

Getting it Done:

Transit Oriented Districts and Walkable Communities



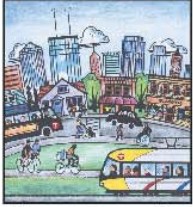
What We Are Learning

2010 Workshop Series Summary
and opportunities for action

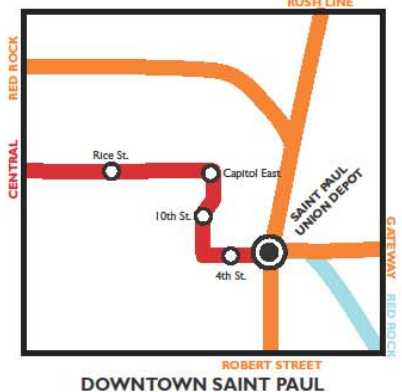
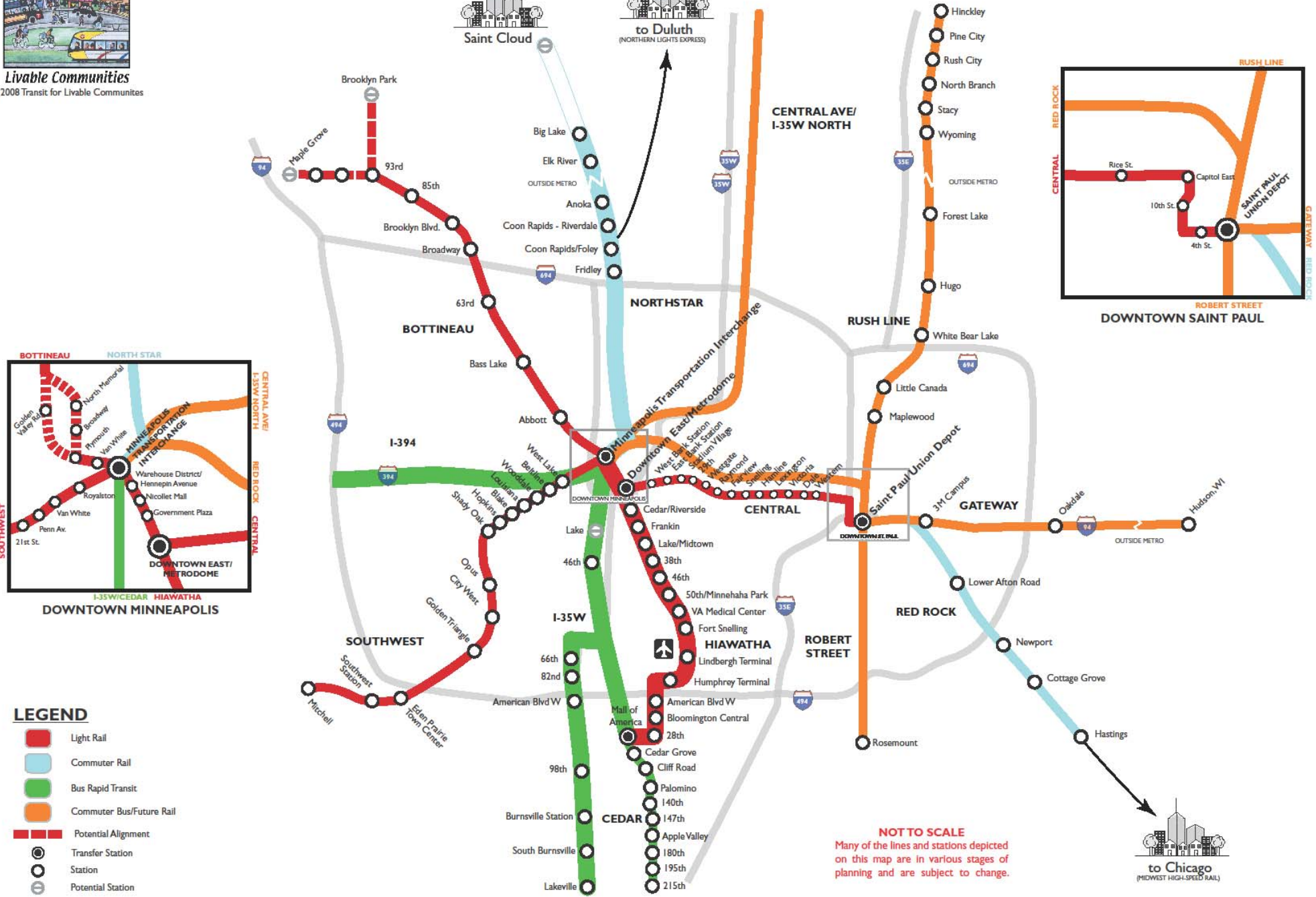


[Transit Oriented Development]

- Increased transit and bike/walk trips
- More affordable housing
- Increased property values / tax revenue



Minneapolis-St. Paul Transitways 2020

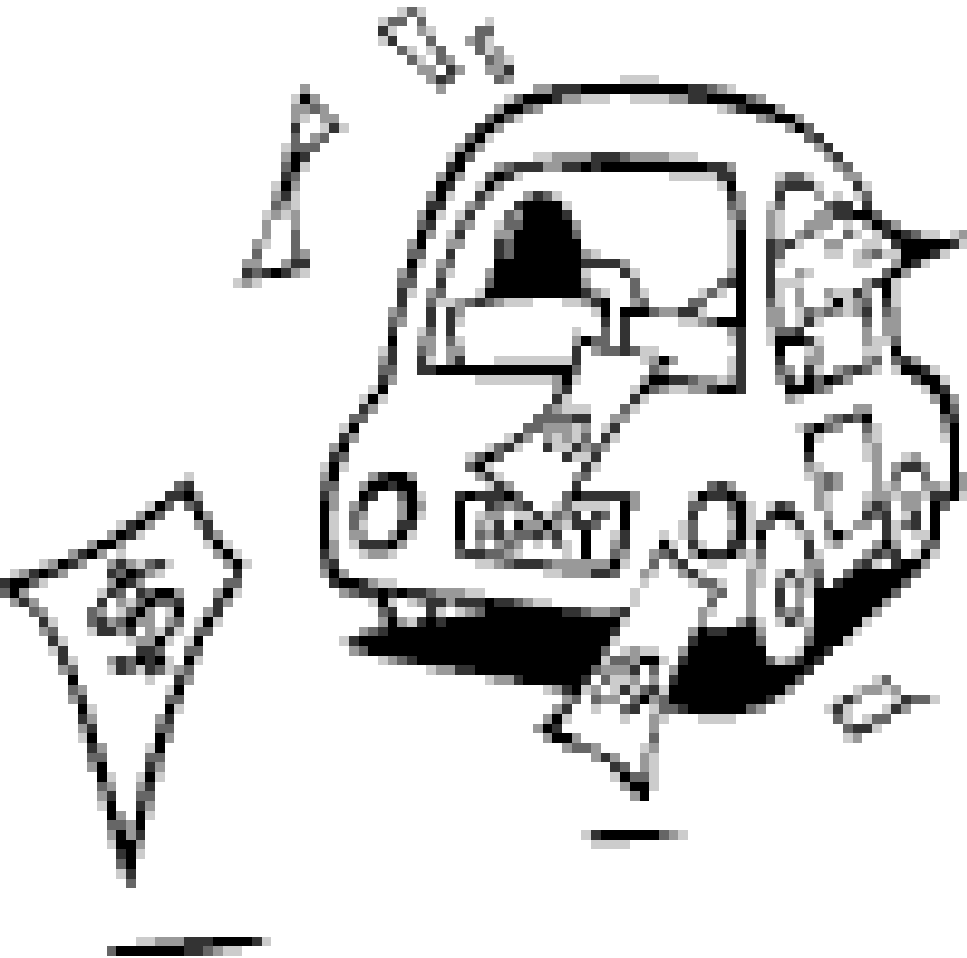


- LEGEND**
- █ Light Rail
 - █ Commuter Rail
 - █ Bus Rapid Transit
 - █ Commuter Bus/Future Rail
 - Potential Alignment
 - Transfer Station
 - Station
 - Potential Station

NOT TO SCALE
 Many of the lines and stations depicted on this map are in various stages of planning and are subject to change.

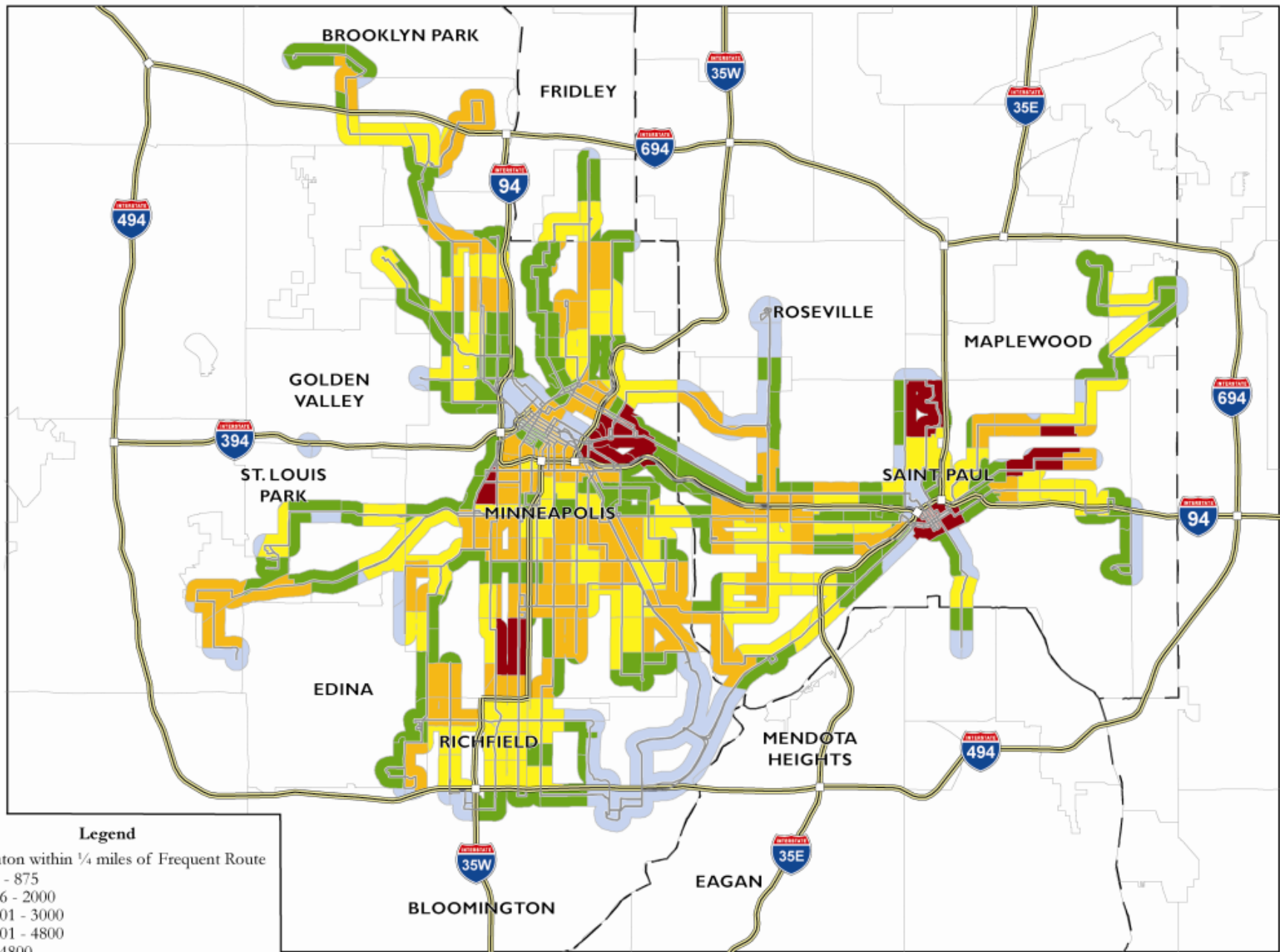


The average Twin Cities household spends \$9,300 per year on transportation



Population Within 1/4 Mile of MetroTransit Frequent Service in the Twin Cities

"Frequent" routes are routes with > 30 trips on Saturdays and weekdays.



Legend

Population within 1/4 miles of Frequent Route

- 10 - 875
- 876 - 2000
- 2001 - 3000
- 3001 - 4800
- > 4800

— Frequent Bus Route

— Interstate

Data Sources

Metropolitan Council/MetroGIS
University of Minnesota/NHGIS
United States Census



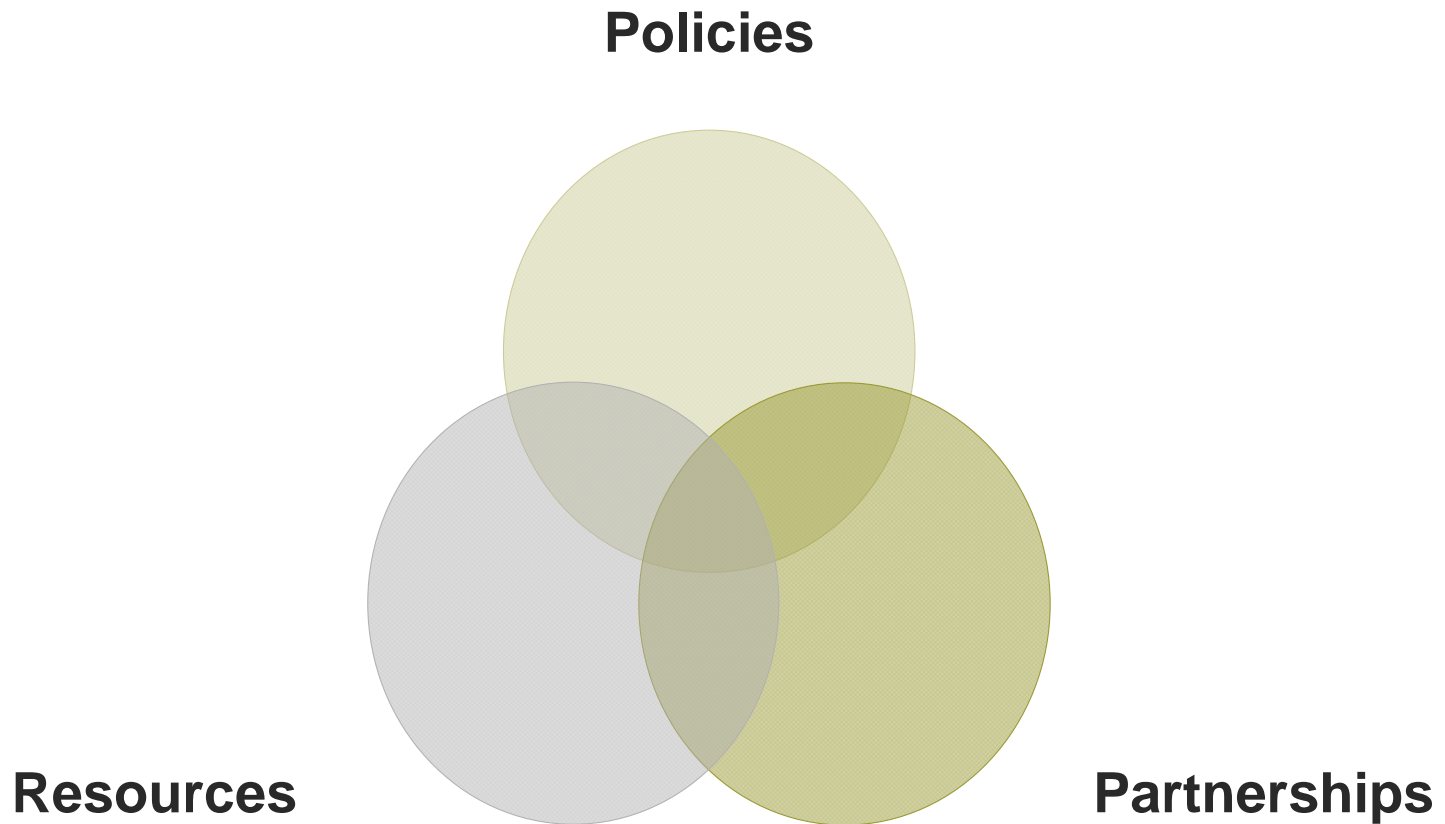
Hiawatha LRT



Central Corridor Development Strategy



[Achieving TOD means:]



[Opening Questions:]

- How important is TOD in our state's housing agenda?
- What are some of our region's best examples of TOD?
- What are some of our greatest obstacles in achieving TOD?



[Workshop Topics:]

Workshop I: Infrastructure and the Public Realm

Gary Toth, Project for Public Spaces

Workshop II: Connecting Land Use and Transportation

Joe Schilling, Virginia Tech Metropolitan Center

Workshop III: Equitable Development and Community Benefits

Leslie Moody, Partnership With Working Families

Workshop IV: Financing TOD, Building Public / Private Partnerships

Dena Belzer, Strategic Economics

Outcomes and results

- **Create** equitable transit-oriented districts
- **Build coalition** of partners to work toward equitable TOD
- **Implement policies** in support of equitable TOD
- **Form new partnerships** to plan for and implement equitable TOD
- **Establish financing mechanisms** to reward equitable TOD



Definition: Transit Oriented Development

A transit-oriented development (TOD) is a mixed-use area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. Specifically TOD land use is:

1. Moderate to higher density development;
2. A mixture of residential, employment, shopping, and civic uses and types;
3. In walkable proximity to a major transit station; and
4. Oriented principally to transit, pedestrian and bicycle travel from the surrounding area, without excluding automobiles.

[Who attended?]



- 200 participants attended, 35% attended 3 – 4 sessions.
- Representatives from 16 cities, 5 counties, Met Council, and state and federal agencies.
- Cross-disciplinary and cross-sector involvement.
- Developers, advocacy groups, and community-based organizations.

Infrastructure and the Public Realm

Gary Toth, Project for Public Spaces

- Get engineers to. **solve a different problem** : Think about appropriate infrastructure design for connectivity, walkability and transit-oriented development
- New Jersey DOT developed a policy to invest more in **front-end planning**, which cut down on overall costs and retrofiting.
- Highlighted the importance of **context sensitive design** to ensure that the investments meet the needs of the users.

Infrastructure and the Public Realm

Questions:

- **Complete streets:** who defines which modes “drive” street requirements?
- Who **purchases right-of-way**? How does land acquisition get coordinated, and who does it?
- **Maintenance, aesthetics and storm water management:** what is needed?
- How should elements of **green / open space and public art** be incorporated?
- **Signal preemption** – who decides whether the environment adapts to the system, or the system adapts to the environment?



Connecting Land Use and Transportation

Joe Shilling, Virginia Tech Metropolitan Center

Lessons from Denver's Neighborhood Development Code:

- A thorough demographic and market analysis is invaluable for determining growth priority areas
- The development of a station typology helped jurisdictions identify specific TOD strategies

Suggestions to get started:

- Do audit and SWOT analysis to identify what works and what doesn't
- Build a comprehensive vision with concrete goals
- Streamline formatting and procedures.
- Design a collaborative code reform process that includes all stakeholders
- Make sure you train to both implement AND administer
- Incentives, Guidance and Assistance
- Design Pattern Book
- Companion Strategies: Business Improvement Districts, CBAs

Connecting Land Use and Transportation

Questions:

- How can our **local zoning codes** be changed to better support TOD?
- How do we realistically plan for **density** along transit routes?
- What are the **appropriate regulatory role** of City, County, Watershed Districts, Met Council, and State?
- How could you successfully address the complexity of an extensive **community engagement** process?



Equitable Development and Community Benefits

Leslie Moody, Partnership With Families

Community benefits include:

- Employment opportunities
- Affordable housing
- Parks and open space
- Community and economic development

Case studies include:

- Staples Center, Los Angeles (local hire policies, affordable and mixed income housing)
- Cherokee Gates Redevelopment, Denver (goals and policies embedded into City plans for job creation, affordable housing, and environmental justice)
- Park East Redevelopment, Milwaukee (local and minority hiring policies, formation of community advisory committee)

Equitable Development and Community Benefits

Questions:

- What are the **points of influence** within the corridor planning process to make sure equitable development happens?
- There is often a **timing mismatch** between the need to put community benefits elements in place (such as affordable housing policies) and the point when markets begin to take over. How can this timing mismatch be overcome?
- How can we **connect different priorities** that community stakeholders have to form a common vision to achieve community benefits from transit and development investments?
- How can communities be **engaged over time**, to build in accountability and compliance with desired goals?



Financing Transit Oriented Districts

Dena Belzer, Strategic Economics

Case studies

Federal Financing Recommendations

Lessons:

- There is no silver bullet or perfect tool kit for financing Transit Oriented Districts
- Financing follows a vision, which can be “fixed,” but the implementation strategy has to be flexible and dynamic
- Resources need to be deployed to maximize leverage and maximize impact
- Proactive leadership is essential
- Partnerships are essential



Belzer cont.

Next Steps for the Twin Cities

Keep working on the tool kit

- Identify which tools work best in what contexts
- Build a better understanding of timing into the information

Do Corridor Assessments to “Sort” Opportunities

- Find those places where the market is working and invest
- In locations with longer term markets, enhance transit connections so people really use the transit

Belzer cont.

Next Steps for the Twin Cities

Invest in the low hanging fruit

- Small scale projects
- Affordable housing
- Pedestrian improvements
- Other place making

Be patient

- Transit Oriented Districts will build out over long periods of time, 10 to 20 years



Financing Transit Oriented Districts

Questions:

- How should we **target public resources** to strengthen our ability to accomplish TOD?
- What are the **values** we are trying to achieve?
- What **gap financing** is needed for TOD?
- How can we strengthen **public / private partnerships**?



Strengthen Predictability / Reduce Risk

- Articulate community values and goals
- Coordinate strategic investments
- Create destinations
- Build confidence in market demand
- Provide patient capital



[End Products]

- Findings and recommendations from the series will be shared with city councils, planning commissions, legislative committees, and other key partners.
- A web site that contains all of the presentations, links, and information gathered at the ***Getting it Done TOD series*** is available at www.reconnectingamerica.org/static/twincitiestodtoolkit/workshop
- A shared definition of transit-oriented development.
- A collection of local TOD case studies that provide information on what it took to get there.

Areas of further work

1. Identify the **regulatory barriers** to TOD (i.e. watershed districts, HUD, FTA, EPA, etc.)
2. **Impediments in the capital markets** (i.e. parking requirements by private lenders, vertical mixed use, etc.)
3. **Financing Implementation Tools** – Incentivize TOD (i.e. TIF to do place-making elements first, loan guarantees and credit enhancement, etc.)
4. Region-wide market analysis to **prioritize investment areas**



Preliminary

Top Ten TOD Policy Strategies

1. **Zoning revisions** - minimum FAR, maximum parking (joined #1 and #3 under Zoning)
2. **Invest in a system of transit improvements** - #1 under County re: CTIB actions to fund bike/walk connections to transitways and #2 under Met Transit
3. **Prioritize investment areas** by identifying regional growth centers and conducting regional market analysis (#1 and #2 under Regional)
4. **Pass TIF for TOD** (#2 under State Financing Implementation Tools)
5. Make **Livable Communities Act** more explicitly a **TOD program**.
6. Use planning, urban design policy to influence design, engineering of LRT, BRT (#4 under Met Transit)
7. Land banking resources (patient capital) and strategies
8. Land trust options for residential and commercial sites.
9. Improve watershed planning and coordination with cities.
10. Advocate against decentralized employment locations.

[Discussion:]

- What policies are needed to further TOD at the local, county, regional, and state levels?



[For further information:]

[www.reconnectingamerica.org/
static/twincitiestodtoolkit/
workshop](http://www.reconnectingamerica.org/static/twincitiestodtoolkit/workshop)