

Creating Transit Oriented Community ... a new future for Northern Virginia

Dulles Area Transportation Association
September 28, 2005

Mariia Zimmerman
Reconnecting America
202-244-5065
mzimmerman@reconnectingamerica.org



Center for Transit Oriented Development



www.reconnectingamerica.org



Transportation Meets Many Goals

- Improves Mobility of People and Goods
- Catalyst for Economic Development and *Redevelopment*
- Links Housing with Economic and Community Opportunities
- Environmental impacts: can be positive or negative
- Creates Sense of Place – Rivers, Roads, Airports, Streetcars



Housing Preferences are Changing

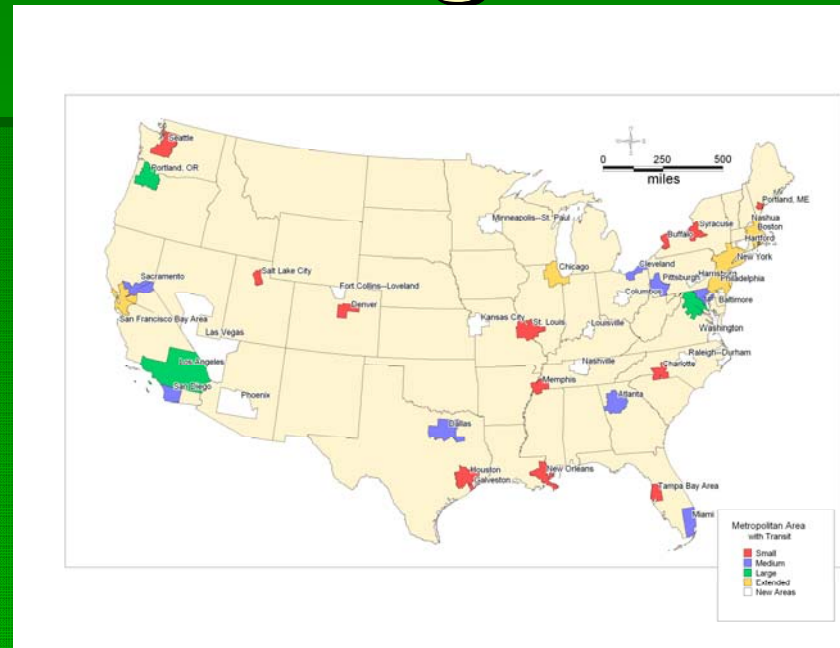
- 71% of older households want to be within walking distance of transit
- Demographers estimate that as much as 30% of the demand for housing is for denser, walkable, mixed-use communities, and that less than 2 percent of new housing starts are in this category.
- By 2025, 14.6 million households are expected to want housing within ½ mile radius of fixed guideway transit



Demand is stunning

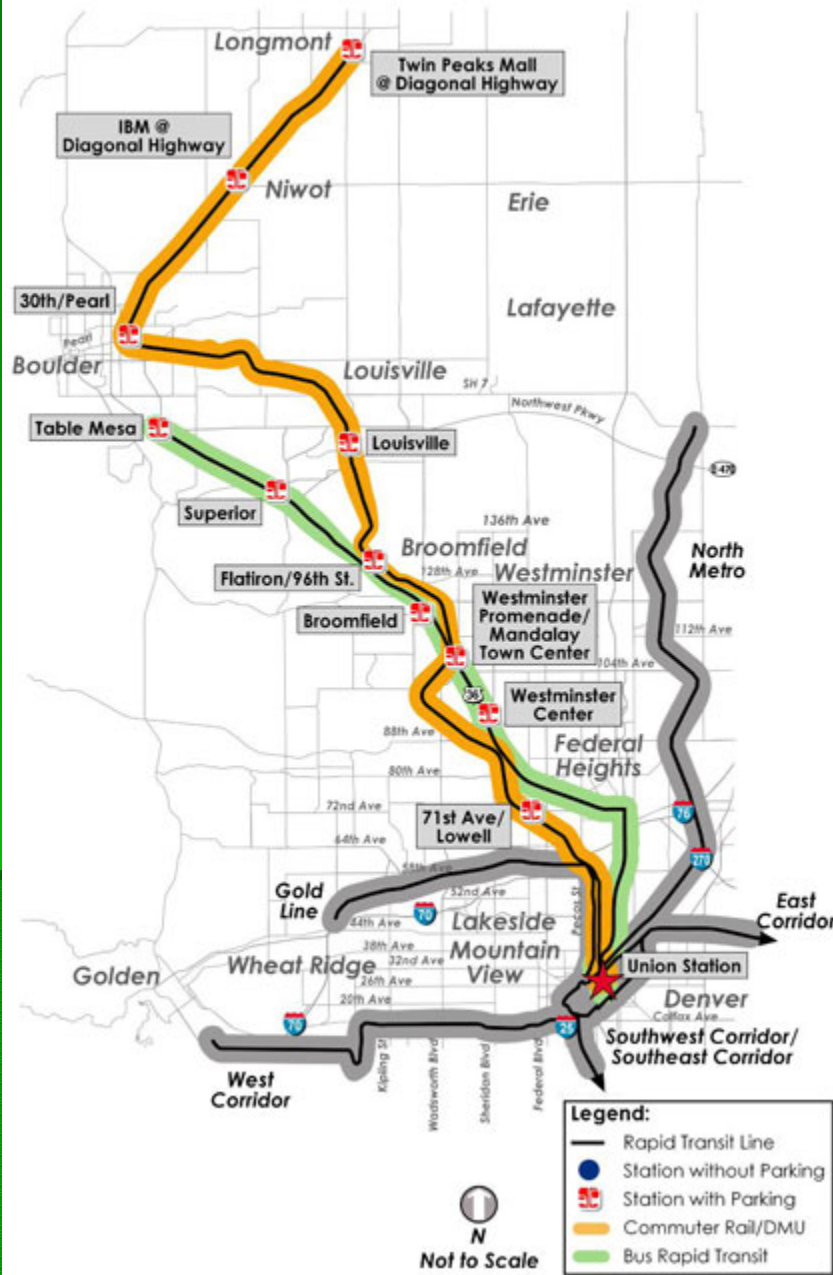
- Estimated \$60 billion in public and private investment over the next 15 years

- As of 2003, 25 New Starts under construction with approved FFGAs



- Variety of transit modes: heavy rail, light rail, commuter rail, streetcar, BRT

US 36 Corridor/Longmont Extension



Denver's US 36 Corridor / Longmont Extension will cost an estimated \$791 million.

What is the most cost effective way to produce a return on this investment?

Ridership!

What is one of the most cost effective ways to attract ridership?

TOD

Principles of TOD



- Development within ½ mile of transit stop
- Linked to a network of walkable, bikeable streets and transportation system
- Contains a rich mix of uses: retail, housing, workplaces
- Has appropriate treatment of parking
- Has densities appropriate to its setting

Measuring TOD in Action

- ✓ CTOD working on 2 new case studies for EPA to demonstrate benefits of TOD
 - Evanston, IL and Hudson-Bergen Line
- ✓ FTA effort to develop TOD benchmarks in Mpls, Phoenix, Baltimore, Charlotte, NC and Portland, OR
- ✓ 2003 Rosslyn-Ballston Corridor study in VA by Dennis Leach for CTOD

Not all Communities are Created Equal

TOD Type	Land Use Mix	Minimum Housing Density	Regional Connectivity	Frequencies
Urban Downtown	Office Center Urban Entertainment Multifamily Housing Retail	>60 units/acre	High Hub of Radial System	<10 minutes
Urban Neighborhood	Residential Retail Class B Commercial	>20 units per acre	Medium Access to Downtown Subregional Circulation	10 minutes peak 20 minutes offpeak
Suburban Center	Primary Office Center Urban Entertainment Multifamily Housing Retail	>50 units/per acre	High Access to Downtown Subregional Hub	10 minutes peak 10-15 offpeak
Suburban Neighborhood	Residential Neighborhood Retail Local Office	>12 units/acre	Medium Access to Suburban Centers and Access to Downtown	20 minutes peak 30 minutes offpeak
Neighborhood Transit Zone	Residential Neighborhood Retail	>7 units/acre	Low Access to a Center	25-30 minutes Demand Responsive

TOD around the country



- Both Atlanta and Dallas boast of having attracted \$1 billion in private investment around their rail stations--even though the rail system in Dallas is only 6 years old and only 20 miles long.
- In the Bay Area, BART estimates that 50 mixed-use developments have been built or are under construction along the region's six rail systems in the last few years, with double that number planned.
- Suburban San Jose has zoned for and zealously promoted higher-density, mixed-use development around its rail system.
- In Los Angeles, the MTA's Joint Development Program has invested more than \$1 billion in projects with public and private partners.

Suburban Chicago TOD

- Metra Rail's Union Pacific North commuter rail line and the Chicago Transit Authority's Elevated Purple line run parallel and adjacent to each other in parts of Evanston with a total of 10 stations in Evanston
- Concentrated office, retail and condo development at four stations
- Preserved historic single family homes in adjacent neighborhoods
- Transit lines connect directly to Chicago and outer suburbs



Evanston Results:

- Between 1990 and 2005, Evanston added **more than 2,472 housing units in the transit zones**
- In the four-station area corridor, the **population increased by 6%** compared to a 1.4% increase in the city overall from 1990 to 2000
- **Ridership has increased** by between 60% and 155% in Evanston
- **41% commute in Evanston by non-auto means**, compared to 21% in the suburban metropolitan area transit zones
- **Vehicle ownership is lower** than in surrounding areas by almost 0.25
- The City's Equalized Assessed Value **increased by 40%** between 2000-2004



Rosslyn-Ballston Transit Corridor in Northern Virginia

- Used Metrorail as catalyst for redevelopment of commercial spine
- Concentrated density and promoted mixed-use at five stations
- Preserved and reinvested in adjacent residential neighborhoods

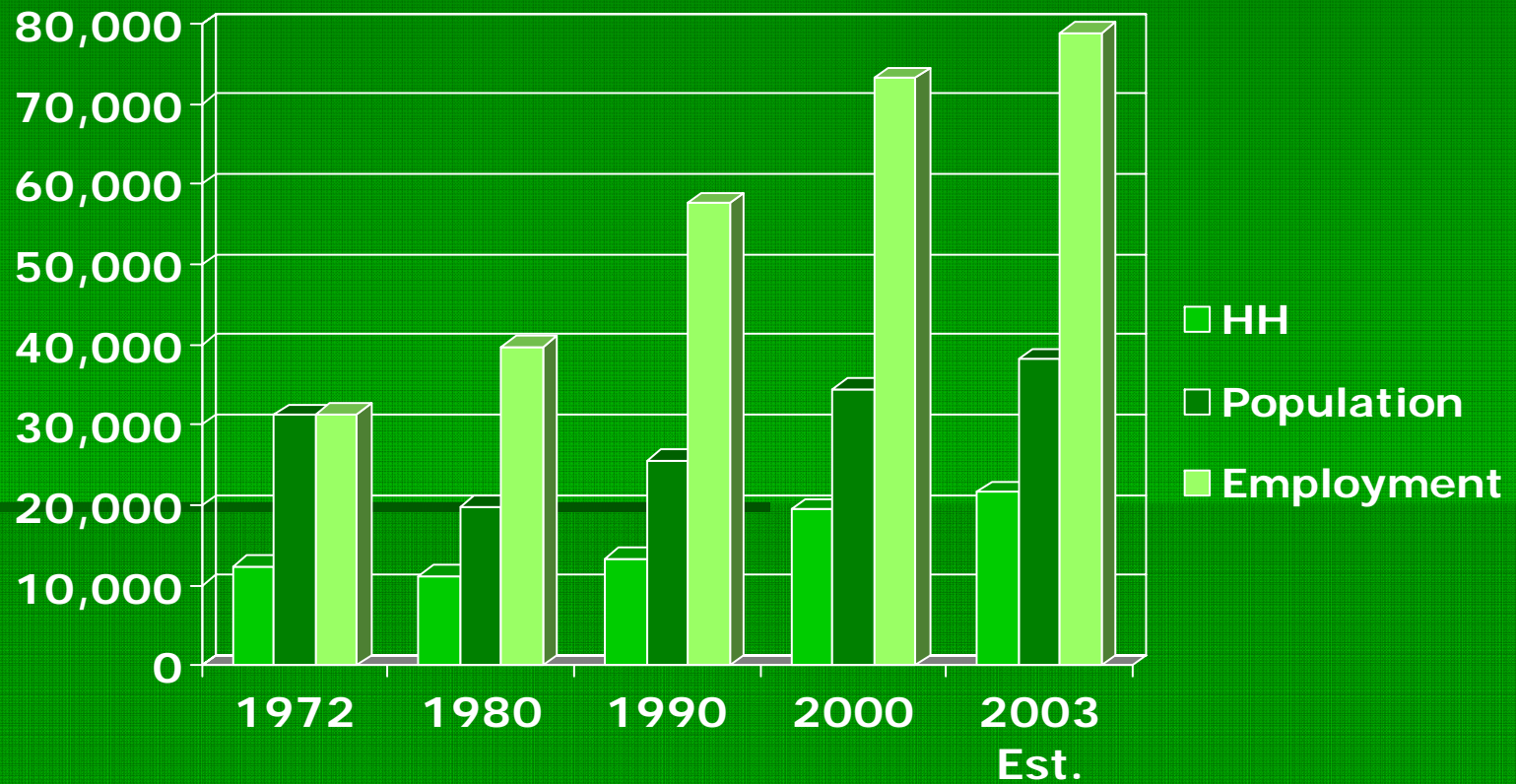


Rosslyn-Ballston Corridor Results

- **73.3% of patrons walk to transit**, over 58,000 trips daily;
- 38% of residents near stations take transit to work;
- **12% of Arlington County households don't own cars**, regional average is 4%.
- **81% increase in assessed value of land**
- **The R-B Corridor produces 32.8% of the County's real estate tax revenue from 7.6% of it's land area**, allowing Arlington to have the lowest property tax of any major jurisdiction in Northern Virginia



Surprising Trends



Traffic Counts (Total Daily Volume)

Location	1980	Projected for 2000 in 1980 plan	1997	2001	2003	2004
Clarendon Blvd (East of N Garfield)	3,500	22,200	13,029	14,199	13,611	12,843
North Highland (N of 11th Street)	8,052	7,712	7,587	8,156	n/a	n/a
North Highland (S of Key Blvd)	3,400	7,000	4,906	3,946	n/a	n/a
North Washington Blvd (W of N Daniel)	20,000	25,900	18,468	18,513	17,660	17,230
North Washington Blvd (W of Clarendon Circle)	17,300	21,400	20,232	19,478	n/a	n/a
Wilson Blvd (E of N Daniel)	15,000	36,900	13,374	n/a	14,174	15,795

Benefits of TOD

- **Economic** – mixed use, value capture
- **Redevelopment** – housing, mixed use
- **Transit** -- ridership increases
- **Environmental** – reduced auto use and energy dependence, emissions reductions

ADD:

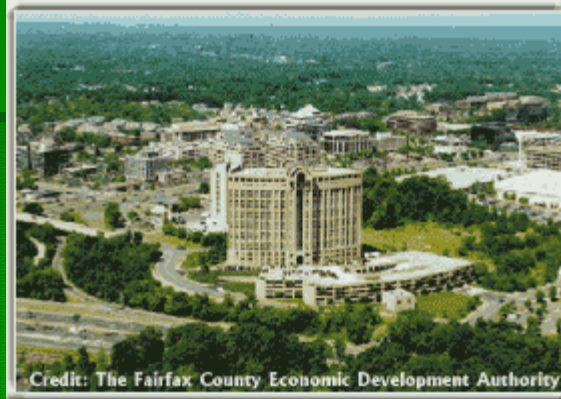
- **Community Benefits** -- amenities, public space, safety, vibrancy, trends over time
- **Household benefits** – Cost of living savings

Challenges to TOD

- No Common Definition or Agreement on Goals and Outcomes.
- Tension between Place-Making and Transit-System Needs.
- Complexity, Time, Uncertainty, Costs.
- Transit Alone Does Not Drive Real Estate Investments.

A unique region...

CHALLENGES AND OPPORTUNITIES:



- National TOD success story as neighbor
- Established system and communities
- Pen Ultimate Edge City
- Rapid Growth – 2 million by 2020
- Funding: Regional and Federal partners

Transit Oriented Community:

