Planning Grant Program

• Launched in 2011
• Goal: spur the adoption of transit-supportive local land use regulations.
• Granted $25M+ for plans for 90+ station areas

Funds can be used for:
• Land Use Plans and Environmental Clearances
• Tax Increment/Value Capture Feasibility Studies

1. Compact Design
2. Complete Neighborhoods
3. Street & Network Connectivity
4. Site Layout, Parking Layout & Building Design
5. Affordable Housing
6. Commercial Stabilization, Business Retention & Expansion
7. Transit Prioritization, Accessibility & Area Design
8. Parking Management
9. Transportation Demand Management
10. Pedestrian & Bicycle Circulation
Joint Development Policy, Goals

**Joint Development (JD)** is the real estate development program through which Metro collaborates with qualified developers to build transit-oriented developments on Metro-owned properties.

**Metro JD Policy**  Portfolio-wide goal to have 35% of housing units “affordable” defined as 60% AMI or below.
JD Completed Projects, Pipeline

<table>
<thead>
<tr>
<th>Project Status</th>
<th>Completed/In Construction</th>
<th>In Negotiations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>13</strong> COMPLETED</td>
<td>&gt; 2,179 housing units</td>
<td>&gt; 2304 housing units</td>
</tr>
<tr>
<td></td>
<td>• 424 ownership units</td>
<td>• All rental units, of which 41% are affordable</td>
</tr>
<tr>
<td></td>
<td>• 1,755 rental units, of which 746 (34%) are affordable</td>
<td></td>
</tr>
<tr>
<td><strong>0</strong> UNDER CONSTRUCTION</td>
<td>&gt; 305 hotel rooms</td>
<td>&gt; About 575,000 square feet of commercial, office and retail</td>
</tr>
<tr>
<td><strong>9</strong> IN NEGOTIATIONS</td>
<td>&gt; 820,000 square feet of retail</td>
<td></td>
</tr>
<tr>
<td><strong>4</strong> IN PROCESS IN 2019</td>
<td>&gt; 650,000 square feet of office (Metro Headquarters)</td>
<td></td>
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</tbody>
</table>
TOC Implementation Plan

**Action Areas**

1. TOC Baseline Corridor Assessments
   - Demographic Data
   - Policy Assessment
   - Stakeholder Engagement
   - Recommended Strategies

2. Continually Improve TOC Programs

3. Improve Internal Coordination

4. Strengthen External Coordination and Collaboration
Thank you!

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So You Built It. Did They Come?

Rail~Volution
Vancouver, CA
September 10, 2019

John Hersey, AICP, LEED AP ND
Sr. Assoc. for Transit-Oriented Development
Regional Transportation District
RTD at a Glance

- Service area: ~2,350 sq. mi. (6,000 sq. km.)
  - Size of Delaware
- Population: ~3 million
  - 54% of Colorado
  - Population of Utah
- ~44 million annual regular fixed-route scheduled miles (~71m km)
  - Rail corridors adjacent to freight, highways
Metro Denver: A Diverse Region
Ridership & Farebox Revenue Trends
Ridership Challenges

• Limited authority over ROW →
  Unreliable service, FLM constraints
Ridership Challenges

• Constrained station areas ➔ Constrained TOD / JD opportunities
Ridership Challenges

• Disagreement regarding parking and eTOD/JD → Inconsistent policies
Increasing Ridership through eTOD

• Equitable Development (TOD & JD)
Increasing Ridership through eTOD

- Equitable Development (TOD & JD)
  - Keep your riders close → Reduce operations $
Increasing Ridership through eTOD

• Equitable Development (TOD & JD)
  • Keep your riders close →
    Reduce operations $
Increasing Ridership through eTOD

• Equitable Development (TOD & JD)
  • Low parking → low rent/sale
  • Low parking → less car use → more transit use
Increasing Ridership through eTOD

• Equitable Development (TOD & JD)
  • Reduce housing & transportation costs → increase savings
  • Increase capacity to invest in education, healthcare, etc.
  • Strengthen regional economy for all
Thank You!

John Hersey, AICP, LEED AP ND
Sr. Assoc. for TOD, RTD
John.Hersey@RTD-Denver.com
So you build it. Did they come?

09/10/2019
Sound Transit District - RTA

Over 3 million residents

3 counties:
King | Pierce | Snohomish

51 cities
Current service

**Link light rail**
- University of Washington, Capitol Hill, Downtown Seattle, Sea-Tac Airport, Angle Lake
- Tacoma Dome to Theater District

**Sounder rail**
- Everett to Seattle
- Lakewood/Tacoma to Seattle

**ST Express bus**
- 28 regional bus routes
**ST3 – 2024 Service**

**Link light rail**
- Shoreline, Mountlake Terrace, Lynnwood
- SE and Downtown Redmond
- Kent/DesMoines, Federal Way

**Sounder rail**
- Sounder north added parking and access improvements

**Bus Rapid Transit**
- I-405 BRT – Lynnwood to Burien
- SR 522 BRT – Shoreline to Bothell

**Bus improvements**
- North Sammamish Park & Ride
Future Link service

2021: Northgate Link Extension
2022: Tacoma Link Extension to Hilltop
2023: East Link Extension: Northgate – Overlake
2024: Lynnwood Link Extension and Federal Way Link Extension
2030: West Seattle Link Extension and Tacoma Dome Link Extension
2031: Light rail infill stations: NE 130th St, South Graham St, South Boeing Access Rd
2035: Ballard Link Extension and new light rail tunnel
2036: Everett Link Extension
2039: Tacoma Link Extension to Tacoma Community College
2041: South Kirkland – Issaquah Link Extension
Transit Oriented Development
# TOD Program Approach

## Planning/Assess
- Advise on station and station area planning
- Assess TOD potential of station locations
- Identify potential development partnerships

## Planning/Define
- Work with project teams on station master planning and urban design framework
- Define potential future surplus/joint development opportunity
- Develop framework and strategies for partnership

## Implementation
- Lead TOD-specific community engagement process
- Develop and oversee RFP for development partner(s)
- Negotiate, close, and monitor transactions
**TOD Policy**

“Community TOD”  
Coordinate with and support planning and development activities within ½ mile of station areas.

“Agency TOD”  
Engage private, public, and non-profit partners in redevelopment of surplus Agency property or delivery of joint use facilities.
Statutory Direction

80% of property suitable for housing must be first offered to qualified entities for affordable housing creation.

80% of created units must be affordable.

Units must serve those earning no more than 80% of area median income.
**TOD Planning - Approach**

TOD planning group leads station area planning workshops

- Community and key stakeholders develop early TOD concepts supported by technical analysis on equity, development potential, transit integration, and non-motorized access work.
TOD Planning - Approach

• TOD opportunities are evaluated with City and community partners to plan future stations for light rail, BRT and transit facilities.

• ST team works from the earliest days of transit project planning by evaluating development potential of alternative alignments and station locations.
TOD Planning - Focus Areas

**Urban Design Framework/Master Planning**

Stations/Transit Facilities requiring the most considerable interventions in existing urban fabric that would benefit from concurrent development of station layout and an urban design framework.

**Alternate Delivery Planning**

Station/Transit Facilities with a more focused footprint where layout/configuration can provide opportunities for alternative delivery methods (i.e. Joint Development).

**Station Area Planning**

Station Area Development Propensity Analysis
TOD Planning - Zones of Responsibility

- Station footprint (ST)
- Station Urban Design Framework (ST and City)
- Station Area Planning (City)
TOD Planning—Urban Development Framework

Key Components

› Bus stop and layover zones
› Drop-off zones (kiss-n-ride)
› Standard ROW cross-section
› Streetscape standards, including:
  • Sidewalk widths
  • Building frontages and setbacks
  • Landscaping and stormwater
› Intersection treatments
› Public space and Placemaking standards
› Access and circulation movements
  • Ped and bike
  • Transit
  • General traffic
TOD Projects
Completed TOD Projects
Under Construction - Capitol Hill TOD
Future Stations - SE Redmond Station 2024
## Current Development Sites

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Hill – Site D</td>
<td>Location: Capitol Hill Station, Seattle Site Area: 10,383 SF (0.24 acres)</td>
<td>Development</td>
</tr>
<tr>
<td></td>
<td>Program: <strong>70-80 Affordable Units</strong>; college expansion on Site D</td>
<td></td>
</tr>
<tr>
<td>Roosevelt Central Site</td>
<td>Location: Roosevelt Station, Seattle Site Area: 54,000 SF (1.2 acres)</td>
<td>Development</td>
</tr>
<tr>
<td></td>
<td>Program: <strong>230-250 Affordable Units</strong> (target of 60% AMI and below)</td>
<td></td>
</tr>
<tr>
<td>Rainier Valley – Affordable Homeownership</td>
<td>Location: Columbia City Station, Seattle Site Area: across 12 properties/22 parcels</td>
<td>Pre-Development</td>
</tr>
<tr>
<td></td>
<td>Program: <strong>affordable home-ownership program</strong> in partnership with Seattle’s Office of Housing</td>
<td></td>
</tr>
<tr>
<td>Operations Maintenance Facility: East - MDP</td>
<td>Location: Bel-Red Corridor, Bellevue Site Area: 282,715 SF (6.88 acres)</td>
<td>Pre-Development</td>
</tr>
<tr>
<td></td>
<td>TBD <strong>affordable housing units</strong></td>
<td></td>
</tr>
</tbody>
</table>
Thank you.

Juan Calaf
Senior Land Use Planner - East Corridor

soundtransit.org

soundtransit.org
SO YOU BUILT IT. DID THEY COME?

Rail-Volution 2019

Lon LaClaire
Director, Transportation Engineering, City of Vancouver
Transportation Targets

MAKE AT LEAST 2/3 OF ALL TRIPS BY FOOT, BIKE OR TRANSIT

For all trips originating in the City of Vancouver. Source: 1994, 1996, 2004, and 2008 TransLink Trip Diary Surveys. 1994, 1996, and 2008 data was collected in the Fall, while 2004 data was collected in the Spring and adjusted for seasonal transit variation. 2008 data corrected for removal of O- to age group (not included in past survey results). Trip to commercial drivers (cabbies, vans, trucks, and bus drivers) not included.
Transportation Trends

- Walking + biking + transit = sustainable mode share
Safety

Traffic-Related Fatalities

Result of Walking Investment

Commuters destined for Downtown Vancouver from the City of Vancouver

Source: 2006 Census, 2016 Census
Result of Walking Investment

Downtown Population 2006

43,415

Density: 117 (p/ha)

50%↑

Downtown Population 2016

62,030

Density: 167 (p/ha)

Source: wikitravel.org

Source: wikimedia.org
Result of Cycling Investment

Commuters destined for Downtown Vancouver from the City of Vancouver

Source: 2006 Census, 2016 Census
Result of Cycling Investment

BURRAD BRIDGE

Before

After
The Burrard bridge bike lane is now the busiest bike lane in North America.
More than a million cyclists ride across the bridge each year.
Result of Transit Investment

Commuters destined for Downtown Vancouver from the City of Vancouver

- Walking: 17,775 in 2006, 23,905 in 2016 (34% increase)
- Cycling: 2,945 in 2006, 6,175 in 2016 (110% increase)
- Transit: 23,110 in 2006, 31,255 in 2016 (35% increase)
- Motor Vehicles: 22,020 in 2006

Source: 2006 Census, 2016 Census
Transit Ridership Trends

Historic Ridership Trend

- Millennium Line opens
- Transit work stoppage
- Evergreen Extension opens
- Canada Line opens

Conventional System Boardings (millions) vs. Year
What's next?

- Climate Emergency
- City – wide Plan
A WALKABLE CITY

BY 2030, 90% OF PEOPLE LIVE WITHIN AN EASY WALK/ROLL* OF THEIR DAILY NEEDS.

*Walking or other pedestrian-scale mobility devices like wheelchairs
SAFE AND CONVENIENT ACTIVE TRANSPORTATION AND TRANSIT

BY 2030, TWO-THIRDS OF TRIPS IN VANCOUVER WILL BE BY ACTIVE TRANSPORTATION AND TRANSIT, WHICH WOULD BE 10 YEARS EARLIER THAN CURRENTLY PLANNED.
Future Priority on Walking, Cycling & Transit

Pedestrian counts in Downtown

- [Graph showing pedestrian counts in Downtown]

S-Year Cycling Network
Additions & Upgrades 2016-2020

- [Map showing cycling network]

BROADWAY SUBWAY PROJECT

- [Map showing the Broadway Subway Project]

- [Station locations to be confirmed, but will be within 1 block of major intersections]
Future Priority on Lower Emissions

3

BIG MOVE

POLLUTION-FREE CARS, TRUCKS AND BUSES

By 2030, 50% of the kilometers driven on Vancouver’s roads will be by zero emissions vehicles.
Thank You
Lon LaClaire
City of Vancouver
Standard

Questions & Answers
Thank You!