



Best Practices Report | transit oriented development (TOD)

Housing Authority of the County of Sacramento

Sacramento, CA

2011 Community Challenge

<http://www.shra.org/>

Sacramento Area TOD Loan Fund developed new financing tool: Take STOC (Sacramento Transit Oriented Communities Fund)

7/16/2014

The Financing Equitable Transit-Oriented Communities in the Sacramento Region document is complete.

An excerpt from its Executive Summary: To encourage effective eTOD, the focus of any new financial tool should be to complement what already exists and remove financial barriers to development. To that end, the team conceived of and has worked with the Equitable TOD Collaborative to refine what a financial tool would be. The team concluded that the current needs and conditions of the Sacramento Region call for a development tool that combines specific planning as well as pre-development, infrastructure, remediation loan funds and/or a tool that would establish a credit-enhancing fund to complement existing acquisition financing for TOD. .

The primary goal of the Take STOC Fund is to catalyze the creation and preservation of truly affordable housing and community facilities near transit. A secondary goal for the Sacramento Area Equitable TOD Collaborative is to nurture the market trend of living near and using transit within the Sacramento Region. The Sacramento Area Equitable TOD Collaborative intends to cultivate this commitment to equitable development and transit usage by developing models of high quality, mixed income and transit oriented communities that inspire others to pursue similar development and planning goals. The capital that would be structured in Take STOC would have two parts – one that is a grant pool and another that would be an equity-like loan product. The latter would potentially be lent to developers at a modest level of interest, but otherwise taking the risk along with them.

http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/CDBG/Take%20STOC%20Sacramento.pdf

Tags

affordable housing creation, equitable development, equity strategies, finance mechanisms, TOD

City and County of Denver Community Planning and Development

Denver, CO

2010 Community Challenge

<http://www.denvergov.org/dlp>

City and County of Denver Case Study

8/1/2013

"The Denver Livability Partnership, a project of the City and County of Denver, will leverage the opening of the West Corridor light rail line to transform Denver's west side into livable, transit-oriented neighborhoods."

<http://portal.hud.gov/hudportal/documents/huddoc?id=OSHCDenCaseStudy.pdf>

Tags

case studies, TOD

Montachusett Regional Planning Commission

Fitchburg, MA

2011 Community Challenge

<http://www.mrpc.org/>

Montachusett develops transit-centered planning effort to engage underrepresented communities

1/8/2014

The Montachusett RPC led an inclusive planning effort for their new Wachusett Station train station in Central Massachusetts. Their public input sessions engaged the public in ideas about how to plan for growth in the 2.5-mile radius around the station. Members of the public commented on the unique features of the area, how open space is needed, and how the plan should create the environment for people to want to visit the businesses around the station.

The National Association of Development Organizations (NADO) created a case study describing this TOD engagement.

<http://www.nado.org/the-wachusett-station-smart-growth-corridor-plan-a-case-study-on-engaging-underrepresented-communities/>

Tags

case studies, equity strategies, public engagement strategies, TOD

Maryland National Capital Park and Planning Commission

Upper Marlboro, MD

2010 Community Challenge

<http://www.mncppc.org/page33753.aspx>

Southern Green Line plan takes a corridor-wide approach to TOD

The Southern Green Line Station Area Plan, covering four WMATA stations in southern Prince George's County, Maryland, approaches the entire area as a single, unified corridor. The plan considers important issues--pedestrian and street connectivity, market dynamics, access to green space--holistically and systematically. One upshot of this approach is that each station has a distinct land-use profile. This will lead to each station developing its own mix of housing and business, allowing the corridor to cater to a wide range of commercial and residential demand. The plan, approved by the county planning board in 2013, has resulted in an initial agreement between WMATA and GSA to bring more federal office space to Branch Avenue Station.

http://www.pgplanning.org/Projects/Completed_Protected_Plans/Green_Line_TOD.htm

Tags

corridor plan, federal lands, station area plan, TOD

Maryland National Capital Park and Planning Commission

Upper Marlboro, MD

2010 Community Challenge

<http://www.mncppc.org/page33753.aspx>

Innovative Flex Zoning approach ensures successful TOD while keeping options open

In their Southern Greenline Station Area Plan, MNCPPC introduced the concept of a "Flexible" land-use category, which is new to Prince George's County and may be unprecedented nationally. Flexible zoning specifies multiple different allowable types of development-- office space, high-density residential, or storefront retail--ensuring that the valuable land surrounding Metro stations is used in a way that is both commercially viable and supports transit ridership, walking, and biking. Flexible is distinguished from mixed use in that it can

be a single land use from the three allowed uses, rather than

mixed, or it can be mixed if the market supports. This innovative zoning concept is applied in one of three new proposed base districts, TOD-F (Flexible District). This and the other proposed TOD districts will be used in different combinations in each of the four station areas covered in the plan, with the goal of giving new development at each station its own unique profile.

Tags

TOD, zoning

Metropolitan Council (MN)

St. Paul, MN

2010 Regional Planning

<http://www.corridorsofopportunity.org>

Twin Cities Highlights

3/20/2014

In the Twin Cities, The HUD grant funded three site-specific pre-development projects along the Green Line (Central Corridor) LRT that will result in over 400 new housing units, of which over 250 (or 62%) will be affordable. Each project is planning for a mix of uses, including green space and a total of at least 67,000 square feet of commercial space.

Energy Efficiency in Small Business the HUD Grant funded a demonstration project to engage small businesses, primarily food-related businesses owned by minority and immigrant entrepreneurs, to make energy efficiency improvements. Energy and other utility costs can threaten the viability of small businesses. The project engaged 40 business owners in just 9 months. A multidisciplinary, professional and culturally competent approach was used by partnering with two agencies – one a consulting firm with expertise in energy efficiency for food service businesses, and the other a trusted and culturally competent community development finance institute that empowers entrepreneurs and community partners to transform low income neighborhood economies from within.

SW LRT Planning Successes Three planning processes or studies were conducted along the SW LRT line, a 15-mile LRT line running from Minneapolis through 4 suburbs, which is in planning phases and expected to be completed in 2018:

A full inventory of housing was conducted as a first step in developing a corridor-wide housing strategy. The analysis provides a baseline inventory of housing and demographic and economic profile that will enhance local and regional housing goals and policies for cities and the county along this corridor

One city along the corridor created a plan and design for a vibrant, interactive pedestrian connection between the proposed Hopkins LRT station and historic downtown Hopkins, located several blocks away from the station. Nearly 50 residents participated in a design process to help formulate the plan.

Another planning process for key TOD opportunity sites focused on engaging the underrepresented East African immigrant community living in Eden Prairie near the terminus of the proposed light rail line. The City of Eden Prairie was particularly interested in getting input from the East African community, looking at development opportunities for local entrepreneurs and small businesses within walking distance of the future Town Center LRT station. A total of over 100 community members attended the four workshops.

Tags

affordable housing creation, equity strategies, private sector engagement, TOD, transportation choice

City of University City

University City, MO

2010 Community Challenge

<http://www.parkviewgardensvision.org/>

Exceptional TOD plan for the St. Louis region's first "car-optional" neighborhood

Defined by its sturdy brick apartments and graceful tree-line streets, University City's Parkview Gardens neighborhood is both the historic and cultural heart of University City and centrally located within the St. Louis metropolitan area. Bordered by one of the nation's great commercial streets—the Delmar Loop—and University City's historic civic center, the Parkview Gardens neighborhood is bounded on two sides by a vibrant shopping, entertainment, and cultural arts district.

However, pedestrian, bike and vehicular connections--both within the neighborhood and to outside destinations--are inadequate and deteriorating.

The goal of the Parkview Gardens Neighborhood Sustainable Development Plan is set the state for development that fully leverages the neighborhood's assets and results in the region's first "car-optional" neighborhood. The extensive and detailed plan attends to every important detail by analyzing a dozen different "neighborhood infrastructures," including the physical determinants of public health and safety; waste, recycling and utilities; blue/green infrastructure; public space; and mobility and transit infrastructure. When overlaid, these infrastructures paint a comprehensive, cross-cutting, and thoroughly interconnected picture of a healthier, more walkable, more accessible, and thriving future.

<http://www.parkviewgardensvision.org/about-project/about-project>

<http://www.parkviewgardensvision.org/sites/default/files/files/Parkview%20Gardens%20work%20plan%205-4-11.pdf>

Tags

equitable development, green infrastructure, neighborhood/downtown plan, public transit, TOD

Bernalillo County

Albuquerque, NM

2010 Community Challenge

<http://www.bridgeboulevard.com/>

New Mexico Bridge Boulevard Corridor Redevelopment Plan Unanimously Approved

9/23/2013

The Bridge Boulevard Corridor Redevelopment Plan was unanimously approved by the Bernalillo County, NM Commission on August 27. The project, funded by a 2010 HUD Community Challenge and DOT- TIGER II grant, focuses on transforming a major crossing of the Rio Grande into a pedestrian- and transit-friendly road that encourages new commercial and residential development in keeping with the area's small business climate while reducing future traffic delays. The Corridor's recent designation as a "MainStreet" by the New Mexico MainStreet program will help direct financial and technical resources to the plan's implementation.

<http://www.bridgeboulevard.com/resources.html>

<http://www.bernco.gov/stage/SVMainStreet/>

<http://www.nmmainstreet.org/>

Tags

corridor plan, implementation strategies, plan adoption, TOD

City of Providence

Providence, RI

2010 Community Challenge

<http://www.providenceri.com/planning/transportation-corridors-to-livable-communities-0>

Providence Business News: 'Rapid bus' lines part of new development districts

4/21/2014

Providence is encouraging transit-oriented development in two neighborhoods most residents may not associate with transportation or the city's first two transit-oriented development districts or potential growth.

The Trinity Square neighborhood in Upper South Providence and the northern section of North Main Street at the Pawtucket line are singled out for focus in its ongoing zoning rewrite.

Neither are in particularly high-demand areas of the city, nor are they along the route of the proposed Providence streetcar line intended to foster new development.

Instead they are along the R-Line, the "rapid bus" project the R.I. Public Transit Authority is fashioning this spring from the existing routes 11 and 99 bus lines between Cranston and downtown Pawtucket.

Featuring specially painted buses, signs and shelters, the R-Line will reduce trip times along Broad Street and North Main Street utilizing smart stoplights that detect their approach and stay green.

Although much more modest in appearance than the streetcar, the R-Line is expected to serve 10,500 passengers per day, more than three times as many as the streetcar in its first year.

The new transit-oriented development zoning overlay districts the city proposes for Trinity Square and North Main Street would allow new building heights up to 70 feet instead of 45 feet in the base Commercial-2 zones where both are located.

Developers would also be freed from parking minimums in the overlay districts for new residential units and the first 5,000 square feet of commercial construction would also be exempt from providing off-street parking.

By easing these zoning restrictions, which make new projects more costly, city officials hope the areas will see growth.

<http://pbn.com/Rapid-bus-lines-part-of-new-development-districts,96574?page=1&>

Tags

TOD, transportation choice

City Of Dallas

Dallas, TX

<http://dallastod.com/>

2010 Community Challenge

Dallas creates Transit Oriented Development (TOD) Tax Increment Financing (TIF) District

While the northern Dallas region has enjoyed strong economic development, southern Dallas has not. Although 45 percent of Dallas' population is south of the Trinity River, this area represents only 15 percent of the total tax base. The development neighborhood along Lancaster Road was a high-crime area with rundown, dilapidated buildings. Thanks to community leaders, these buildings have been knocked down over the past two years, paving the way for reinvestment and revitalization.

The stage was set for the development of Lancaster Village by the creation of a TOD TIF District that encompassed four station areas. The TIF was designed so that revenues from the more developed Mockingbird Station could help to back loans needed to develop the other three station areas. In order to finance the development at Lancaster Village, the TIF was used to back a HUD Section 108 loan. A HUD 221(d)(4) construction loan, New Market Tax Credits, and funds from public-private partnerships were used to fill the gap.

<http://www.dallas-ecodev.org/incentives/tifs-pids/tod-tif/>

Tags

affordable housing creation, article, finance mechanisms, TOD

City Of Dallas

Dallas, TX

<http://dallastod.com/>

2010 Community Challenge

Comprehensive station-area TOD planning leading directly to implementation

The City of Dallas has used developed five station-area plans covering seven South Dallas DART stations. Not only are the plans themselves excellent, but each identifies a catalyst site that will help jump-start development and ensure that the plans move quickly to implementation. The grantee has moved this process along even further by repurposing funds originally slated for land acquisition for pre-development. Together, these plans will spur mixed-use development and bring more workforce and mixed-income housing--a total of 682 new housing units--to a transit stations in an historically disinvested area of the city. For more information, see <http://dallastod.com/about/>.

Tags

implementation strategies, station area plan, TOD

Puget Sound Regional Council

Seattle, WA

<http://www.psrc.org/growth/growing-transit-communities/>

2010 Regional Planning

Governor Inslee announces winners of 2014 Governor's Smart Communities Awards, including the Puget Sound Regional Council

5/29/2014

Sixteen cities, five counties, two ports and one school district receive awards for smart growth planning

OLYMPIA – Governor Jay Inslee today announced winners of the 2014 Smart Communities Awards. Now in its ninth year, the program recognizes achievements by local leaders who promote smart growth planning and projects that contribute to quality of life in Washington state.

"These projects help create and sustain a thriving economic climate and strengthen our ability to lead in the global economy," said Gov. Inslee.

"Washington is a great state in which to live and do business thanks to these examples of leadership and innovation in community planning and development."

2014 Smart Communities Award winners are:

...

The Puget Sound Regional Council and the Growing Transit Communities Partnership for its strategy to attract growth and provide more housing choices near transit and improve equitable access to economic opportunity

<http://www.governor.wa.gov/news/releases/article.aspx?id=271>

Tags

award, equitable development, housing plan, TOD, transportation choice

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

Growing Transit Communities Strategy document regarding TOD Compacts and Transit Corridor Action Strategies was adopted by the oversight committee in July 2013

7/12/2013

Adoption of the Growing Transit Communities Partnership culminating document: the Growing Transit Communities Strategy, consisting of a Regional Compact, a toolkit of Recommended Strategies and Actions, and Individual Work Plans, a Transit Community Typology, and 74 Station Area Profiles. The document was approved by the project Oversight Committee on July 12, 2013. To date, 19 project partners have signed onto the GTC Compact, including the Puget Sound Regional Council.

Element B: TOD Compacts and Transit Corridor Action Strategies

TOD Compacts and Transit Corridor Action Strategies: Estimated percentage completion: 100%. The primary deliverables—the Growing Transit Communities Compact and the Toolkit of Recommended Actions and Strategies—were completed in June 2013, and approved and adopted by the GTC Oversight Committee on July 12, 2013. After approval, staff has worked with consortium partners to adopt the compact. As of December 31, 2013, 19 jurisdictions and organizations have signed the compact, including the Puget Sound Regional Council.

The Growing Transit Communities Partnership Oversight Committee took action and unanimously approved the final drafts of the Regional Compact and the majority of the recommendations in the Toolkit of Recommended Strategies and Actions on July 12, 2013, and the Compact was approved by the Puget Sound Regional Council on September 26, 2013. This commits PSRC to work toward the GTC goals, and to consider how to implement actions that are called for in the strategy.

<http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/read-the-full-growing-transit-communities-strategy/>

Tags

final product, implementation strategies, ongoing partnerships, plan adoption, TOD

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

City Commits \$1 Million to Regional Affordable Housing Fund, Explores Backyard Cottage Expansion

9/30/2014

In September 2014, the Seattle City Council unanimously approved a resolution committing to allocate \$1 million toward a regional fund to expand affordable housing near light rail and transit stations, and also requested the Department of Planning & Development (DPD) to explore the expansion of backyard cottages and mother-in-law units. These efforts are part of the Council's and Mayor's ongoing work to expand the availability of affordable housing at all income levels.

The regional fund will be used to purchase properties near light rail and high capacity transit stations while the land is still reasonably affordable. The land will be preserved for future higher-density, mixed-use affordable housing development. Money from the fund can also be used to preserve and rehabilitate selected existing affordable housing buildings that are near transit stops and at high risk of being converted to market rate housing. This fund—referred to as the Regional Equitable Development Initiative (REDI) Fund—is a regional collaboration of public, private and non-profit stakeholders being led by Puget Sound Regional Council as a part of its Growing Transit Communities initiative.

"By buying properties near light rail now, we can ensure greater affordability near transit in the future and help prevent displacement when those land values eventually increase when light rail comes online. Transit-oriented development also means easier commutes and less congestion as well as more vibrant, walkable neighborhoods," said Councilmember Mike O'Brien. "By exploring how to create more backyard cottages and mother-in-laws, we are looking for market-oriented solutions to provide more housing at all levels of affordability."

City Council also requested that DPD develop a report on regulations regarding accessory dwelling units (ADUs or "mother-in-law" units) and detached accessory dwelling units (DADUs or "backyard cottages"). The report would provide analysis of possible new policies or programs that could be implemented to make accessory dwelling units easier to build, including pre-approved, pre-fabricated designs to streamline permitting, incentives like waiving of permit fees for affordable units, reviewing parking and owner-occupancy requirements and more.

The report will inform the work of the Seattle Housing Affordability and Livability Advisory Committee and is due to the group by March 15, 2015.

article: <http://council.seattle.gov/2014/09/30/city-commits-1-million-to-regional-affordable-housing-fund-explores-backyard-cottage-expansion-2/>

Resolution: [http://clerk.seattle.gov/~scripts/nph-](http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=&s3=31547&s2=&s4=&Sect4=AND&l=20&Sect5=RESNY&Sect6=HITOFF&d=RESF&p=1&u=%2F~public%2Fresny.htm&r=1&f=G)

[brs.exe?s1=&s3=31547&s2=&s4=&Sect4=AND&l=20&Sect5=RESNY&Sect6=HITOFF&d=RESF&p=1&u=%2F~public%2Fresny.htm&r=1&f=G](http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=&s3=31547&s2=&s4=&Sect4=AND&l=20&Sect5=RESNY&Sect6=HITOFF&d=RESF&p=1&u=%2F~public%2Fresny.htm&r=1&f=G)

Tags

affordable housing preservation, equitable development, implementation funding, policy change, TOD

Capital Area Regional Planning Commission

Madison, WI

2010 Regional Planning

<http://www.capitalarearpc.org/grant.html>

City of Madison study finds that the establishment of a Bus Rapid Transit (BRT) system along four key corridors is a feasible option for the city and region

The Madison Area Transportation Planning Board – A Metropolitan Planning Organization (MPO) has finished the Transit Corridor Study to develop and evaluate system-level and corridor-level concept plans for BRT along four primary transit corridors in the Madison area.

BRT is a frequent, high-capacity, limited-stop transit service that offers improved rider experience on busy travel corridors. It offers many similar advantages to rail transit, including reduced travel times, high capacity, operational efficiencies, attraction of new transit riders, and enhanced image.

The BRT study - led by SRF Consulting Group - analyzed potential BRT routing alternatives, identified passenger facility and fleet needs, assessed transit signal priority opportunities, and estimated costs and ridership levels. Based on the results of the study and observations from other communities where BRT has been implemented, there is good potential for the successful implementation of BRT in the Madison area.

The BRT study was guided by an Oversight Committee with representatives from Metro Transit, the City of Madison and other local communities, Capital Area Regional Planning Commission (CARPC), Dane County, Wisconsin Department of Transportation, and others. The BRT study is coordinated with a transit-oriented development (TOD) market study that CARPC is undertaking, which is focusing in large part on the transit corridors being evaluated for BRT.

Both the BRT and TOD market studies are sponsored by the Capital Region Sustainable Communities (CRSC) Partnership, which is funded through a 3-year, \$1.975 million Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development. Led by CARPC, the CRSC Partnership is a public-private collaboration of government, business, and non-profit organizations for enhancing the environment, economy, and community.

<http://www.madisonareampo.org/brt.cfm>

Tags

corridor plan, public transit, TOD