TOD Typologies: Examples, Outcomes and Lessons Learned

[Diagram showing categories of TOD typologies based on capacity and activity]

HIGH CAPACITY
- STATIC MARKET
- EMERGING MARKET

LOW CAPACITY
- LOW ACTIVITY
- MARKET SCREEN

[Map of land opportunity screen and market screen]

[Graph of people, physical form, population, places, and proximity]

[Logo and name of Center for Transit-Oriented Development]

[Logo and name of Growing Transit Communities]
Growing Transit Communities

Transit Community Typology

• GTC Goal:
  Capture more of the region’s residential and employment growth in equitable transit communities

• Typology goals:
  – Use typology to differentiate study areas that are more or less suited to accommodate growth equitably
  – Link regional and local public policy recommendations to support “types” that are best suited to be equitable transit communities
Typology Development Process

We are here.

- **April-May**: Input from Corridor Task Forces, Steering Committees and Oversight Committee
- **May 8th**: CTOD-led webinar

**Introduction**
- *February - March 2012*
- Discussion of station area typology and scope of work with Oversight Committee, Corridor Task Forces and Steering Committees
- Deliverable: Staff memo summarizing exercise results

**Develop Principles**
- *April - May 2012*
- Staff-facilitated exercise with Corridor Task Forces and Steering Committees to identify principles and possible measures to define typology
- Deliverable: CTOD memo for full Task Force and Steering Committee feedback summarizing workshop process and resulting typology matrix

**Apply Best Practices**
- *May 2012*
- Place Type Best Practices Webinar led by Center for Transit-Oriented Development (CTOD) for Task Force and Steering Committee members
- Deliverable: CTOD Webinar

**Develop Matrix**
- *June 2012*
- CTOD-led small group work session for Task Force and Steering Committee representatives to define typology indices and measures
- Deliverable: CTOD report of typology results and recommendations

**Classify Study Areas**
- *July - August 2012*
- Staff and CTOD will work to categorize study areas according to the typology matrix; CTOD will draft recommended policy actions linked to place type
- Deliverable: Staff memo summarizing joint workshop session and joint meeting feedback

**Groundtruth and Refine**
- *September-October 2012*
- Half-day joint work session for all Corridor Task Forces in September and joint Steering Committee meeting in October to respond and refine CTOD report results
- Deliverable: Corridor Strategies: Recommended Actions

**Adopt**
- *November 2012 - February 2013*
- Task Forces will adopt station area typology and develop recommended actions associated with place types; Oversight Committee will provide feedback and final approval of recommendations
How Can We Plan Strategically for Transit + TOD Investments?

• No one-size-fits-all to TOD
• Multiple questions that we’re trying to answer
• Transit + TOD planning and investment happen at different scales

Decisions need to be made within a framework and shared with multiple stakeholders.
What is a Typology?

• Classification of many neighborhoods, station areas, districts into a few categories or “place types”
• Classification based on both quantitative measures and instinct
• Helps us sort out what needs to happen, where, and when
• The way we classify depends on our desired outcomes
What Does a TOD Typology Do?

- Create aspirational vision of future land uses in station area
- Prioritize stations for investment
- Identify and organize actions for implementation
- Measure performance on a range of metrics
# Station Area Prioritization

## Denver TOD Typology and Activity Priorities

<table>
<thead>
<tr>
<th>Stations</th>
<th>TOD Typology</th>
<th>Market Opportunity</th>
<th>Phasing Priority of City Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver Union Station</td>
<td>Downtown</td>
<td>Strong</td>
<td>Underway</td>
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<tr>
<td>“D” Line, existing</td>
<td></td>
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<tr>
<td>33rd &amp; Downing (new station)</td>
<td>Main Street</td>
<td>Emerging</td>
<td>Monitor &amp; Respond</td>
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<tr>
<td>Welton Street Stops</td>
<td>Main Street</td>
<td>Emerging</td>
<td>Monitor &amp; Respond</td>
</tr>
<tr>
<td>16th Street Stops</td>
<td>Downtown</td>
<td>Strong</td>
<td>Monitor &amp; Respond</td>
</tr>
<tr>
<td>10th &amp; Osage</td>
<td>Urban Neighborhood</td>
<td>Emerging</td>
<td>Immediate</td>
</tr>
<tr>
<td>Alameda</td>
<td>Urban Center</td>
<td>Emerging</td>
<td>Immediate</td>
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<tr>
<td>Broadway</td>
<td>Major Urban Center</td>
<td>Strong</td>
<td>Underway</td>
</tr>
<tr>
<td>Evans</td>
<td>Urban Neighborhood</td>
<td>Long Term</td>
<td>Monitor &amp; Respond</td>
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</tbody>
</table>
Example of Results: 10th & Osage

Coordinated City, Transit Agency, Housing Authority, Non-Profit Investments
Master Planning Process
Community Outreach
in 2009

- 123 community meetings
- 7 Steering Committee meetings
- Over 400 comments received.
building a TOD typology

Transit Orientation Score
(Urban Form + Activity)

+ 

Market Strength
The traditional trinity of TOD

density

diversity

design
measuring TOD readiness (p’s)
Hollywood
Clackamas
transit orientation score
Station Community Typology
(market + TOD Score)
TOD Typology Clusters
(market + urban form readiness)
Clusters

- infill + enhance
- catalyze + connect
- plan + partner

TOD Typology Clusters

(market + urban form readiness)
Somerville Equitable TOD Strategic Plan
<table>
<thead>
<tr>
<th>Equitable Development Strategy</th>
<th>Market Transition Area</th>
<th>Neighborhood Reinvestment Area</th>
<th>Strategic Investment Area</th>
<th>Proactive Preservation Area</th>
<th>Opportunistic Preservation Area</th>
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<td>Housing Trust Funds</td>
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<td>Inclusionary Zoning</td>
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<td>Development Agreements</td>
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<td>Auxiliary Units and Infill Guidance</td>
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<td>Land Acquisition and Assembly</td>
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<td>Public Land Disposition Strategy</td>
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<td><strong>Preserve Existing Affordability</strong></td>
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<td>Community Land Trusts</td>
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<td>Housing Acquisition and Rehab Funds</td>
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<td>Homeownership Programs</td>
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<td>Tenant Purchase Opportunities</td>
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<td><strong>Stabilize Neighborhoods and Institutions</strong></td>
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<td>Community Stabilization Funds</td>
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<td>Community Hubs</td>
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<td>Transit Linkage Program</td>
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</table>
Central Maryland TOD Strategy

Regional Priority Map based on TOD goals
<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Role</th>
<th>Capacity</th>
<th>Typical Duration</th>
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</thead>
<tbody>
<tr>
<td>Central Maryland Transportation</td>
<td>• Convene Transportation Stakeholders&lt;br&gt;• Advocate for Transportation&lt;br&gt;...&lt;br&gt;• Advocate for Policy Reform</td>
<td>Regional</td>
<td>Ongoing</td>
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<td>Alliance</td>
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<tr>
<td>Baltimore Neighborhood Collaborative</td>
<td>• Grantmaking for Neighborhood Revitalization, Advocacy, and Engagement&lt;br&gt;• Aligning Public and Private Investment Priorities</td>
<td>3-4 Station Areas</td>
<td>5 years</td>
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<td>Citizens Planning and Housing</td>
<td>• Technical Assistance and Community Benefit Agreements&lt;br&gt;• Organizing and Leadership Development</td>
<td>2-3 Station Areas</td>
<td>2-3 years</td>
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<td>Association</td>
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<tr>
<td>MDOT Office of Real Estate</td>
<td>• Real Estate Transactions / Public-Private Partnerships</td>
<td>6 Development Projects</td>
<td>varies</td>
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<tr>
<td>MDOT Office of Planning</td>
<td>• Station Area Planning&lt;br&gt;• Multi-Modal Transportation Improvements</td>
<td>6 Station Areas</td>
<td>2-3 years</td>
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<td>Maryland Transit Administration</td>
<td>• Transit Planning and Construction</td>
<td>1-2 Corridors</td>
<td>10 years</td>
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<tr>
<td>Baltimore City</td>
<td>• Station Area Planning&lt;br&gt;• Multi-Modal Transportation Improvements&lt;br&gt;• Public-Private Partnerships</td>
<td>7-8 Station Areas</td>
<td>varies</td>
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<tr>
<td>Baltimore County</td>
<td>• Station Area Planning&lt;br&gt;• Multi-Modal Transportation Improvements&lt;br&gt;• Public-Private Partnerships</td>
<td>1-3 Station Areas</td>
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**TOD OPPORTUNITY ANALYSIS**

**KEY QUESTIONS**
- Is there land available for development?
- Is there the potential for some uses to transition to others?
- Are the opportunities to intensify existing residential or employment concentrations?

**KEY INDICATORS**
- Underutilized Commercial/Industrial Land
- Holding Capacity
- Non-programmed public land

**KEY QUESTIONS**
- Is there development happening now?
- Are values going up quickly?
- Is there a lot of transaction activity?

**KEY INDICATORS**
- Permit activity
- Sales Activity
- Median Income
Central Maryland TOD Strategy

Neighborhood Screen Based On:

• Jobs/housing balance
• Change in demographics 1990-2000 (Education, % Nonfamily, Median Income Distribution)
• Change in household wealth using local analysis / HMDA data
Central Maryland TOD Strategy

Implementation Lessons Learned:

- Need to find the right approach to define priorities and bring stakeholders together
- Typology can address process as well as places, but it can be difficult
- Short, Mid, Long Term Priorities
Lessons for Growing Transit Communities Typology

- Understand and agree upon desired outcomes
- Less about land use vision, more about implementation
- Base the typology on what can actually be implemented
- Short, mid, long term priorities may vary depending on the type of investment (i.e. housing preservation, planning, ped and bike improvements)
- Make sure we have the right set of actors
- Keep it simple!
New Horizons: Building Equity into the Typology

• Seizing opportunities
  – Ensuring equitable distribution of benefits
  – Improving pedestrian and bicycle environment
  – Increasing access to education & employment
  – Identifying gaps in amenities to support transit lifestyle

• Identifying and addressing risks
  – Displacement
  – Loss of age, racial and household type diversity
  – Public safety
Goals for the Growing Transit Communities Typology

– Differentiate among study areas to identify those suited to accommodate future residential and/or employment growth
– Provide direction on policy recommendations related to affordable housing strategies
– Identify communities that may be adversely impacted by future growth
– Identify communities with limited access to opportunity
– Speak to different types of study areas in the region, such as Downtown Tacoma, Othello, Boeing, NW 145th Street, South Bellevue, Bel-Red Corridor
Growing Transit Communities

Typology Indices

1. TOD Readiness
   • Activity
   • Connectivity
2. Affordability
3. Equity
4. Market
5. Mix Type

Implementation Strategies
Growing Transit Communities

Typology Next Steps

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- Corridor Strategies: Recommended Actions
Q + A

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