



Building Successful Mixed-income Communities

Transportation and Transit-oriented Development

David M. Taylor, CNU Senior Vice President

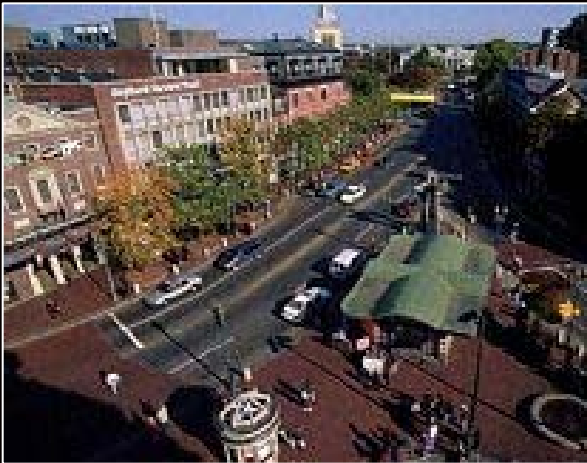
National Director, Sustainable Transportation Solutions

Features of TODs



- Apply to Multiple Scales
 - System, Corridor, Communities
- Focus on Station Areas and Broader Context
- Are Compact, Walkable with Diverse Population and Use Mix
- Promote Street Connectivity
- Pedestrian and Social Interaction
- Increase Transit Ridership

TOD - A Trend Not a Fad



- Increasing National Acceptance
- Improving Access to Capital
- Changing Development Patterns
- Enhancing Mobility and Quality of Life
- Expanding Transit Ridership



Why Focus on TODs?

“...at least a quarter of all households... looking for housing in the next 20 years – 14.6 million households – will be looking for housing within ¼ mile of a...transit stop.”

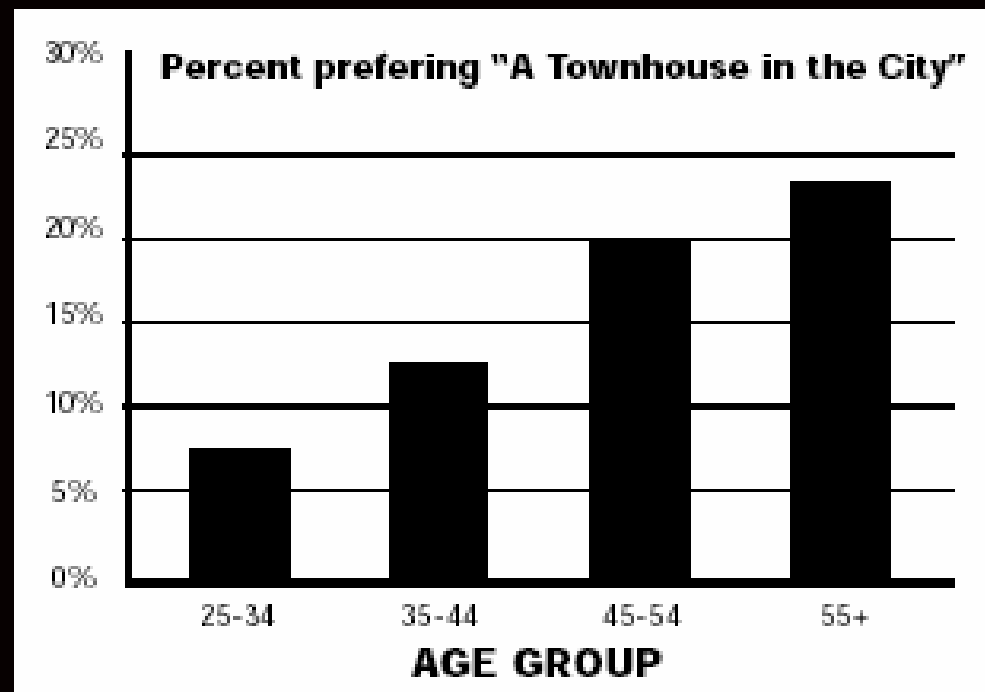
“..there will be potential to more than double the amount of housing in transit zones.”

Hidden in Plain Sight – Capturing the Demand for Housing Near Transit
Reconnecting America/Center for Transit-Oriented Development

Changing Demands

“Empty nesters in the 55 to 64 age bracket will be the fastest-growing segment of the home-buying market until 2010.”

Source: *The Coming Demand*, Meyers, Gearin, et al, USC





Demand for TODs Today

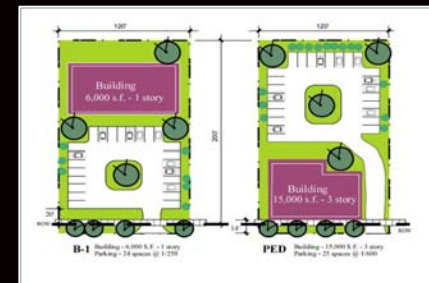
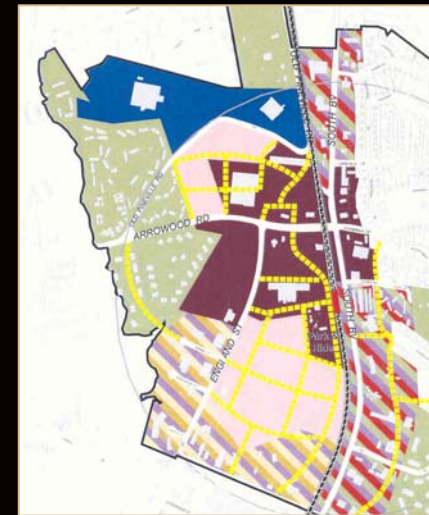
Current Top 10 Metro Areas for TOD Potential

- New York
- Los Angeles
- **Chicago**
- SF Bay Area
- Boston
- Philadelphia
- Washington, DC
- Portland
- Dallas
- Miami

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TOD and Real Estate

- Successful TODs Result from
 - Supportive Real Estate Markets
 - Understanding the Financial Deal
 - TOD-Responsive Land Use Policies and Plans
 - Public/Private Partnerships
 - Mixture of Incentives
 - Value Creation



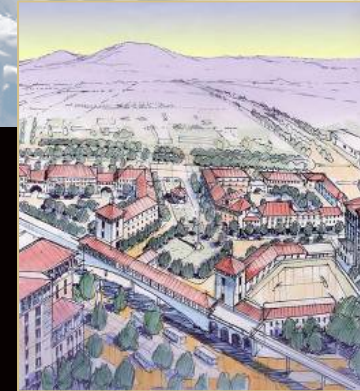
Creating Development Value

- TOD/Location Efficiency
 - High Intensity Economic Activity
 - Less Demand for Trips by Single Occupancy Vehicles
 - Reduced Auto-ownership Requirements
 - Mixed Use Activity Centers Promote Interaction
 - Higher Density Life-style Choice



Development Value

- San Francisco – Residential Value 10% (\$23K) Higher at BART Stations
- DART – Residential and Office 13% Higher
- Brisbane – 20% Increase in Property Values



Busway boosts house values

Joel Dalry Queensland research shows suburbs with direct access to the busway's stations had solid growth over the recent quarter. Most other suburbs next door to those busway suburbs also outperformed, with however not been direct busway access, rose 6.23 per cent. The comparisons showed busway suburbs were performing above city-wide increases which have been twenty all areas within 10km of the CBD compared with a jump of 3.99 per cent in busway suburbs Right Mile Plains. The research supports the trend that more people are moving to areas within five to 10km of the CBD which are Property values also would

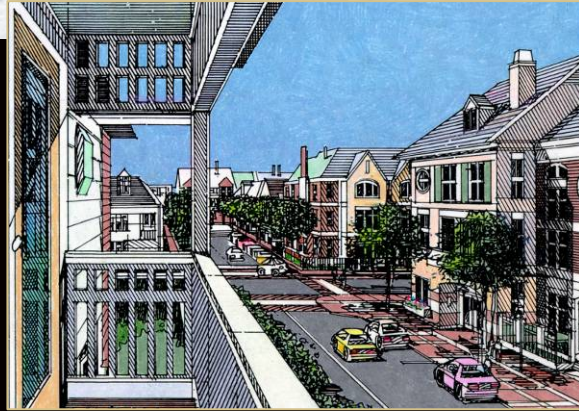
The figures also showed approximately 375,000 private vehicle trips were converted to public transport along the busway, which straddles the South East Freeway. "Historically, housing has always followed public transport nodes. Those closer to transport generally have high values," Mr Gross said. "A lot of investor stock in rental properties are currently

Development Value

- Portland – 11% > within 1500' of a Station
- Atlanta - \$1000 > for Each 100' Closer to a Station
- Santa Clara, CA – 23% Increase in Commercial Property Values



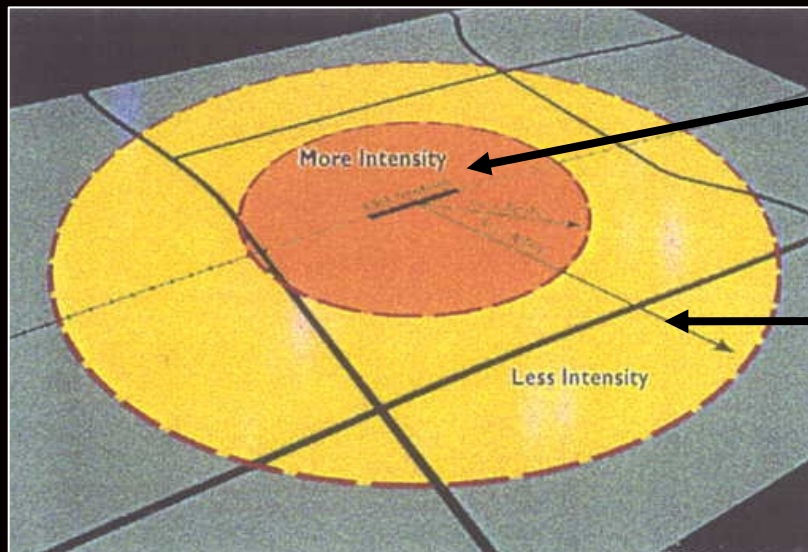
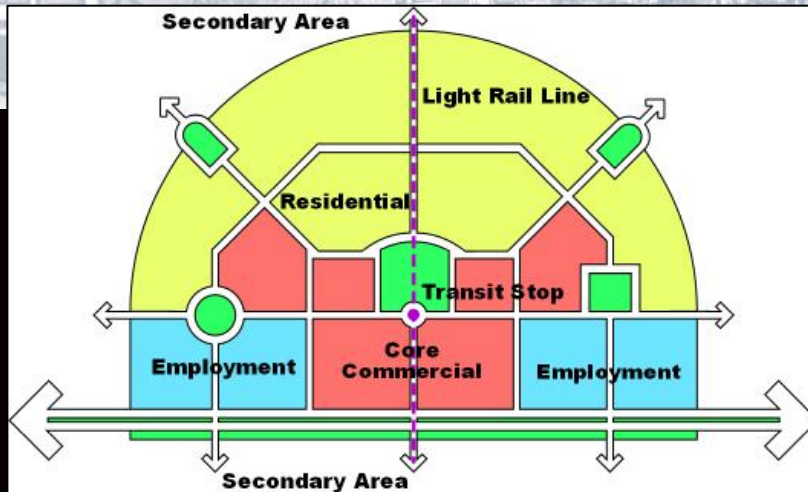
Transit-Influenced Land Uses



- Multi-Family
- Office
- Support Retail
- Specialty Attractions



The *Minimum* TOD Opportunity



$\frac{1}{4}$ Mile R = 125 Acres

Three Neighborhoods

$\frac{1}{2}$ Mile R = 500 Acres

Twelve Neighborhoods



The Transit Mode Matters

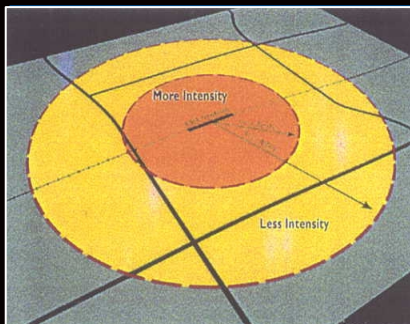
- Development Types, Density and Intensity Vary by Mode
- Commuter/Community-serving Differences
- Station Spacing and Service Frequency are Factors
- Mature Systems and New Systems Differ
 - $\frac{1}{4}$ and $\frac{1}{2}$ Mile Radii May not be Appropriate
 - Patterns Set vs. Clean Slate
 - Stations Set vs. Station Options
 - Infrastructure Set vs. New Amenities Options

Heavy Rail



High Land Use Effects

- Type and Frequency of Service is Land Use Supportive
- Primarily Commuter-oriented
- Elevated Stations are Less Approachable
- Serves as New "Access" to Development
- Principal Impact Area – to ½ Mile Radius
- Compact, Walkable Mixed Use Results are Possible



Commuter Rail



- Generally Low Land Use Effects
 - Existing Railroad Lines and Industrial Uses
 - Station Spacing – 5 to 10 Miles
 - Park and Ride Facilities
 - Access to Regional Employment
 - Large Parking Areas are Negatives
 - Service Frequency
 - Modest Customer Base for Retail Uses
 - Nominal Residential and Office Uses
 - Longer-term Development Period

Streetcar



- High to Very High Land Use Effects

- Frequency, Type, and Scale of Service is Highly Land Use Supportive
- Development Follows the Streetcar Line
- Redevelopment Catalyst
- Principal Impact Area – Three Blocks Each Side of Line
- Compact, Walkable Mixed Use Pedestrian-producing Results



Transit and Transformation

- Transit is a Form of Access to Development and Redevelopment
- Develops Beyond, Not Just Around Stations
- Yields Sustainable, Compact, Mixed, Equitable, Walkable Development
- Reminder - All Modes Do Not Create Equal Land Use Results
- Address the “Last Mile of the Trip” and the “Trip not Taken”

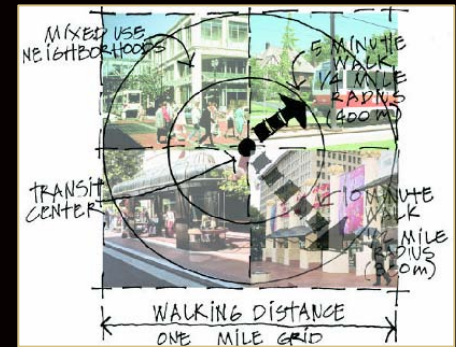


Mixed-Income/TOD Issues

- Cost of Land and Speculation
- Lack of Access to Capital by Developers
- Complex Financing Structures
- Land Assembly and Entitlements
- Excessive Parking Requirements
- Community Opposition
- Financial Ability of Residents

Mixed-Income/TOD Opportunities

- Identify Key Transit Corridors and Locations
- Provide Incentives
- Remove Regulatory Barriers
- Coordinate Housing, Transportation and Public Realm Investments
- Improve Local Delivery Capacity
- Involve Public Private Partnerships
- Find a Champion





P3 - Its Role in TOD

- The Public Sector Invests in
 - Transit Infrastructure
 - Land Assemblage
 - Plans, Codes, Incentives, and Streamlined Permitting
- The Private Sector Responds Positively
 - Development Follows the Tracks
 - Development Surrounds the Stations
- Financial Shortfalls Lead to Cooperative P3 Funding— Capital and Operating Costs



P3 - Its Role in TOD

- Common Private Sector Responses
 - Creating Non-profit Streetcar Corporations
 - Participating in Joint Development Agreements
 - Developing in Tax Increment Finance Districts
 - Forming Special Assessment Districts
 - Creating Business Improvement Districts
 - Providing Sponsorships and Endowments
 - Paying Development Exactions
 - Devising Alternative Delivery Systems



P3/TOD Results...Undeniable

- P3 TODs are Producing Significant ROI
- P3 – Span All Planning Phases: Planning, Design and Construction
- P3 – Augment State, Local and Federal Capital Funds
- P3 – Supplement Operating Funds
- **P3 – Required for Virtually Every TOD**

Tools for Mixed Income TODs

- Mandatory Affordable Unit Set-asides
- Transit District Zoning
- Incentive –based Zoning
- Parking Reductions
- Tax Credit Programs
- Tax Increment Finance Districts
- Special Benefit Districts
- Housing Incentive Programs
- Joint Development Opportunities
- Public Private Partnerships



Center City Ward

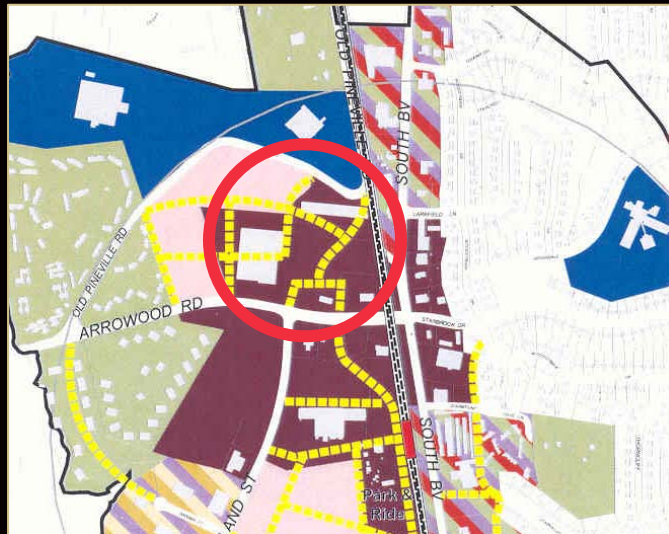
Charlotte, NC



- Winner HUD Housing and Community Design Award
- Mixed Use/ Mixed Income
- Hope VI Project Replaced 409 PH Units
- On Light Rail and Streetcar Lines
- City, Housing Authority and CDC
- First Ward Community Fund, Inc

South Creek Crossing

Charlotte, NC



- Located on New LRT Line
- City's First Affordable, Transit-oriented Rental Housing
- Developed by C-M Housing Partnership
- 192 Units – 100 Affordable and 20 Units for Very Low Incomes
- Second Project in Planning at Another Station

Ohlone-Chynoweth Station

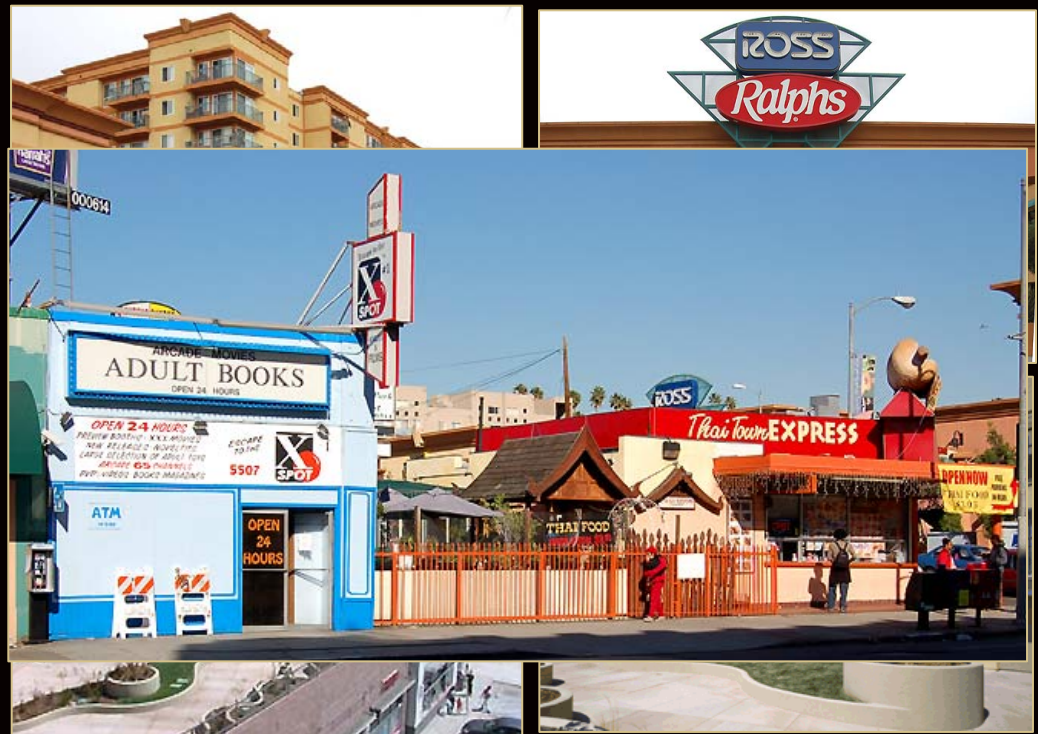
San Jose, CA



- City/Transit Agency Joint Development
- Built Right at Station
- Result of City's Housing Initiative Program
- Very Low and Affordable, Mixed Income Community
- Led Way for Increased Densities in Suburban Setting

Hollywood and Western Station

Hollywood, CA



Rights for Project

Hollywood Metro Apartments

Hollywood, CA



- Located Over Hollywood and Western Station
- Direct Access to Transit
- Joint Development with MTA (Land Lease), Private Developer and Hollywood Community Housing Corporation
- 60 Affordable Units (Large Families), Day Care, 9000 SF Commercial Space

Pearl Court

Portland, OR

- 30% Median Family Income-limited Project
- Target Market: Service Workers in Downtown
- Housing Authority of Portland
- Zero parking
- Across the Street from \$400/SF Market Rate Condos



Museum Place

Portland, OR

- Mixed-income Project –
15% of Units Income-
Limited to 30% Median
Family Income
- Tax Credits and
Redevelopment Agency
Financing
- Shared Parking
- 40,000 SF Ground Floor
Grocery

