



# Within Our Reach: Your World in Half a Mile

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HDR

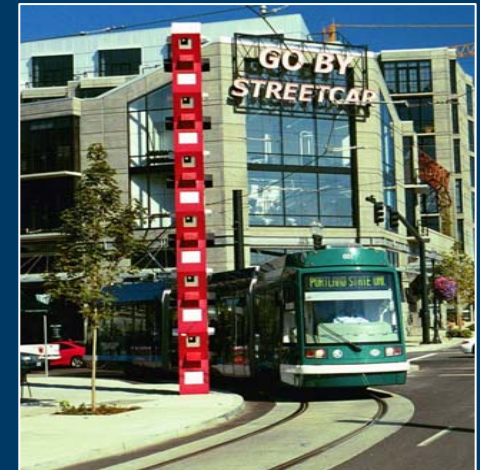


# Within Your Reach Perspectives

- The City Policy Perspective
  - Catherine Cox-Blair, City Of Denver
- The Development Perspective
  - James Keefe, Trinity Financial, Inc., Boston
- The Agency Perspective
  - Sam Assefa, Assoc. AIA, LEED AP, Chicago
- The Elected Official Perspective
  - Mary Ann Smith, 48<sup>th</sup> Ward Alderman

# Transit and Development

Transit - The Means... The Goal - A Livable, Memorable City



# Forces Driving Change

- Need to Accommodate 80M to 100M People by Mid-century
- Changing Demographic Profile
- Future Development Requirements
  - 89M New or Replacement Housing Units
  - 190B sf of Non-Residential Uses
- Increase in Vehicle Miles Traveled
  - 3X Population Growth
  - 2X New Vehicle Registrations
- The Negative Effects on Increased GHG





# Forces Driving Change

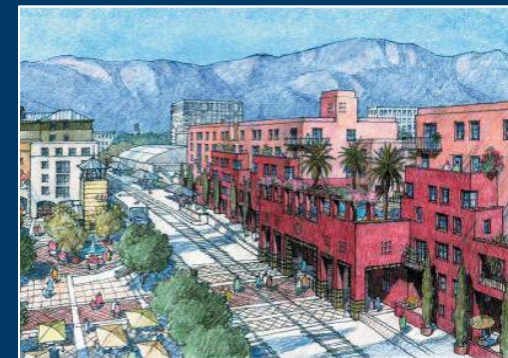
“...at least a quarter of all households... looking for housing in the next 20 years – 14.6 million households – will be looking for housing within ¼ mile of a...transit stop.”

“..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

# Benefits of TOD

- Transit is “Access” to Open Up Development
- TOD is not a Development TYPE
- It is Not a Project Next to a Station
- TOD is a Policy Decision, a Planning Approach, and a Location Definition
- TODs are Compact, Mixed Use, Walkable Places Served by and Oriented to Transit
- Transit Ridership is Increased

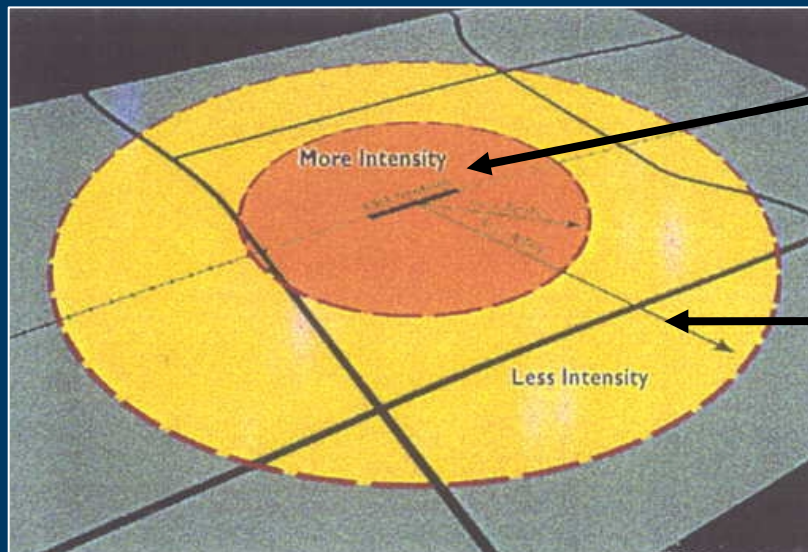
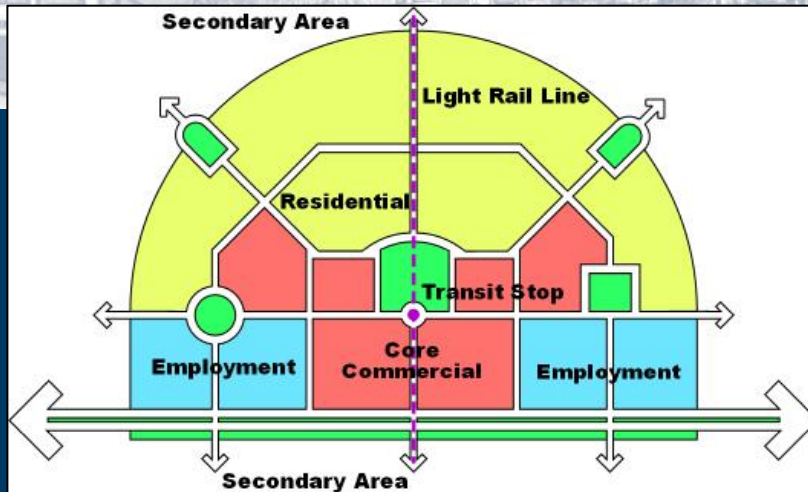


# Benefits of TOD

- Reduce GHG Emissions by 3 Tons/Year
- Reduced Car Ownership
- 50% of Work Trips and 15% of Non-work Trips by Transit
- Decrease Local Infrastructure by 25%
- 10% increase in Density = 5% > Transit Trips
- Healthier Lifestyle Choice - 10% < Obesity



# The TOD Opportunity



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

**Three Neighborhoods**

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

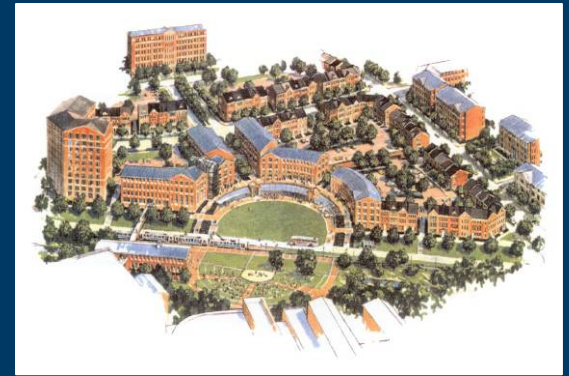
**Twelve Neighborhoods**

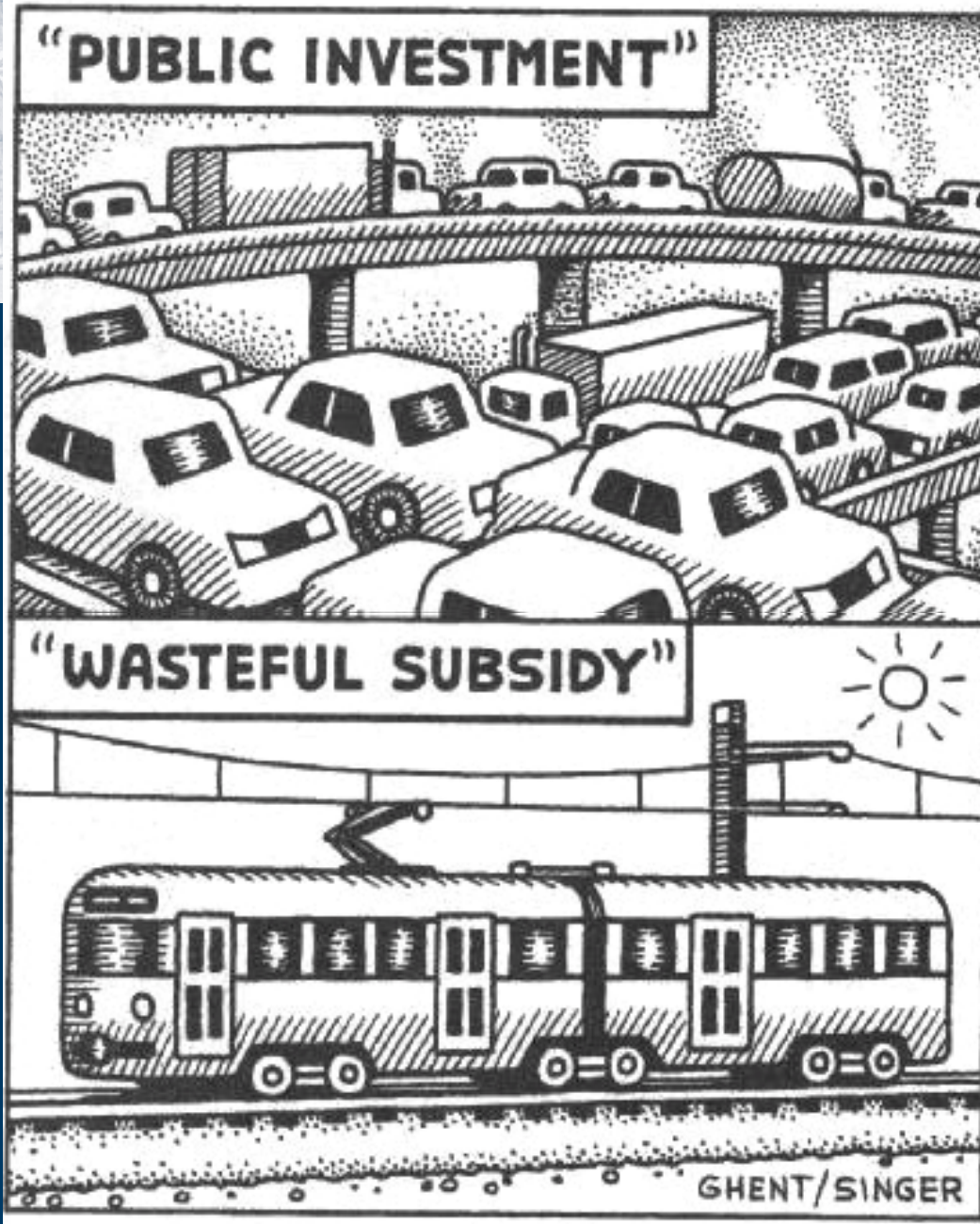


# Transit and Development

Transit - A Single, Powerful Investment that:

- Reinforces traditional neighborhoods
- Revitalizes by-passed properties
- Redirects new development patterns





# TOD and 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 experienced solid increases, but none showed the same growth as the busway suburbs. The comparisons showed busway suburbs were performing above city-wide increases which have been fairly all round, with the city's overall growth rate of 1.99 per cent in busway suburbs, eight Mile Plains. The research supports the trend that more people are moving to areas within five to 10km of the busway, which are 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 property values also would

# TOD and Development Value

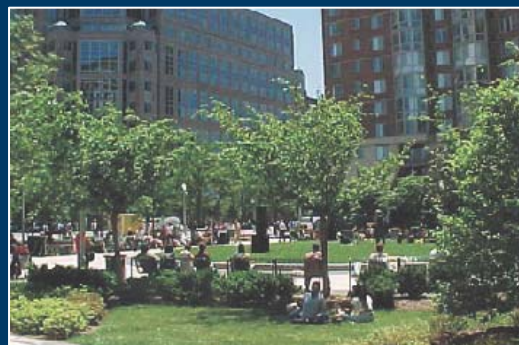
- Portland – 11% > within 1500' of a Station
- Atlanta - \$1000 > for Each 100' Closer to a Station
- Santa Clara, CA – 23% Increase in Commercial Property Values



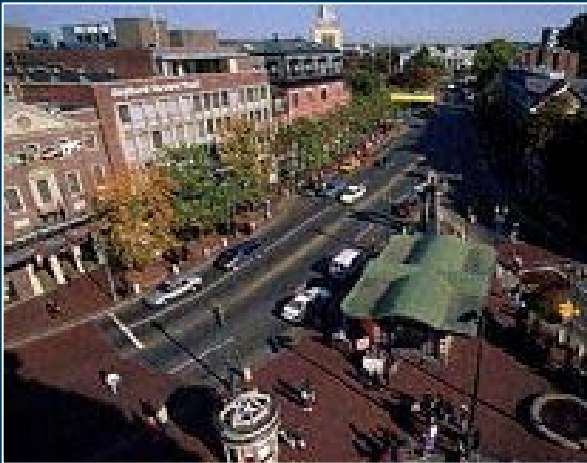
# Rosslyn Ballston Corridor



- Five Station Corridor
- 7.6% of the County Area
- 32.8% of County Taxes



# TOD - A Deep Trend Not a Fad

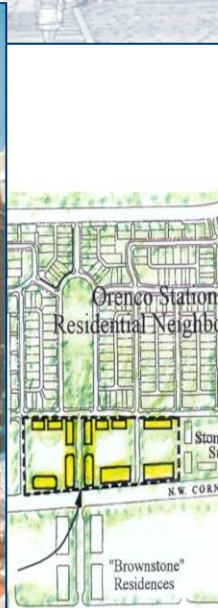


- Increasing National Acceptance
- Improving Access to Capital Markets
- Changing Development Patterns
- Helping Address Climate Change
- 100 New TODs in Place

**You Are Not Alone....**



# Orenco Station, Portland





# The Pearl District, Portland



# Grand Jamaica, NY



# 72<sup>nd</sup> Street, Boston



# Pentagon City, DC



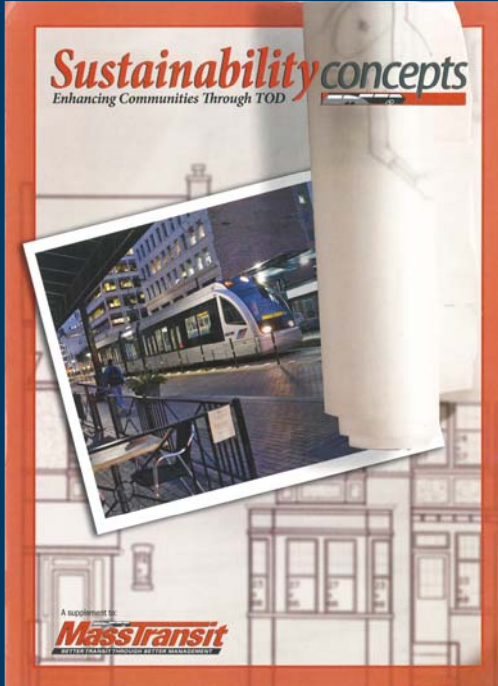
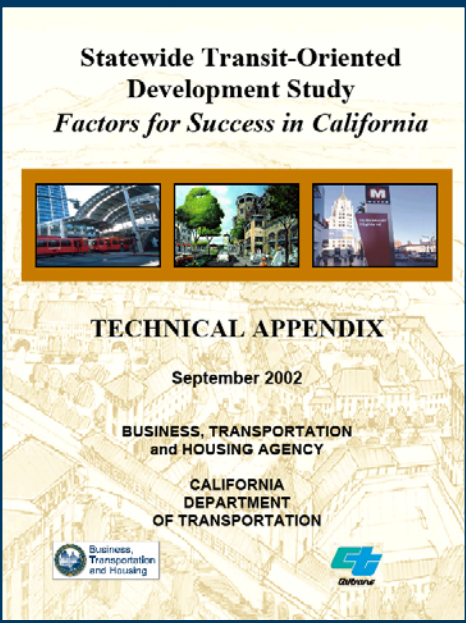
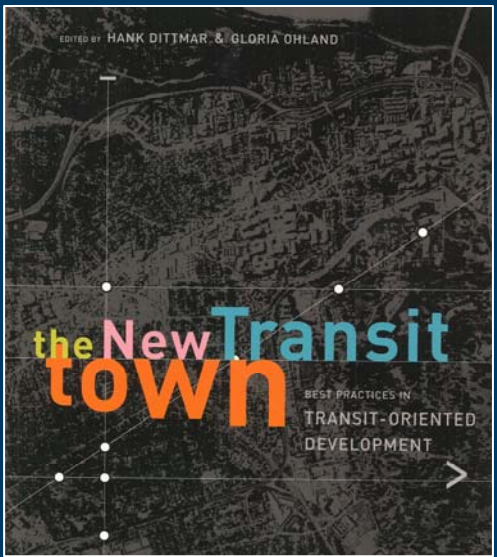
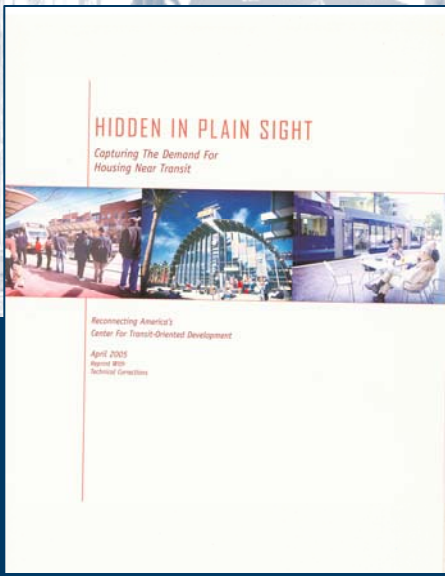
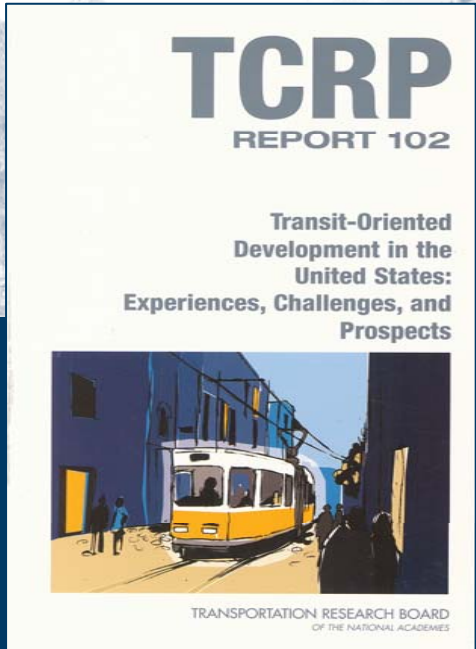
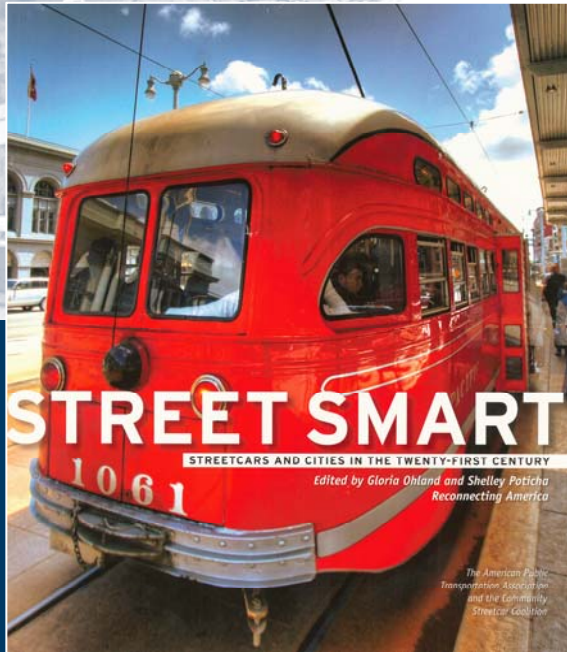


# Hollywood and Western, LA



# South Corridor, Charlotte







# Where Chicago Stands 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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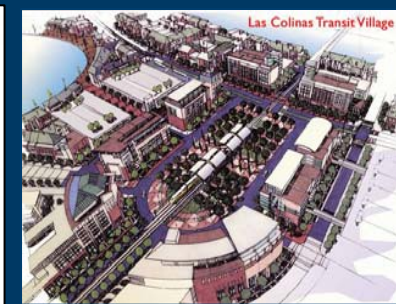
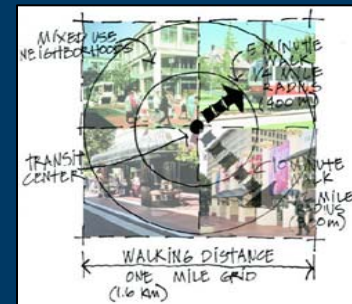
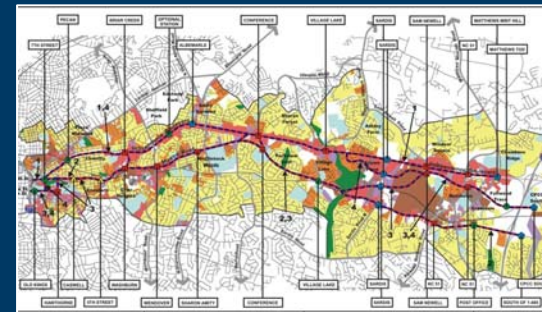
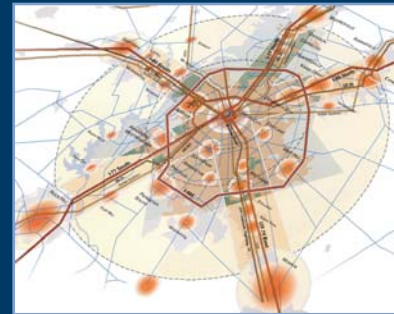
# The Chicago Opportunity



- CTA System
  - 244 Miles
  - 144 Stations
- Potential Land Use Impacts – 18,000 to 72,000 Acres

# Levels of TOD Policy

- Regional/System Level
  - Change in Development Patterns
  - Multiple Mode Choices
- Corridor Level
  - Station Allocation
  - Market Sensitive
- Station Area Level
  - Codes and Standards
- Project Level
  - Urban Design
  - Pedestrian Realm





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