



# US State of the Practice

## Transit Oriented Development

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Mission Bay TOD, San Francisco, CA

# Overview

- Creating value
- TOD defined
- TOD market
- TOD principals
- Conclusions



Dallas, Los Angeles, Portland TODs

# Creating Value with transit



# Link to a Broader Strategy

*TOD as “means to an end”  
to achieving community objectives*

- Part of community’s vision for growth
- Basis to gain greater broader support & success
- More than transit
- Building partnerships essential



# TOD or TAD?

*Transit-Oriented Development* or  
*Transit Adjacent Development*

- Majority of development at US transit stations are not TODs
- TOD is still illegal in at most of US transit stops
- Not enough to be next to transit, must be shaped by transit



Cisco Systems TAD  
San Jose, CA



Street Car TOD  
Portland, OR

# Shaped by Transit

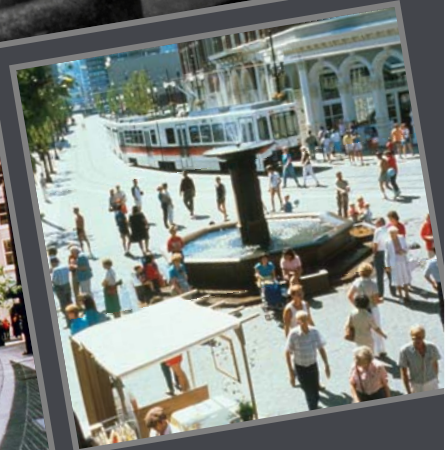
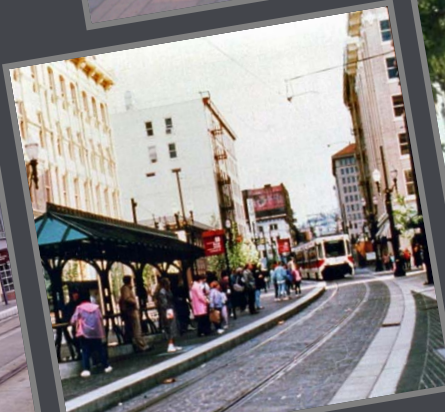
- Greater density
- Less parking
- Better public realm
- Mix of uses
- Very walkable
- Tame the car



San Diego, Portland, San Francisco, Washington, DC,

# Stations Defining Value

- Station helps define the most important place
- Civic architecture & place making
- Catalyst for community objectives
- A place to come back to



# Transit-Oriented Development



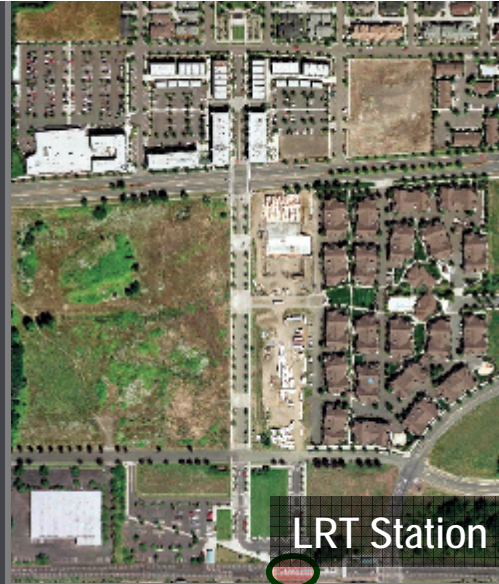


# Orenco Station

Fundamentals  
for TOD  
a great neighborhood

- Safe streets
- Strong center
- Local services
- Parks & open space
- Housing choices
- Good jobs

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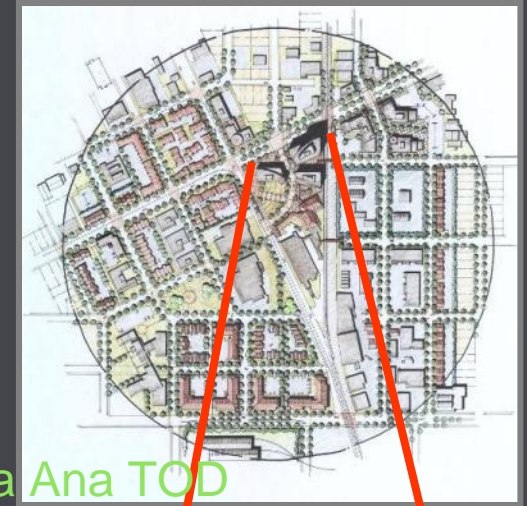


# Scale matters

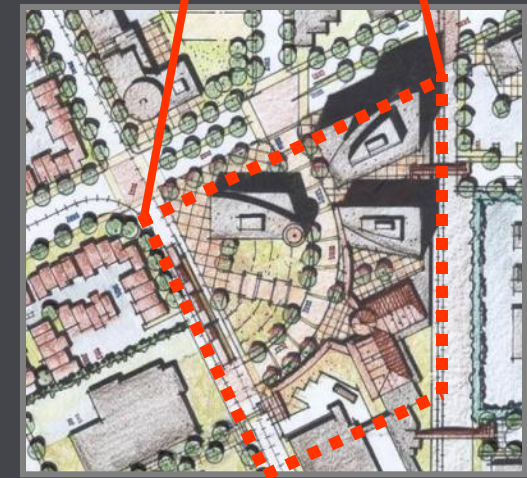


# More than a Parcel, More than a Project

- Create a walkable district
  - Area w/in a 5 minute walk
  - Approximately 125 acres
  - Walkable complete community
- Most “TODs” don’t meet this standard
  - Requires broader strategy, cooperation
  - Understanding the bar needs to be higher

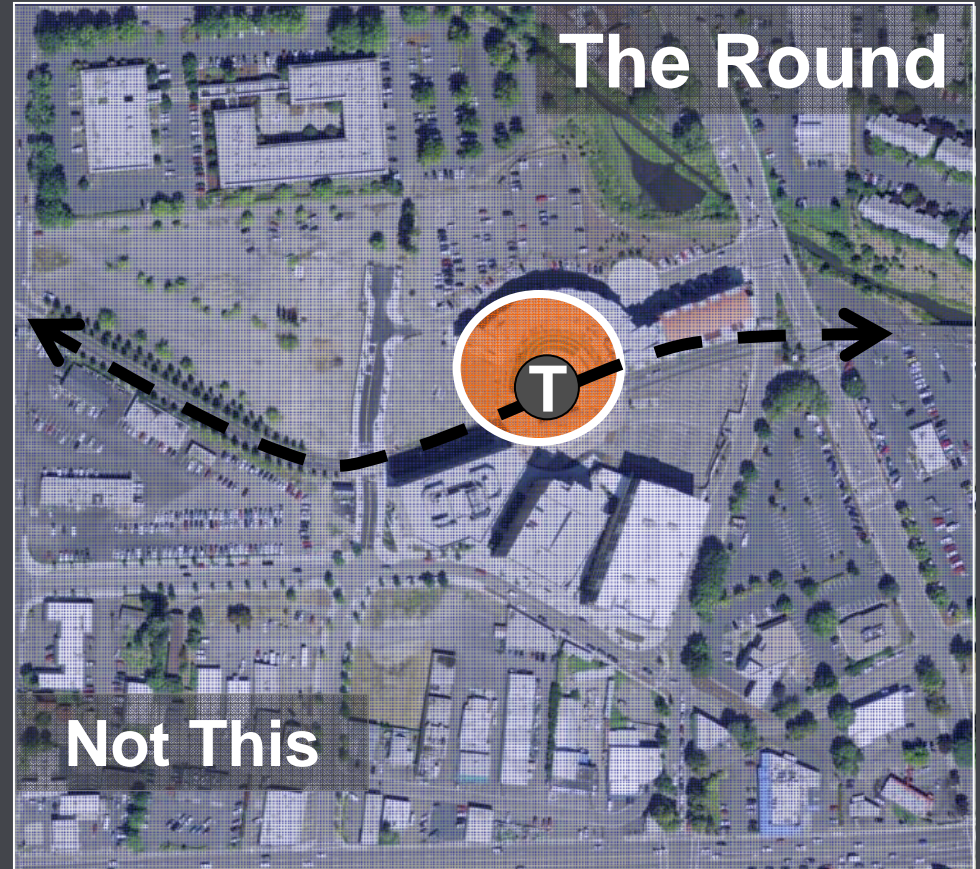


Santa Ana TOD



Santa Ana Station Development

# TOD: District not a Project



# Market for TOD



# Understanding your market

- *Emerging Trends in Real Estate '10:*
  - *"The future is about green development, infill, and TOD"*
- Majority of TOD residents are childless
  - *Empty-nesters & young urban professionals*
- TOD households tend to be higher income
  - *Reflects newer construction*



# Decline in Families w/ Children

50% of households



1950

33% of households



2000

12% of households



2010 - 2030

- 30% current US housing demand
  - Dense, walkable, mixed-use communities
- Today less than 2% of housing

# Kids are deferring driving

- Large decline in teens with drivers licenses.
- 1978 – 2008:
  - 16 year olds: -38%
  - 17 year olds: -35%
  - 18 year olds: -21%
  - 19 year olds: -16%



*What is the new cool?  
Is social networking changing  
the role of the car for kids?*



# Residents Near Transit Want

From Transit Community Resident Surveys:

- Well designed communities
- Easy access to a center
- High quality residence
- Quality transit service
- Pedestrian Friendly
- Good price value

*“The ability to walk  
to a pint of milk”*



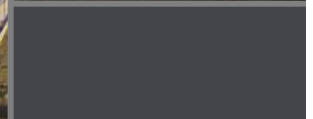
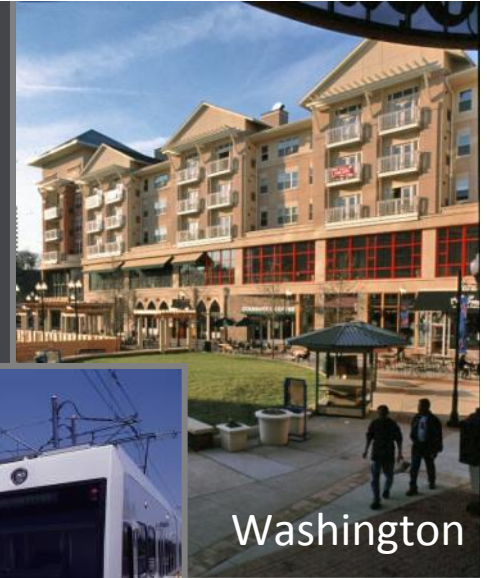
The Merrick



Orenco Town Center

# TOD & Property Values

- Washington, DC
  - + \$2 to \$4 per foot for commercial
- San Jose
  - + 23% for commercial
- Portland
  - + 10% rent premiums
- Dallas
  - + 39% for residential
  - +53% for office values



# TOD Principles



# a successful Six Principles for TOD



1. Medium to higher density
2. Mix of uses
3. Compact pedestrian-oriented
4. Active defined centre
5. Limited, managed parking
6. Public leadership

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# Principles for TOD



## 1. Medium to higher density

- Greater than community average
- Distance to transit matters
- To support transit on average:
  - 6 to 7 du/ac for frequent bus
  - 9 to 25 du/ac for rapid transit
- Retail & office closet to transit
- Minimum density effective tool



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# Rosslyn Ballston Corridor

- Development since 1980
  - 25m square feet office
  - 14,400 residential units
- Station areas
  - 25% county housing
  - 37% county jobs
- Transit Access
  - Arlington: 73% walk, 13% by car
  - Fairfax: 15% walk, 58% by car

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*Land use can change transportation behavior*



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# Principles for TOD



## 2. Mix of uses



- Vertical or Horizontal
- Most difficult TOD element
- Great TOD benefits
  - More walking
  - More ridership
  - Reduced auto-use
- Prohibit auto-oriented uses closest to transit

# Pearl District Portland

Former rail yard & warehouses

- Public & private development agreement
  - Housing
  - Infrastructure
  - Parks
- Development since 1997 \$750m+
- 2700+ units built
- 131 units per acre minimum density

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# Principles for TOD



## 3. Compact pedestrian-oriented

- Block sizes for 5-minute walk
  - Max of 400 ft block face
- Orient buildings to sidewalks
- Calm streets
- Active street edges with wider sidewalks



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# Distance & Mode Share

2005 WMATA Development-Related Ridership Survey

Distance from station	Metrorail Mode Share		Auto Mode Share	
	Office	Residential	Office	Residential
At station	35%	54%	48%	29%
¼ mile	23%	43%	66%	41%
½ mile	10%	31%	83%	54%

- 35% of office trips right at the station entrance
- Office mode share drops about 1% every 100 ft
- ½ mile residential share 200% higher than office

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# Principles for TOD



## 4. Active defined centre

- 18 hours of activity
- Quality public realm /sense of place
- Employment closest to transit
- Compact & dense



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# Market Common Clarendon, VA

- US Best practice
  - 240k retail
  - 100k office
  - 300 apartments
  - 87 townhomes
- Opened in Nov '01
  - 100% leased
- Worked closely with neighborhoods

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# Principles for TOD



## 5. Limited, managed parking

- Always a challenging issue
- Consider: size, location, design & management
- No minimum ratios, maximums
- Disconnect parking from buildings, manage by district



# TODs create less traffic

- TOD residents are:
  - Twice as likely not to own a car as US Households
  - 5 times more likely to commute by transit than others in region
- Self-selection:
  - Responsible for up to 40% of TOD ridership bonus



# TODs behave Differently

Daily car trips for 50 dwellings

- |          |     |
|----------|-----|
| • SF     | 500 |
| • MF     | 333 |
| • TOD MF | 177 |

*TOD housing  
generates 50%  
less traffic than  
conventional housing*



3.55 Trips

Multifamily  
TOD



6.67 Trips

Multifamily



10 Trips

Single  
Family

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# Principles for TOD



## 6. Public leadership



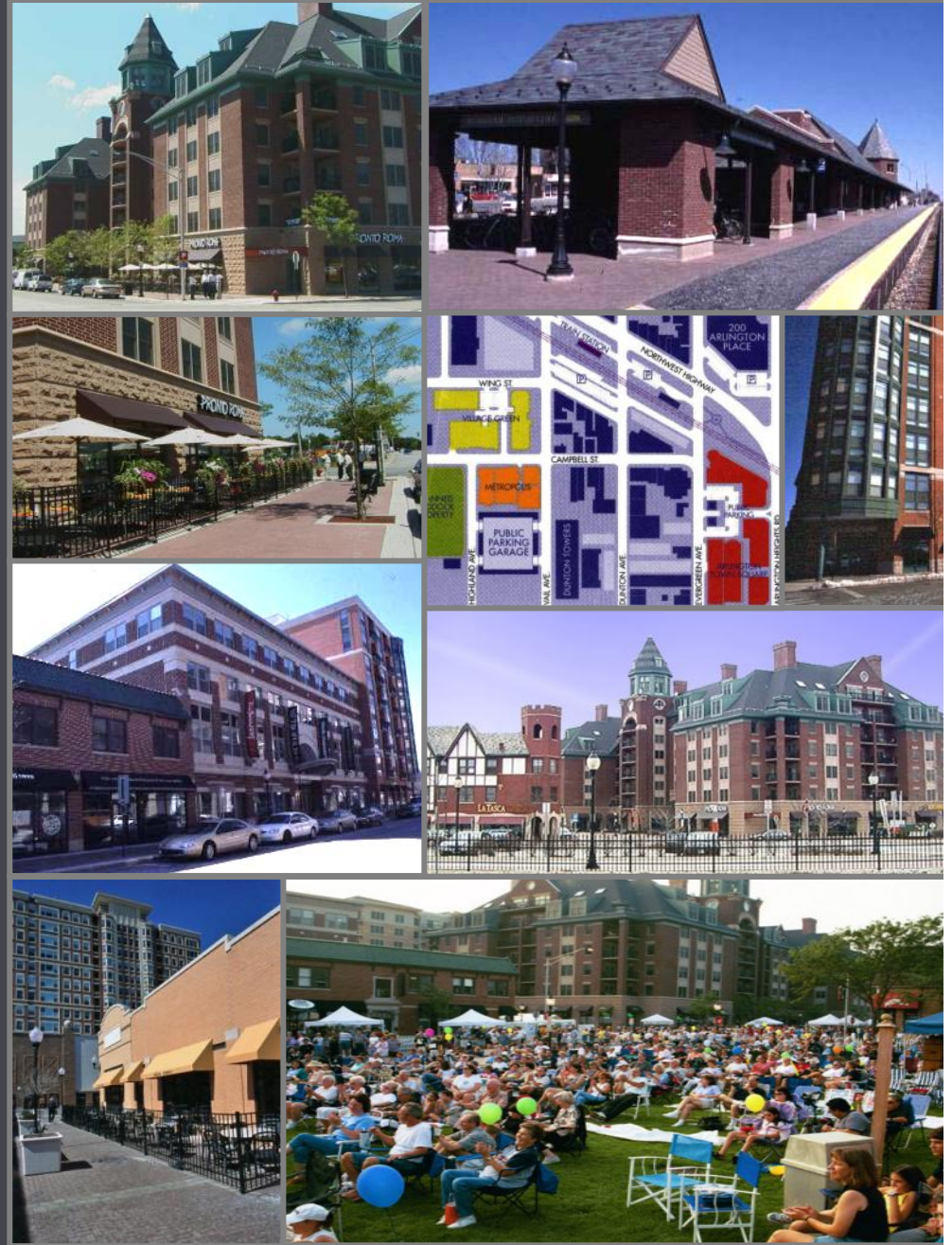
- Generally critical for success
- Align “political will” & TOD objectives
- TOD plans + capital budget aligned
- Focus on implementation
- Nurture progressive developers

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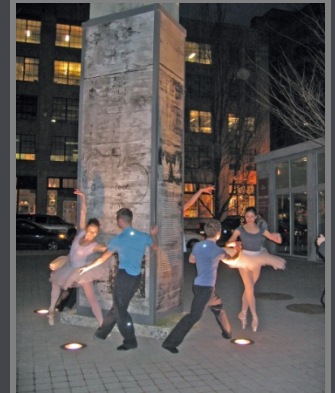
# Arlington Heights IL.

- Revitalized Downtown
- New Metra Station
- Performing Arts Ctr
- Structured Parking
- Main street retail
- High Density Condo's
  - Retail below



# Conclusions

- Transit: community builder + mover
- Market for TOD established
- TOD district, not a project
- Make TOD legal & easy
- More growth / less impact
  - Fewer car trips - Sustainable
- Create lasting value

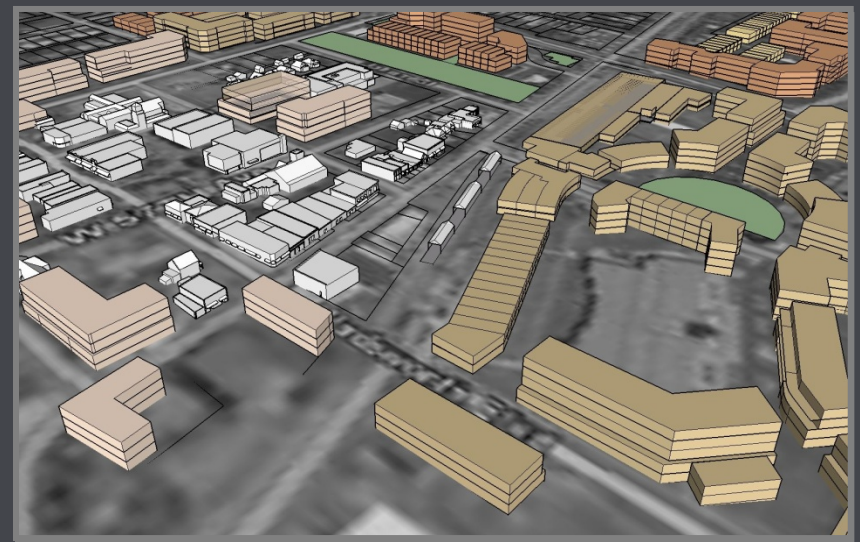


Portland TODs

# 5 Act TOD Morality Play

1. **Vision:** adopt citizen driven transit village plan
2. **Optimism:** TOD supportive developer plan
3. **Opposition:** citizens oppose density / trips
4. **Compromise:** lower density / more parking
5. **The Lesson:** result is fewer TOD benefits / lower developer return

Old Towne TOD Plan  
Arvada, Colorado



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