

TRANSIT-ORIENTED DEVELOPMENT (TOD) SUCCESS STORIES

New Haven-Hartford-Springfield Rail Program

www.nhhsrail.com

Defining TOD

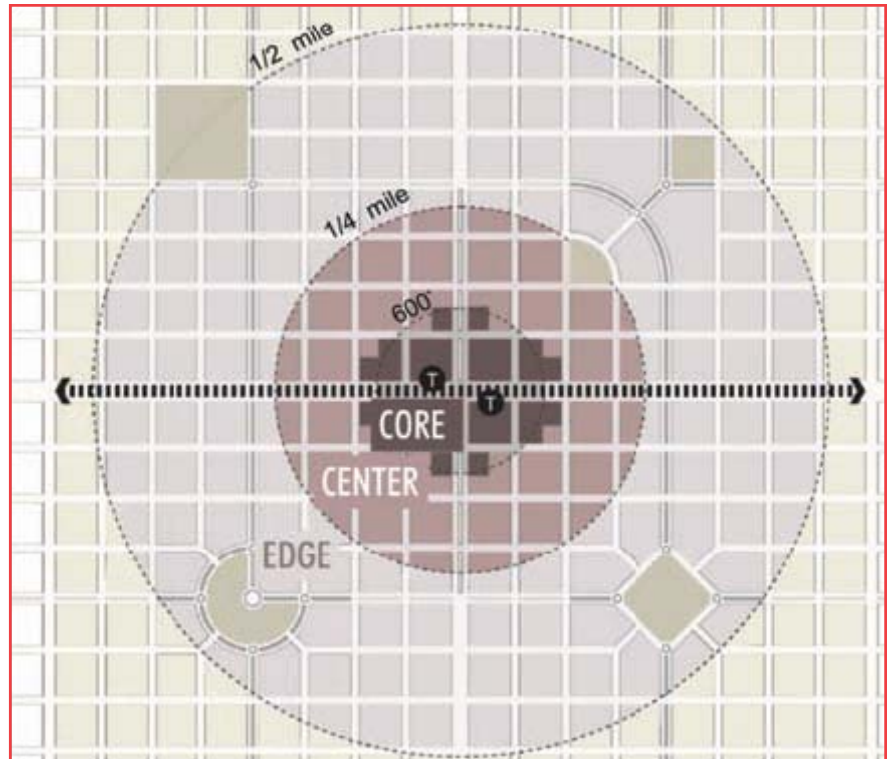
These TOD Success Stories selected from projects across the country show how TOD can create dense, walkable mixed-use areas around stations that generate economic development and more vibrant communities.

Typically, TOD occurs within 1/4 to 1/2 mile, or within a 5- to 10- minute walk, of a transit station. TOD is characterized by:

- ▶ A mix of uses,
- ▶ Moderate to high density development,
- ▶ Pedestrian orientation/connectivity,
- ▶ Transportation choices, including walking, biking, and the use of transit, and
- ▶ Urban design and landscape features that integrate surrounding uses and streets.

Experience from other cities demonstrates that implementing TOD can result in significant benefits to individuals, communities and entire regions by improving the quality of life for people of all ages and abilities to live, work, shop, learn and play. Conventional development often consumes acres of land, requires extensive investments in infrastructure, and perpetuates dependence on private vehicles. TOD reduces travel time, shortens journeys and provides non-motorized trip options, helping to reduce our reliance on the automobile.

The following case studies illustrate how transit-supportive policies, planning and coordinated investment in land use and transportation can create opportunities for TOD.



HIGHEST DENSITY AT THE STATION: TOD typically occurs within 1/4 to 1/2 of a transit station with the immediate area around the station (core area) generally containing the greatest intensity and mix of uses.



BALTIMORE STATE CENTER TOD: This 110-acre site in midtown includes government offices, new retail, public space and subsidized housing.

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Benefits of TOD

Community Benefits

- ▶ **Encourages use of non-motorized transportation** - By integrating land use and transportation planning, residents and visitors to TOD communities have convenient transit options to desired destinations.
- ▶ **Provides a balanced approach to accommodating growth** - TOD directs higher density development to appropriate areas near transit stations, reducing pressure to build higher density development where it is not appropriate.
- ▶ **Creates compact, sustainable urban form** - TOD uses infill, greyfield and brownfield sites to redevelop and intensify existing urban areas, consuming less land while lowering infrastructure costs.
- ▶ **Enhances local economic development** - TOD is increasingly used as a tool to help revitalize neighborhoods and to enhance tax revenues.
- ▶ **Promotes more sustainable Infrastructure** - TOD can help reduce infrastructure costs by up to 25 percent through more compact development and the incorporation of “green” infrastructure strategies.
- ▶ **Increases land values** - Locations with access to transit can enjoy increases in land values in comparison to locations away from transit stops.
- ▶ **Increases public safety** - By creating active places that are busy through the day and evening and providing “eyes on the street,” TOD can help increase safety for pedestrians, transit users, and many others.



Personal Benefits

- ▶ **Increases mobility choices** - By creating “activity nodes” linked by transit, TOD provides much needed mobility options for young people, the elderly and people who do not own cars or prefer not to use a car for the trip.
- ▶ **Increases disposable household income** - TOD can effectively increase disposable income by reducing the costs of owning and operating a vehicle.
- ▶ **Increases health benefits** - TOD promotes a healthy lifestyle by making it convenient to walk and by providing the infrastructure that supports walking and biking.

Residents in transit rich neighborhoods spend 16% less on transportation than those living in exurban neighborhoods.

Center for Transit-Oriented Development

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SMALL TOWN SUSTAINABLE TOD

Concord Commons Concord, Massachusetts

The Concord Common development comprises three mixed use buildings with retail space, office space, a 180 seat restaurant, and 20 rental apartments. The Concord Commons development is just one element of a vibrant mixed-use neighborhood surrounding the Concord Center commuter rail station. The old station building represents a stunning example of historic train stations of the mid-1800s. This meticulously preserved building houses an upscale general store and a restaurant. A mix of retail and office uses line both Thoreau and Sudbury Road within an easy walk to the station.

The zoning required 146 parking spaces for the mix of uses proposed. However, the developer negotiated a 15% parking reduction by demonstrating successful shared parking strategies. 15 spaces are dedicated for commuter parking.

The Planning Board negotiated a reduction in the impervious lot area from 2.15 acres to 1.93 acres, which allowed for a landscaped garden amenity for residents. A landscaped pathway was incorporated by the developer connecting Sudbury Road to the station platform, providing a more walkable connection to the town center. Finally, because the Concord Common development directly abuts an established residential neighborhood, the developer designed the building facing the residential street at a scale that blended well with the existing housing, and provided a vegetative green buffer between the parking lot and the neighborhood.

Source: www.mass.gov/envir/smart_growth_toolkit



Key Site Statistics

TRANSIT SERVICE

- ▶ Commuter rail

DEVELOPMENT

- ▶ 20 rental apartments
- ▶ Mixed-use retail and office
- ▶ 180 seat restaurant

KEY FEATURES

- ▶ Reduced parking requirement with shared parking
- ▶ Stormwater management system—reduced impervious surface
- ▶ New pedestrian pathway to link new mixed-use development to the station

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REVITALIZING A HISTORIC DOWNTOWN

Downtown Arlington Heights Arlington Heights, Illinois

The village of Arlington Heights, west of Chicago, on Metra's Union Pacific Northwest Line, has seized upon TOD as an integral component of the city's award-winning strategy to revitalize its historic downtown. The village has created a virtually new town center that includes a new Metra station, a performing arts center, high-density housing, commercial uses, and public parking decks. In 1980, 350 residents lived in the downtown in 150 units. By 2000, the numbers jumped to 2,200 residents and 1,500 units. Since 1997, public investment of \$27 million has leveraged some \$225 million in private investment.



Key Site Statistics

TRANSIT SERVICE

- ▶ Commuter rail

DEVELOPMENT

- ▶ 1,500 residential units
- ▶ 157,000 sq. ft. retail
- ▶ Performing arts facility

KEY FEATURES

- ▶ CMAP distinction award for central business district train-station design

Critical to downtown redevelopment was the \$4.7-million construction and relocation of a Metra station in 2000. By moving the station one block west and the platforms two blocks west, rail transit is closer to the downtown core, and a large gap between the north and south sides of the tracks has been filled. The relocated site has substantially improved north/south access to the station, made all the more attractive by the addition of parks and public art next to the rail platform. The village-owned station itself is abuzz with activity, with a McDonalds restaurant, a bakery cafe, and a Gateway Newsstand. Funds for the station refurbishment were provided by six agencies, including Metra, Illinois Department of Transportation (IDOT), and the village (which used Tax Increment Financing funds). This project received a distinction award from the Chicago Metropolitan Agency for Planning (CMAP) for Central Business District (CBD) train-station design.

Source: City of Winnipeg TOD Handbook : Case Study

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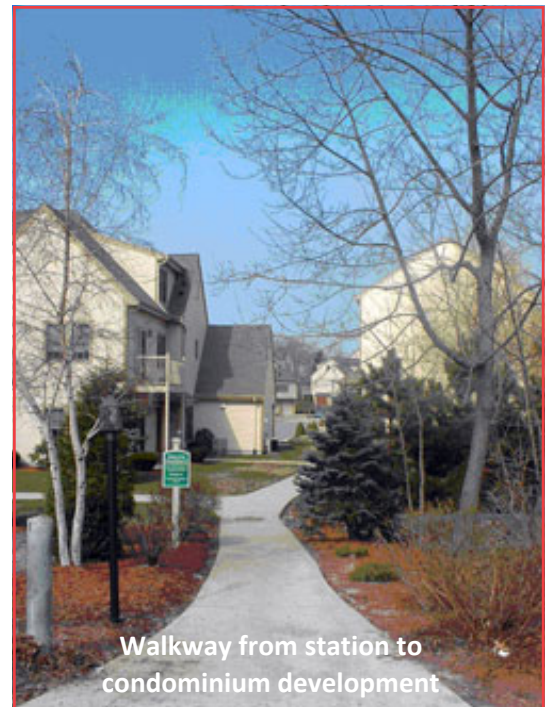
RESHAPING A FORMER INDUSTRIAL CENTER

Canton Center Station Canton, Massachusetts

Canton Center station is located in the downtown business district of this former industrial center 18 miles southwest of Boston. Canton developed as a center of industry by capitalizing on its waterways as a source of power for copper, rubber, chemical and woolen manufacturing. Like many post-industrial cities, as the industry moved on or closed down, local jobs disappeared. Coupled with the popularity of shopping malls that pulled activity away from the downtown, the town experienced a cycle of economic decline that resulted in a significant number of vacant buildings. Hoping to reverse this trend, the town developed a vision for downtown revitalization with the Canton Center commuter rail station as the centerpiece of the strategy. The town designated an Economic Opportunity District and rezoned the area, integrating three distinct and unrelated zoning districts into a more unified and transit-oriented development district. The town increased allowable densities, encouraged mixed-use development, and allowed for shared parking strategies to reduce parking demand - strategies that have helped to attract development interest.

As a result of the rezoning, five new housing developments totaling more than 200 new units have been built within a five-minute walk of the station. Several more developments are in various stages of planning, including redevelopment on an existing brownfield site.

To further attract economic investment, the town has put forth almost \$2 million for streetscape improvements within the overlay district.



Walkway from station to
condominium development

Key Site Statistics

TRANSIT SERVICE

- ▶ Commuter rail

DEVELOPMENT

- ▶ 207 new units within a 5-minute walk of station

KEY FEATURES

- ▶ Reduced parking requirement for shared parking
- ▶ TOD Zoning overlay
- ▶ Publicly funded streetscape improvements

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LOCAL LEADERSHIP MAKING A DIFFERENCE

Collingswood Station Transit Village Collingswood, New Jersey

Led by its enthusiastic mayor, the town of Collingswood has taken a hands-on approach to redevelopment to reverse the affects of years of stagnation and vacancies along its main street and in its downtown. Taking the initiative of buying up several neglected properties, refurbishing them and placing them back on the tax rolls has resulted in a dramatic renaissance. Streets with minimal foot traffic have been replaced by vibrant active storefronts, restaurants and activity. The City has proactively programmed activities that take back



Photo: Ryan Collerd for The New York Times

Key Site Statistics

TRANSIT SERVICE

- ▶ Heavy rail rapid transit

DEVELOPMENT

- ▶ 9.1 Acres (7.6 owned by Delaware River Port Authority)
- ▶ 119 residential units
- ▶ 19 commercial units
- ▶ 2 phases

KEY FEATURES

- ▶ Parking garage to service residents, shoppers and commuters
- ▶ Public park

the streets for pedestrians, providing concerts, festivals and street fairs that bring people to the downtown. One of the most ambitious revitalization efforts has been the transformation of the train station area, directly adjacent to its main street—Haddon Avenue. A highly engaged public visioning process and TOD planning effort for the area has resulted in the transformation of a series of vacant lots into the LumberYard. The phase I development combines residential condominiums with ground-floor retail, a parking garage and new public park.

We've been able to create a pedestrian-friendly town ... where people can walk to pick up their dry cleaning, go to dinner, shop, patronize local businesses and enjoy a yearly calendar of festivities.

Collingswood Mayor James Maley

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UTILIZING EFFECTIVE GOVERNMENT INCENTIVE PROGRAMS

Cranford Crossing Cranford, New Jersey

Cranford, New Jersey has been a bedroom community to New York City since the 1800s. Like many small towns and villages, the retail core that was the backbone of the economy was crippled by the exodus of shopping to malls that started in the 1960s and quickly began to replace downtown main street shopping areas in the 1970s. Cranford needed a strategy to rebuild its downtown and bring residents and shoppers back.

Cranford is using its train station as a catalyst for growth. Starting in the 1980s, Cranford chose to focus on streetscape improvements and promotions as a way to increase interest and cultivate private investment. By setting up a Special Improvement District (SID) - Cranford was the first town in New Jersey to take advantage of this program. Cranford's special assessment on property owners generated more than \$2 million in investment which fed the resurgence of the downtown business district. That infusion of investment dollars spurred a new round of private investment throughout the downtown, creating a market for both first floor retail and upper floor tenancies which added strength to the local market. One major project that helped to jumpstart the revitalization was the award-winning Cranford Crossing, with 50 condominiums, ground floor retail and a carefully placed parking garage. A second project, the Riverfront Project, will complement the densities around the train station, providing two levels of parking, office and retail.



Key Site Statistics

TRANSIT SERVICE

- ▶ Regional commuter rail

DEVELOPMENT

- ▶ 50 condominiums
- ▶ 22,000 sq. ft. of retail
- ▶ 310 space parking garage

KEY FEATURES

- ▶ Special Improvement District
- ▶ Smart Growth Award recipient

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FORGING PUBLIC - PRIVATE PARTNERSHIPS

EmeryStation Plaza Emeryville, California



The Emeryville train station serves as the main transfer point for Amtrak travelers riding on the California Zephyr service (which terminates in Emeryville) to reach connecting bus service to destinations in San Francisco. After Oakland's original Beaux-Arts 16th Street Station was damaged in the Loma Prieta Earthquake in 1989, private developers partnered with the local government to build a new train station and develop the surrounding 20 acre brownfield area. The station re-opened in 1995 and in 2010 nearly 530,000 passengers traveled through the station.

Wareham Properties developed the train station in 1995 and in 1998 began construction on EmeryStation Plaza, a three building, 550,000 square foot mixed-use complex

surrounding the station. The project includes two mid-rise office buildings totaling approximately 450,000 square feet and a building that will consist of 101 condominiums atop a multi-level parking garage. Eventually, approximately 30,000 square feet of space in the office buildings is expected to be leased as ground floor retail, although some of this space is currently renting to office tenants. At build-out, the investment in EmeryStation is estimated to total \$200 million. The City had instituted mixed-use zoning in the station area and allowed density bonuses.



Key Site Statistics

TRANSIT SERVICE

- ▶ Capital Corridor regional rail

DEVELOPMENT

- ▶ Three building, 550,000 sq. ft. mixed-use complex

KEY FEATURES

- ▶ New construction and reconstruction of former industrial buildings
- ▶ Former brownfield

Sources: Dependable Rail in 2016 - RPA,
www.transitorienteddevelopment.dot.ca.gov

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BUILDING OFF OF REGIONAL RAIL

Downeaster Service

Boston to Portland

The Downeaster, which runs between Portland, Maine and Boston, Massachusetts was reinstated in 2001 after a 37 year hiatus. Started with minimal headways, this service has rapidly expanded as popularity and ridership have increased. Planned service expansion north of Portland to Brunswick would increase capacity to 7 daily round trips. The advent of the service has precipitated development plans around the stations servicing this 116 mile corridor and has greatly enhanced economic activity throughout the region. In a 2008 study conducted by the Center for Neighborhood Technology, it was estimated that by 2015 the rail service will contribute over \$100 million to the economy, creating more than 1,500 jobs, and that by 2030 it will catalyze as much as \$255 million in investment, yielding a 160% return on investment.

Some of the highlights of the planned and implemented projects include:

- ▶ Old Orchard Beach - two hotels, a \$20 million residential and retail complex
- ▶ Saco - \$110 million renovation of an old mill into mixed-use (residential/retail/office) facility and the first “green” train station in the country
- ▶ Portland - a 30 acre mixed-use site surrounding the station is for sale for \$12 million
- ▶ Brunswick - \$30 million mixed-use development planned on former brownfield site

The Downeaster service, which is run by Amtrak, provides a distinct regional “brand,” focusing on local advertising and responsive to events in Portland and Boston. The service provides a local menu, featuring local favorites like lobster rolls and New England clam chowder in order to attract both residents and tourists. The resurrection of service came about through local public advocacy and initiative.



Key Project Statistics

TRANSIT SERVICE

- ▶ Regional rail

METRO POPULATION SERVICED (PORTLAND)

- ▶ Roughly 515,000

DAILY SERVICE EXPANSION (PLANNED)

- ▶ 7 daily round trips
- ▶ Two additional stops - Freeport, Brunswick

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TOD PLANNING AT THE CORRIDOR LEVEL

Rosslyn—Ballston Corridor Arlington County, Virginia

The Rosslyn-Ballston Corridor is arguably the best TOD success story in the United States. Arlington County has become an increasingly popular place to live, work, and shop due in part to high-density development along the Rosslyn-Ballston corridor. Before development began, Arlington County adopted a General Land Use Plan to concentrate dense, mixed-use development. More detailed sector plans which specify land use and zoning as well as urban design, transportation, and open space guidelines for the area within 1/4-mile of each of the five stations, ensure a distinct sense of community at each station. Language regarding density and setback configurations, circulation systems, and zoning classifications were crafted and compliant



Key Site Statistics

TRANSIT SERVICE

- ▶ Heavy rail rapid transit

DEVELOPMENT

- ▶ 21 million sq. ft. of office, retail, and commercial space
- ▶ 3,000 hotel rooms
- ▶ 25,000 residences

KEY FEATURES

- ▶ Corridor-wide guidelines
- ▶ Expedited review process for as-of-right TOD

developments were able to proceed through an expedited review process. The ability of developers to create TODs as-of-right was particularly important, for it meant that they could line up capital, secure loans, incur up-front costs, and phase in construction without the fear of local government “changing its mind.” Today, the roughly two square-mile Rosslyn-Ballston Corridor has mixed-use, infill development focused at five Metro stations. As of 2004, the corridor had over 21 million sq. ft. of office, retail, and commercial space; more than 3,000 hotel rooms; and almost 25,000 residences, creating vibrant “urban villages” accessible by transit users, pedestrians, bicyclists, and drivers. The stations have captured 26% of the residents and 37% of the jobs on just 8% of the County’s land area. With 39% of residents commuting to work on transit, the Rosslyn-Ballston Corridor has one of the highest percentages of transit use in the Washington D.C. region.

Source: City of Winnipeg TOD Handbook : Case Study

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COMMUNITY CREATING CHANGE

Fruitvale Village Oakland, California

When Bay Area Rapid Transit (BART) proposed a new parking structure at the Fruitvale Transit Station, the community opted to create its own plan. The residents wanted a place that would link local businesses to transit, thereby increasing pedestrian and bicycle traffic and catalyzing redevelopment in the neighborhood.

The community created an alternative plan for a mixed-use village with local retail shops, a community center, library, housing, and new structured parking. BART worked with the community to achieve their vision.

Today, Fruitvale Transit Village is a 5.9 acre transit village with a retail-lined pedestrian connector between the BART station and the primary retail artery. There are 47 mixed-income housing units, 115,000 sq. ft. of community service and office space, and 40,000 sq. ft. of retail.

The project was designed by and for the neighborhood surrounding the station. As a result, there are several social service facilities including a health clinic, library, senior center, and child development center. Within walking distance of the Village, 20% of the rental units are designated as affordable housing. Phase II includes a 68-unit senior housing project and a planned 500 unit residential facility. The key to the project was to think about new ways to integrate the parking needs with additional development and to position all elements in a manner that was conducive to new growth. The result is a pedestrian-oriented, mixed-use village where a parking lot formerly stood.



Key Site Statistics

TRANSIT SERVICE

- ▶ Heavy rail rapid transit

DEVELOPMENT

- ▶ 47 mixed-income housing units
- ▶ 115,000 sq. ft. of community service facilities and office space
- ▶ 40,000 sq. ft. of retail

KEY FEATURES

- ▶ Innovative integration of parking needs with additional pedestrian-oriented development

Source: City of Winnipeg TOD Handbook : Case Study