It is difficult to design a space that will not attract people. What is remarkable is how often this has been achieved.

--William H. Whyte
Loss of Village…

• Then

• Now
The TOD Opportunity…
mixed-use villages with a transit anchor

- District orientation
- Compact development
- Mix of uses
- Pedestrian priority
- Civic uses
- Transit use
- Transformation
What’s in a Name?

• Transit-Oriented Development (TOD)
• Transit-Oriented District
• Transit Village
• Town Center
• Transit-Ready Development
TOD: An organizing principle to do what we should be doing anyway--creating great people places
KEY POINT:

The TOD value premium comes more from creating the *place* than from the transit itself

(except in very mature transit markets)
TOD Depends on Private Sector Developers

- Public capital finances transit
- Private capital finances TOD.
- Most development money is institutional
- The project *must* show profit
- TOD = Public-Private Partnership
TOD’s work best where…

- Congestion is perceived as bad
- Housing prices are rising
- Driving costs are high
- Transit connects anchor destinations
- Transit is extensive, affordable, convenient, attractive
- TOD is part of a walkable “district”
TOD: What Works Today

- Best TOD uses:
  - Townhouse/Multifamily Housing (rental or condo, affordable or premium, senior)
  - Offices (high employee count)
  - Civic Buildings (libraries, schools, postal)
  - Entertainment (cinemas, theaters, arenas)
  - Service Retail (cleaners, child care, banks)
TOD: What Works Today

- Minimum for a “TOD village”: 5+ acres
- As many uses as possible in a 360 degree, ¼ mile development ring
- Deep, strong connections for peds, bikes, cars
- Key elements of TOD zoning:
  --Mixed use horizontally and/or vertically
  --Reduced and shared parking
  --Increased densities
  --Strict design guidelines
Trip and VMT Reduction

- Walkable places with a strategic mix of uses cuts auto use more than almost any transit

- Not enough TODs include jobs—too much Main Street retail with condos
TOD Lessons Learned

- TODs don’t happen on their own
- Transit technology and stations matter—including BRT
- A community vision/plan is the essential first step
TOD Lessons Learned

Often competing objectives among:

– Local Jurisdiction
– Developer
– Neighborhood
– Transit agency
– DOT
– School District
TOD Lessons Learned

- TOD’s are complex—harder to design, entitle, finance and build

- TOD’s need market, infrastructure and zoning. *Transit alone is not enough.*
TOD Lessons Learned

- Parking drives the economics and design of the project.
- Land assembly is often the deal-breaker.
- Density usually helps.
TOD Lessons Learned

- Projects lose money in the short run; make money in the long, *long* run

- Successful developers are specialized, well-capitalized, patient and rare
TOD Lessons Learned

- Large scale projects and master developers are virtually extinct
- Public entities now have to step forward to guide cohesive districts/places
- TOD/mixed-use “places” usually require public investment—can’t afford to absorb regional costs
TOD Lessons Learned

• Developers worry about market demand, but fear public process

• Smart communities establish zoning, process, incentives ahead of time
TOD Lessons Learned

• Transit stations in the suburbs are more transformational than in the city core

• But they usually take longer to build critical mass
TOD Lessons Learned

Suburban TOD’s biggest challenges:

– No local street grid
– Citizen fear of density (traffic)
– Suburban parking requirements
– Unsophisticated regulators and regulations
TOD Lessons Learned

• Few transit agencies really think TOD is their business

• *Very* few understand TOD/value capture/PPP’s

• Many FTA land “protections” are well-meaning but naïve—major development deterrents
TOD Lessons Learned

- Park-n-rides are often the last (instead of the first) to become TOD’s because of FTA regs and eminent domain restrictions
The TOD Developer’s Dream…

- Good market
- Land assembled
- Predictable process
- Public investment for the regional amenities
- Knowledgeable, sophisticated public partners
- Reasonable profit in 3-5 years
What Can the Public Sector Do?

- State Level
- Regional Level
- Local Level
State Level

• Channel more money directly to the regions
• Require DOT’s to work with local jurisdictions on street standards
Regional Level

- Transit corridor that goes somewhere—connects anchors
- Good transit system (vehicles, frequencies, connections)
- Corridor by corridor plan for non-competing uses, housing, parking
- Require local zoning and infrastructure to receive funds
Local Level

- Common development vision
- Stations in the right places
- Street grids and utilities
- Zoning
- Predictable process
- Infrastructure investment
- Public sector expertise
LET’S GO !!

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