

Corridor-Level Approaches to Creating Transit-Oriented Districts

Dena Belzer
Strategic Economics and Center for Transit-Oriented Development
August 2011

CTOD CENTER FOR TRANSIT-ORIENTED DEVELOPMENT

RECONNECTING
AMERICA

CNT
Sustainable Communities
Attainable Results

↑ ↑ ↑ ↑
STRATEGICECONOMICS

- *5-year old partnership dedicated to improving practice through technical assistance, research, and policy reform*
- *Creating a national marketplace for TOD, working with cities, transit agencies, developers, investors, and communities*
- *Developing new tools and collaborative and equitable planning models*
- *Online Clearinghouse of TOD + Transit Best Practices*



Transit Corridors and Transit-Oriented Districts

What is a transit corridor?

What are the types of corridors?

What objectives do corridors serve within regions?

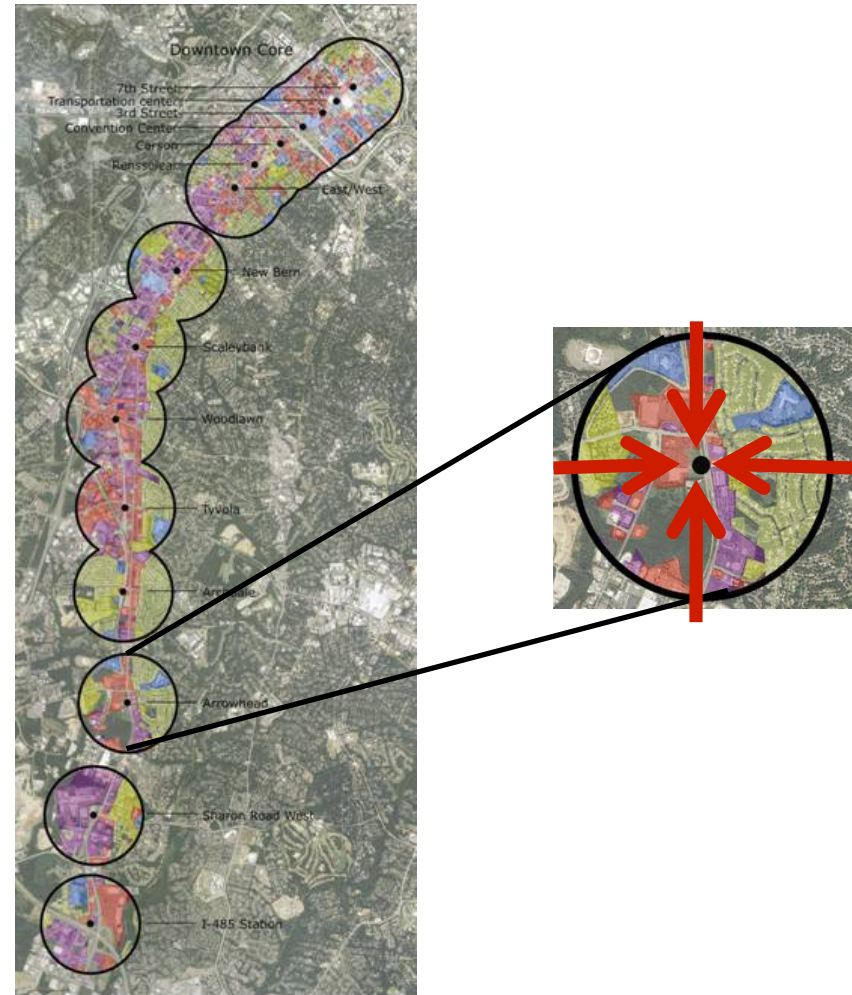
What is corridor-level analysis and planning?

What are the benefits of planning at the corridor level?

Corridor-Level Approaches to Creating Transit-Oriented Districts

What is a Transit Corridor?

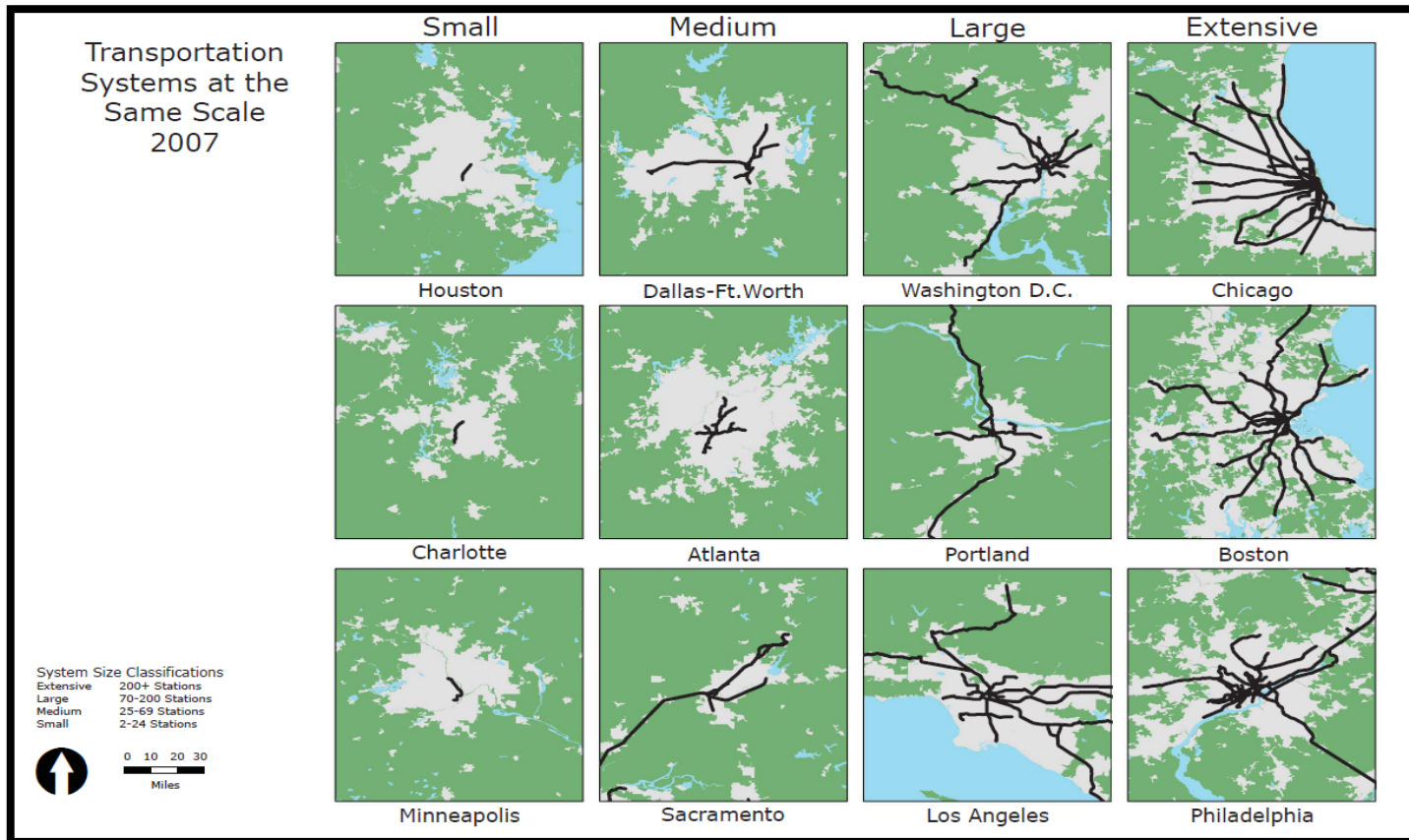
- A corridor consists of a transit line or a line segment
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



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What is a Transit Corridor?

Corridors together form a regional transit network



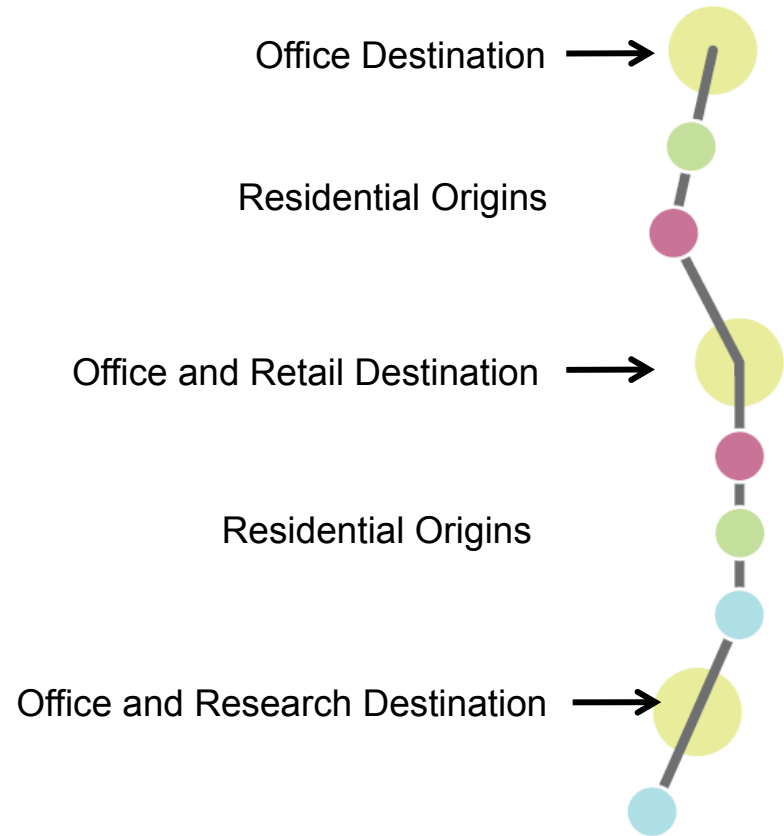
Corridor-Level Approaches to Creating Transit-Oriented Districts

What are the Types of Corridors?

Station Areas Play Different Roles within the Corridor and Region

TOD Typology	Desired Land Use Mix
Regional Center	Office Residential Retail Entertainment Civic Uses
Urban Center	Office Retail Residential Entertainment
Suburban Center	Residential Retail Office
Neighborhood	Residential Neighborhood Retail
Main Street	Residential Neighborhood Retail
Campus/ Special Events Center	University/Campus Sports Facilities

Station areas serve as **origins or destinations**



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What are the Types of Corridors?



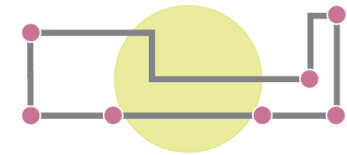
Destination Connectors

- Connect multiple activity centers
- **Examples:**
- Rosslyn-Ballston Orange Line (DC region)
- San Pablo Rapid Bus (Bay Area, CA)
- Central Phoenix/East Valley Rail (Phoenix, AZ)
- Hiawatha Light Rail (Minneapolis, MN)



Commuter Corridors

- Connect many residential areas to CBD
- Primarily serve peak commutes, low frequency other times of the day
- **Examples:**
- Metra Rail in Chicago
- US 36 Corridor (BRT and Rail in Denver, CO)
- Caltrain (San Francisco Bay Area, CA)



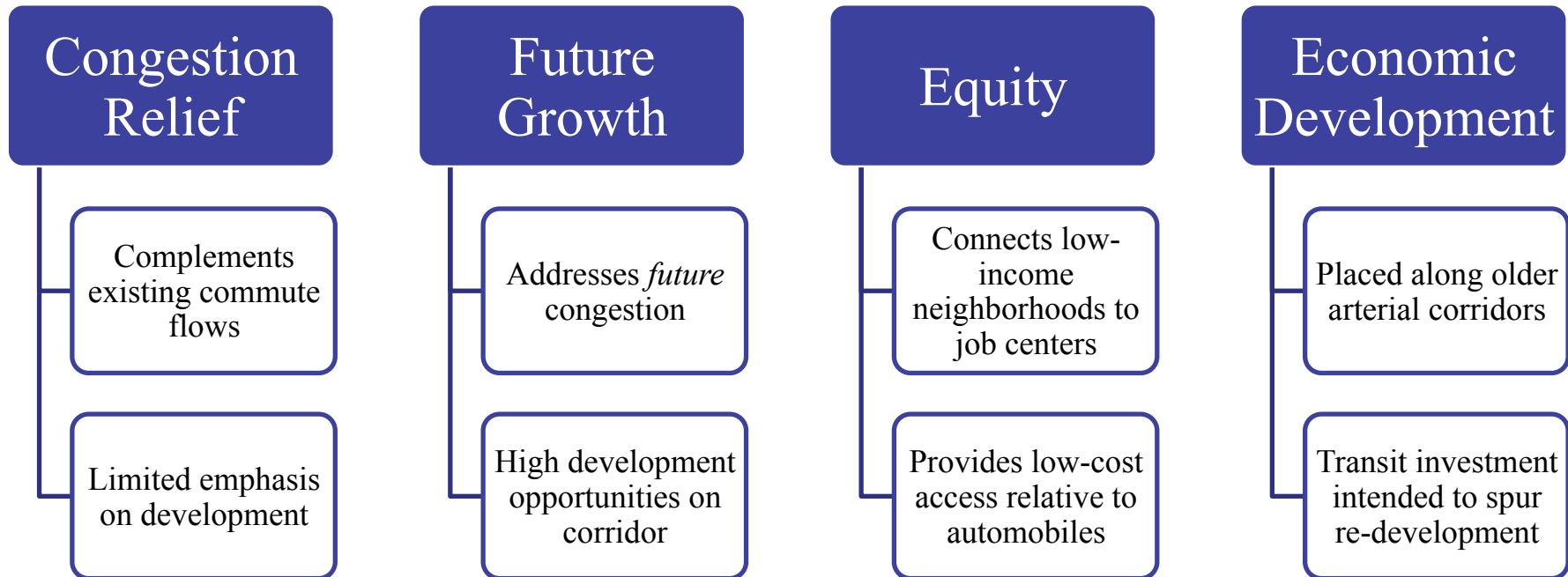
District Circulators

- Facilitate movement within an activity “node”
- Usually are much shorter corridors, frequent all day service
- **Examples:**
- Portland Streetcar
- Denver Mallride Shuttle Bus
- Little Rock, Arkansas Streetcar

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What Objectives do Corridors Serve within Regions?

Corridors Serve Different *Roles* or Objectives

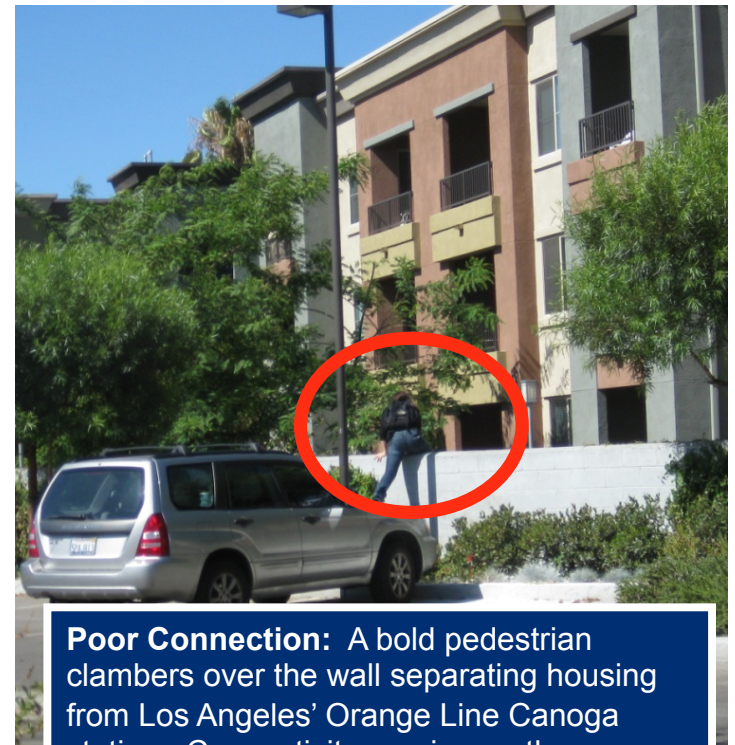


Corridor-Level Approaches to Creating Transit-Oriented Districts

What is Corridor-Level Analysis and Planning?

Goals of Station Area Planning

- “Transit-Oriented Districts” (TODs) result from well-planned station areas:
- Well-connected development pattern within a station area
 - Includes a diversity of land uses (residential, commercial)
 - Encourages walking and transit use over automobile use
 - Accommodates greater concentrations of residents or employees by reducing space dedicated to automobiles









Poor Connection: A bold pedestrian clammers over the wall separating housing from Los Angeles' Orange Line Canoga station. Connectivity requires pathway connections and a lack of physical barriers.

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What is Corridor-Level Analysis and Planning?

TOD Accommodates Different Characters and Densities

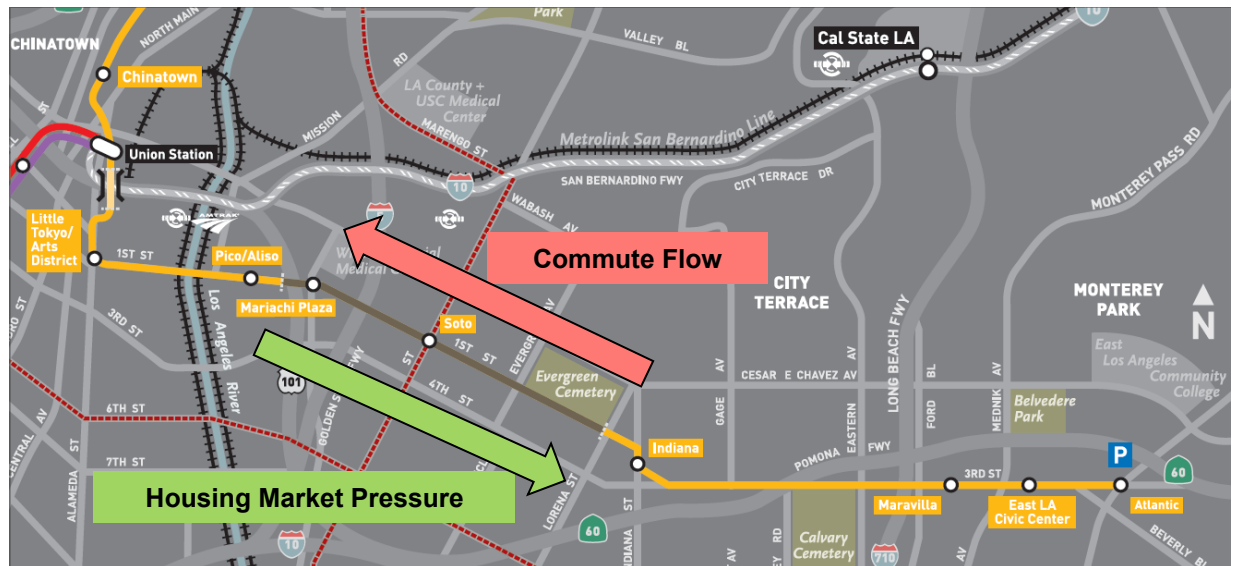
TOD Typology	Desired Land Use Mix	Desired Housing Types	Commercial Employment Types	Proposed Scale	Transit Connectivity	Examples
Regional Center	Office Residential Retail Entertainment Civic Uses	Multi-Family and Loft	Prime Office and Shopping	5 Stories and above	Intermodal Facility/ transit hub. Major Regional Destination with quality feeder connections	
Urban Center	Office Retail Residential Entertainment	Multi-Family/Loft/ Townhome	Employment Emphasis, with more than 250,000 sf office and 50,000 sf retail	5 Stories and above	Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service	
Suburban Center	Residential Retail Office	Multi-Family/ Townhome	Limited Office. Less than 250,000 sf office. More than 50,000 sf retail	3 Stories and above	Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service	
Neighborhood	Residential Neighborhood Retail	Multi-Family/ Townhome/Small Lot Single Family	Local-Serving Retail. No more than 50,000 sf	2-5 Stories	Walk up station. Very Small Park and Ride, if any. Local and express bus service.	
Main Street	Residential Neighborhood Retail	Small Lot Single Family	Main Street Retail Infill	2-4 Stories	Bus or streetcar corridors. Feeder transit service. Walk up stops. No parking.	
Campus/ Special Events Center	University/Campus Sports Facilities	Limited Multi-Family	Limited Office/Retail	varies	Large Commuter Destination.	

Corridor-Level Approaches to Creating Transit-Oriented Districts

What is Corridor-Level Analysis and Planning?

Connectivity and the TOD Market

- Connectivity boosts the desirability of development in station areas
- The market at each station area is influenced by the land uses at other stations along the corridor



Source: Los Angeles County Metropolitan Transportation Authority; edits by Strategic Economics

Transit alone does not *create* a market; it *organizes* regional, corridor-wide, and local market activity

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What is Corridor-Level Analysis and Planning?

The Magnitude of Market Impact is Determined by Many Factors

Transit / Access

- Destinations on the corridor
- Service frequency
- System quality and aesthetics

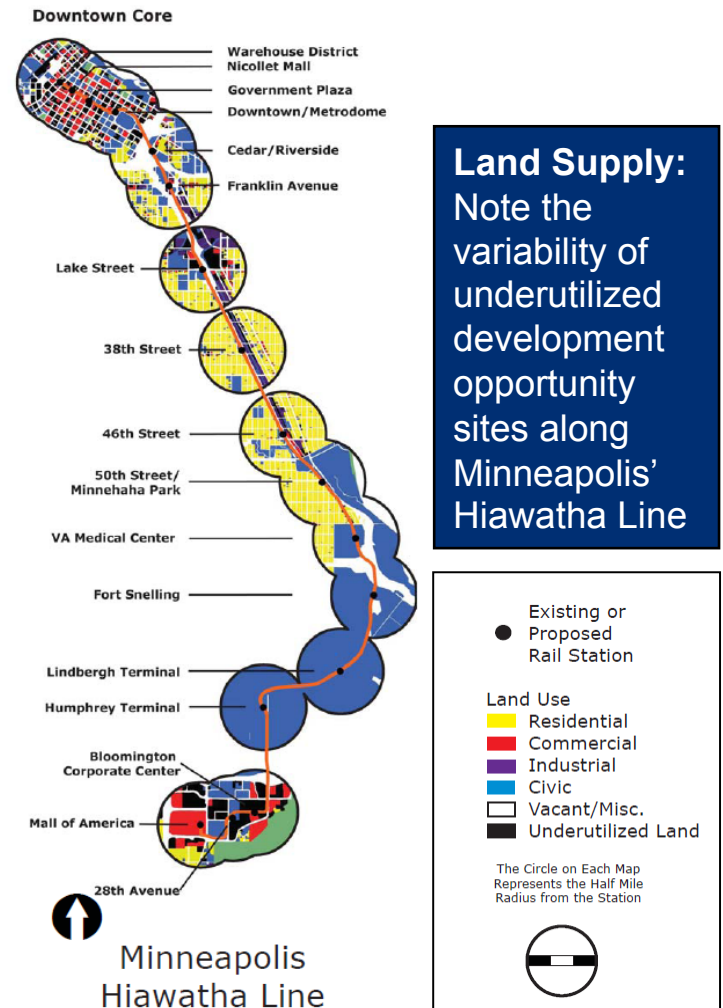
Existing Market

- Existing market momentum
- Strength of competitive locations

Land Supply

- Existing land uses
- Availability of (re)development sites

Transit technology matters little; transit impact is determined by *frequency and quality of service*



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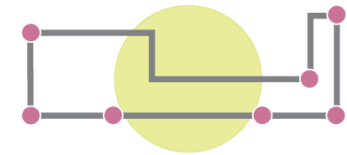
Destination Connectors

- Demand for new development, may be highest near the “destination” stations
- May attract higher density development overall
- Bike/ped improvements around activity centers esp. important to support ridership/TOD



Commuter Corridors

- New development is likely to be residential
- Frequency of service can affect land use benefits
- Park and ride may be more appropriate at stations along commuter rail corridors than other corridor types



District Circulators

- Promote biking, walking, and “park once” strategies (can be key in district wide parking plans)
- Frequency of service and what parts of the activity node or nodes are connected can determine market for development
- Can increase overall transit ridership in region (last mile strategy for major job centers)

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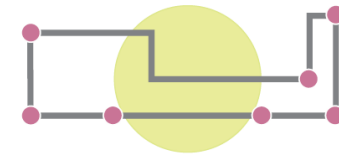
San Pablo Rapid Bus

- San Francisco Bay Area
- Objectives/Roles:
 - Economic development
 - Congestion relief
- Incremental improvement to existing transit service had correspondingly light development impact
- Strong development after rapid bus introduction was driven more by general housing market strength, availability of opportunity sites



Gold Line Light Rail

- Los Angeles, CA
- Objectives Served:
 - Equity
 - Economic development
- Transit corridor will increase housing pressure on existing neighborhoods
- But corridor also increases equitable access to Downtown and opportunity for current residents
- Station areas need a strategy to protect and preserve affordable housing
- Investments must be equitably distributed



Tampa Streetcar

- Designed to connect residents and tourists with various destinations along the line
- Created new connections between downtown and neighboring area disconnected by freeway
- Many industrial, formerly-industrial parcels redeveloped along line, those areas associated with rise in value

Corridor-Level Approaches to Creating Transit-Oriented Districts

What are the Benefits of Planning at the Corridor Level?

Corridor-level analysis changes the approach to station areas.

- Explains station area roles within the corridor and maximizes the benefits generated by connectivity and greater mobility choices
- Improves understanding of development market timing, sequencing, land uses, and intensity at each station area
- Prioritizes high-potential station areas for development / investment
- Clarifies corridor type and functions within the regional network
- Broadens perspective on regional versus local needs

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