Corridor-Level Approaches to Creating Transit-Oriented Districts

Dena Belzer
Strategic Economics and Center for Transit-Oriented Development
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• 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?
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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.
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What are the Types of Corridors?

Station Areas Play Different Roles within the Corridor and Region

- **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**

- **Office Destination**
- **Residential Origins**
- **Office and Retail Destination**
- **Residential Origins**
- **Office and Research Destination**
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What are the Types of Corridors?

The mix of origins and destinations defines the *corridor type* within the transit network.

*Destination Connectors*  *Commuter Corridors*  *District Circulators*
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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?

**Congestion Relief**
- Complements existing commute flows
- Limited emphasis on development

**Future Growth**
- Addresses future congestion
- High development opportunities on corridor

**Equity**
- Connects low-income neighborhoods to job centers
- Provides low-cost access relative to automobiles

**Economic Development**
- Placed along older arterial corridors
- Transit investment intended to spur re-development

**Roles**
- Congestion Relief
- Future Growth
- Equity
- Economic Development
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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 clambers 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?

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

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?

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

The Magnitude of Market Impact is Determined by Many Factors

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

Land Supply:
Note the variability of underutilized development opportunity sites along Minneapolis’ Hiawatha Line
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What is Corridor-Level Analysis and Planning?

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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What is Corridor-Level Analysis and Planning?

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
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What are the Benefits of Planning at the Corridor Level?

- 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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