



Developing Around Transit, And Planning for Growth

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Reviewing the Basics

- 90+ million more residents by 2030
- 2+ million more in Washington metro
- Over 75% of hh do NOT have children <18 years of age
- Huge construction boom
 - In cities
 - At the edges



Other Considerations

- Price of gas/oil
- Scarcity of oil, increasing world demand
- Price of housing
- + transportation =
> Too much for most households



Therefore....New opportunities

Revitalize the core
and close in
suburbs?

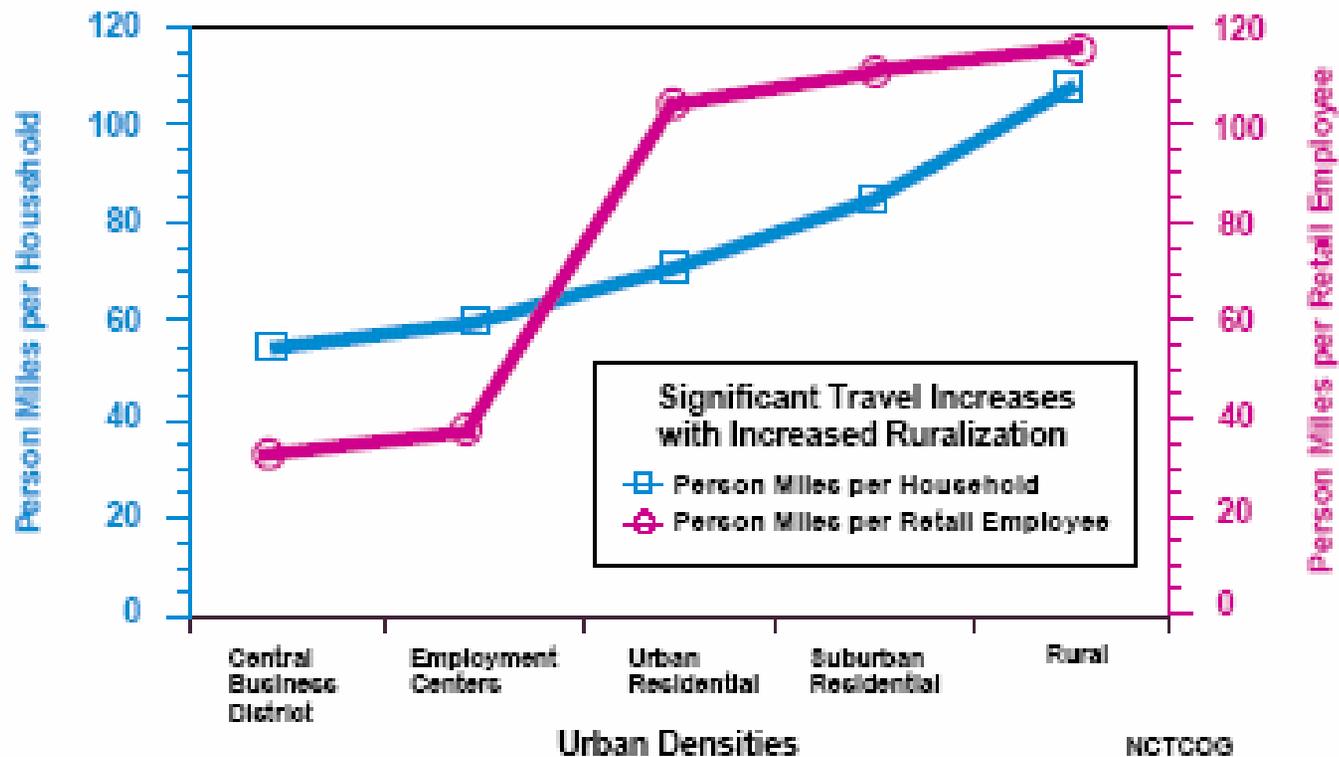


AND Build better
at the edges?

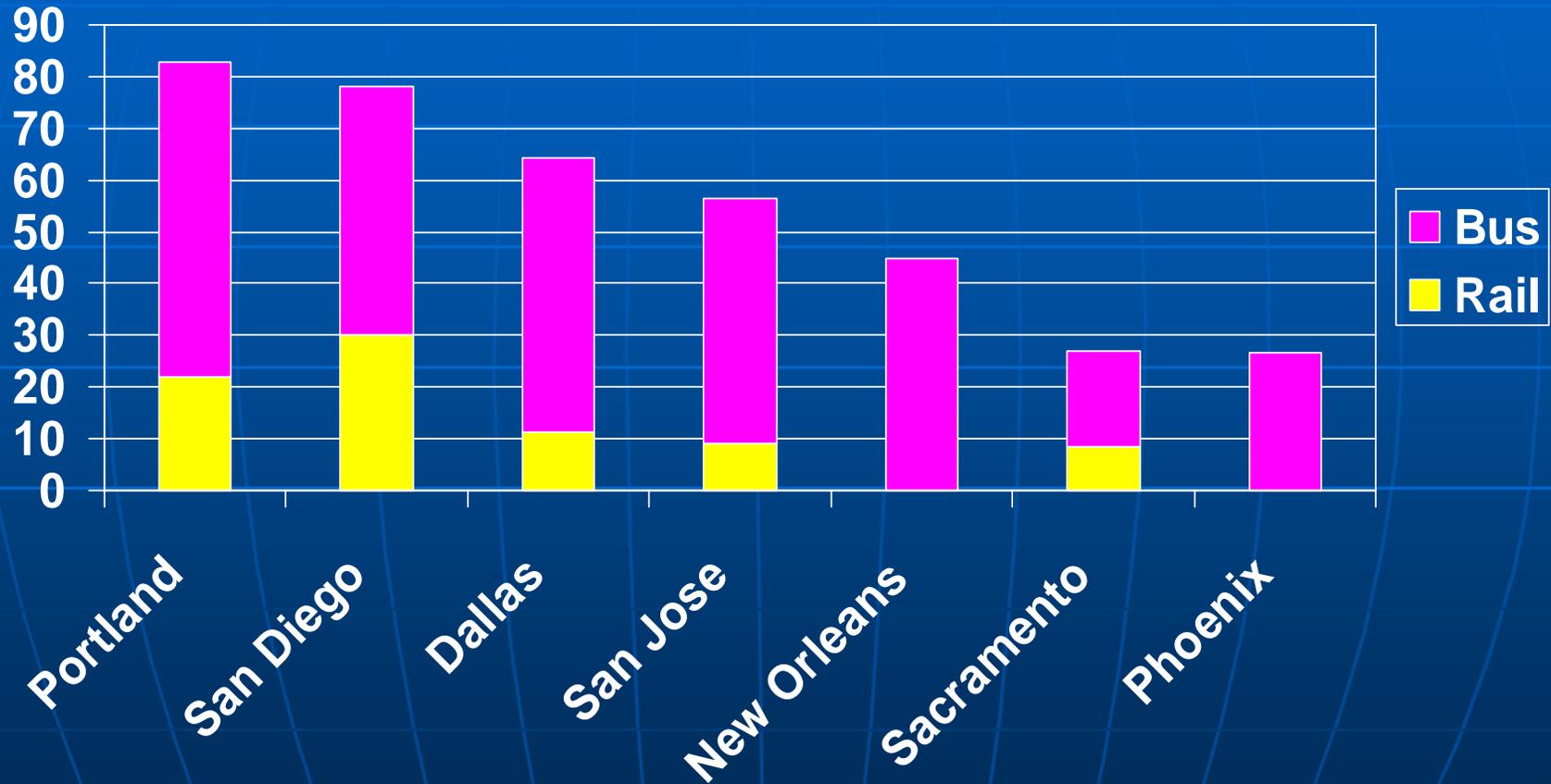


In Town Residents Drive Less

Dallas-Fort Worth Regional Travel Characteristics

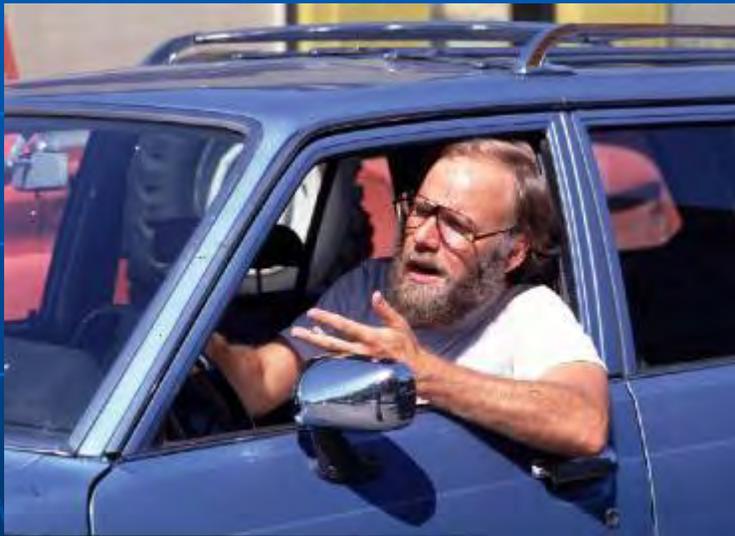


Annual Transit Ridership ~2000



A Few More Facts

- 75% of daily traffic NOT work/home commute
- To reduce traffic, make it easier to park once, walk or bike



Transport Options Must be Built in, Not Added on Later

- Transit Now
- Transit Coming
- Transit?



The Urban Perspective

- Infill
- Mixed-Use
- Public/shared parking
- Public/private partnerships
- Multi-modal transit



Urban Opportunities: The Development Perspective

- Longer development cycles
- More expensive
- Unproven Market
- High Risk
- Uncertain Profits
- Brain Damage



Urban Opportunities: Transportation Perspective

- Move people near transit
- Enhance transit service
- Increase ridership
- Expand income from land
- Shared Parking



16th Street Mall - Denver



- Poor CBD street to Pedestrian/transit mall
- Frequent service
- Intercept commuters
- 59,000 daily riders
- Light Rail Connection



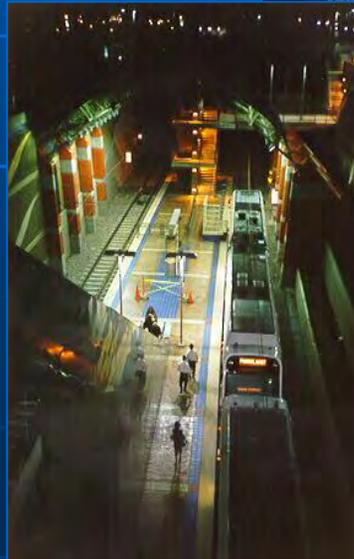
Lindbergh Station Atlanta

- MARTA Entrepreneurial
- First, Main street
- 3 uses, 3 developers
- Neighborhood battles
- Market Changes



Dallas/ DART Stations

Mockingbird Station



Suburban/Edge Opportunities

The Development Perspective

- Strong growth
- Often faster
- Transit may be desired
 - Unique places
 - Coping with traffic
- May be hard to convince citizens
- Funding



Suburban Challenges

Transportation Perspective

- Low density
- Ridership?
- Disconnected Patterns
- No sidewalks
- New Road expense
- What transit?
- Hostile Attitudes



Suburban Development and Transit ~ San Jose



- Housing affordability
- Excess parking at Light rail
- Ohone/Chynoweth Commons :
 - 194 units of affordable housing
 - community and recreation center



Suburban Downtown ~ Plano, Texas



- Suburban downtown redevelopment
- 91 DART extension - plan for 1000 units, retail
- Eastside I: MXD housing/retail development
- 100 units/acre, met half of goal



Dallas/DART Stations



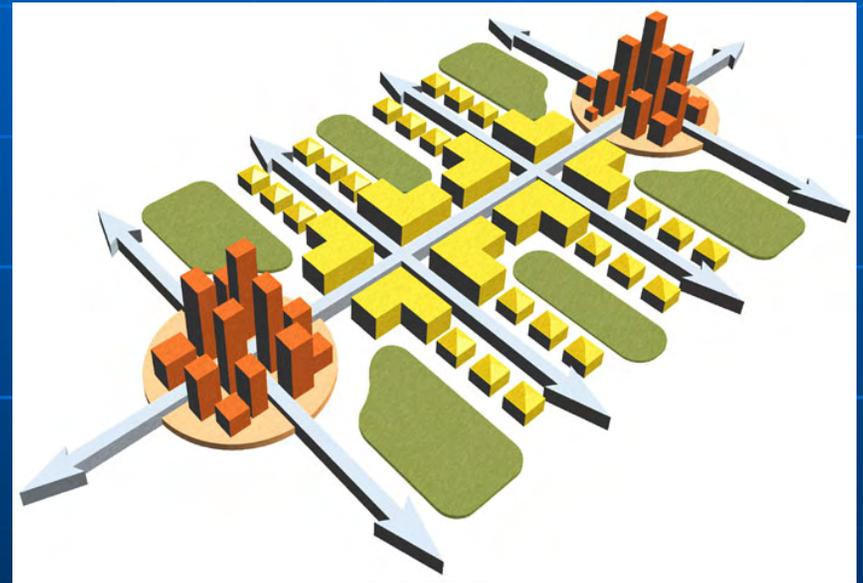
Real Issues

- Compact/appropriate density development
- Mix of uses
- Transit ready
- Shared parking
- Flexible zoning
- Community education



Appropriate Density

- Planning for growth
- Different housing types, styles, markets
- Office & retail uses
- Open space, amenities

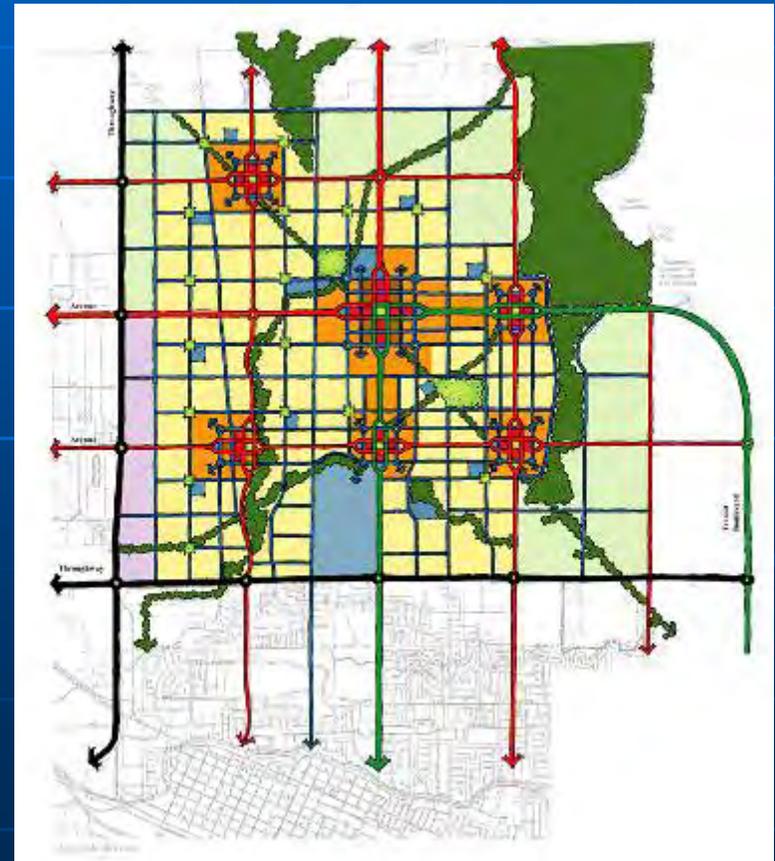
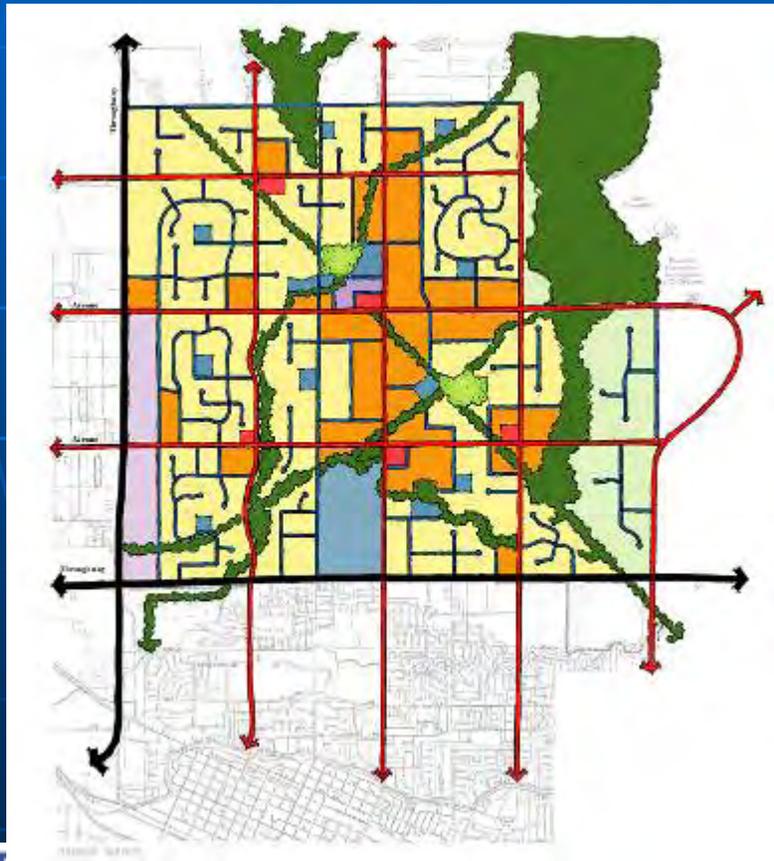


Transit Ready



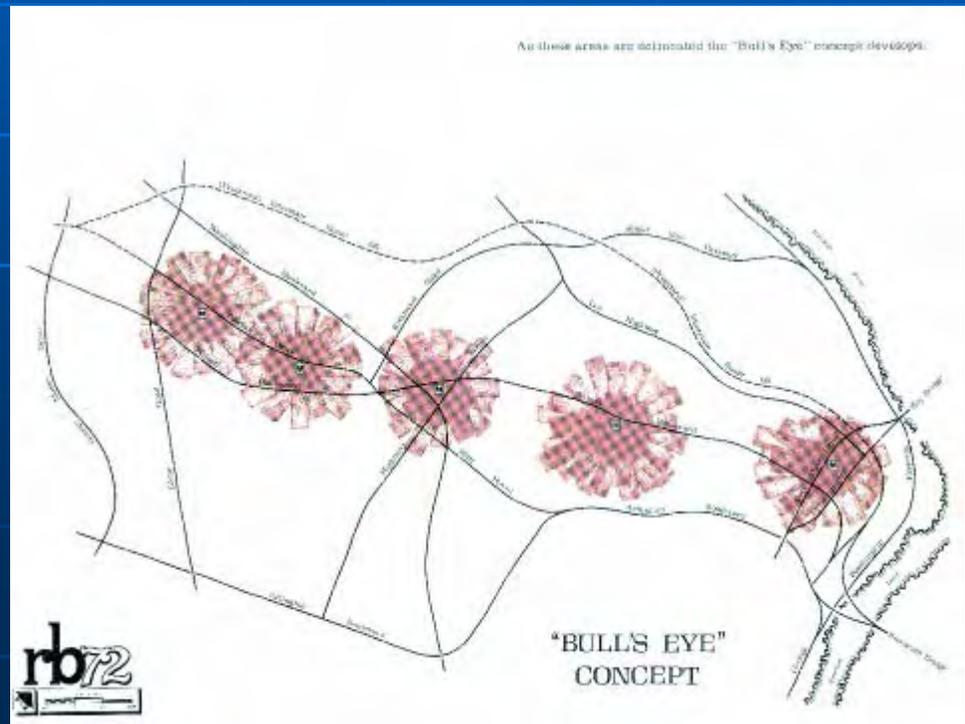
- Think connections
- Public realm
- Parking
- Sidewalks
- Future stations
- Development clusters around future transit

Use multiple connections to enhance mobility and circulation



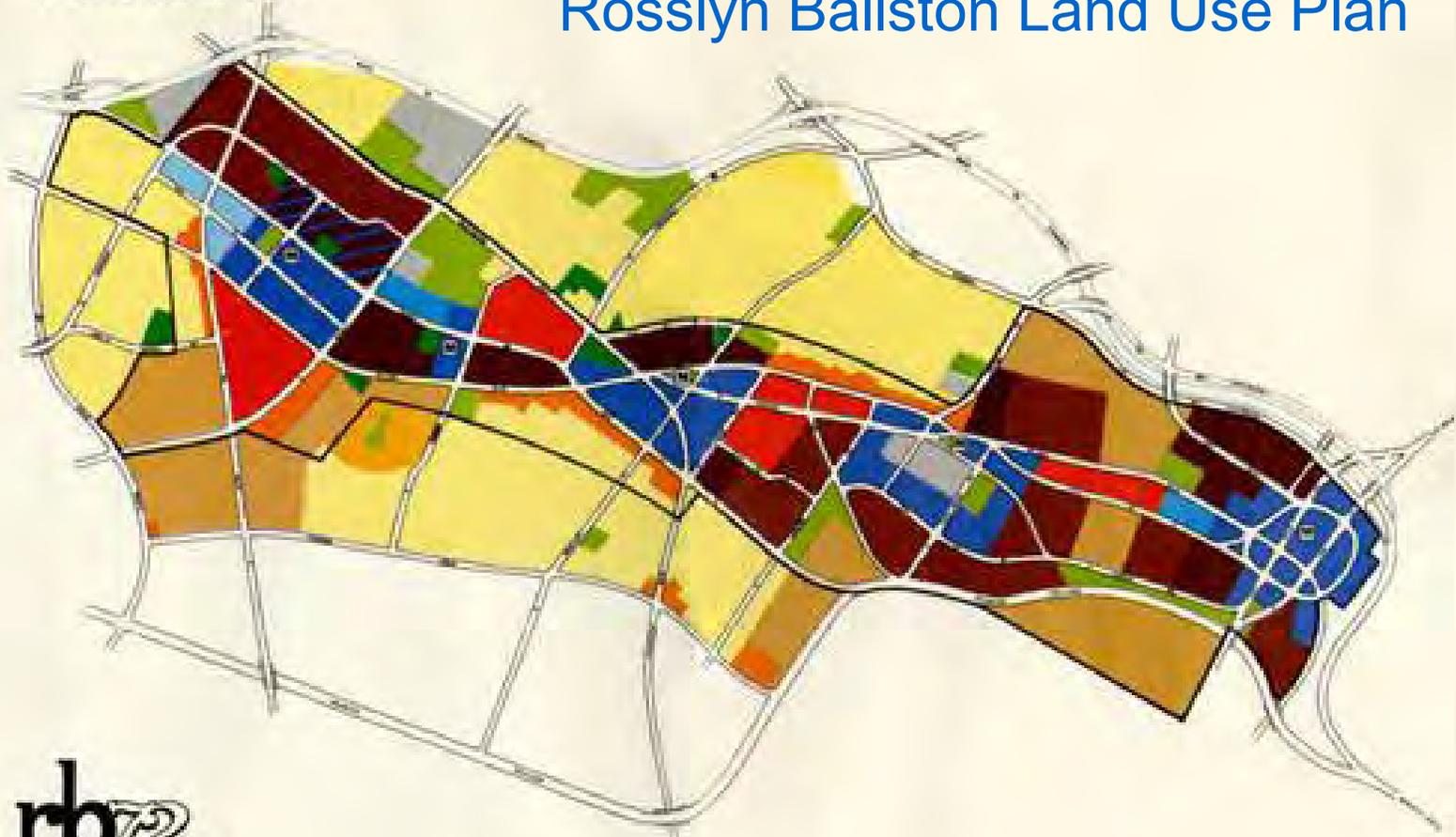
Arlington County – Concept Plan

- Move Transit from Freeway to Main St
- Cluster Development



Alternative III.

Rosslyn Ballston Land Use Plan



Arlington County Then:

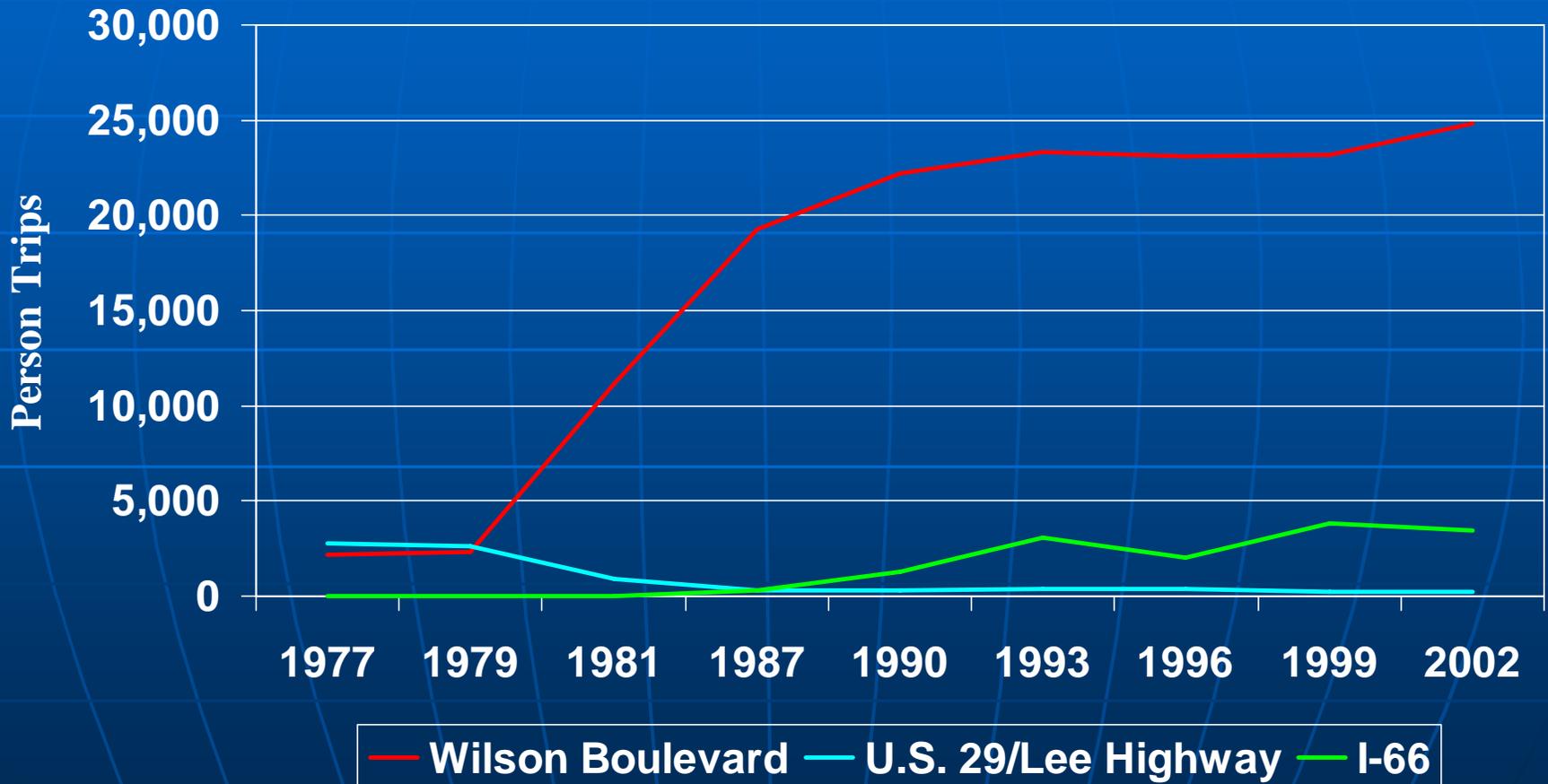
- Declining corridor
- Lumber yards
- Pawn Shops
- Oil Tanks



And Today



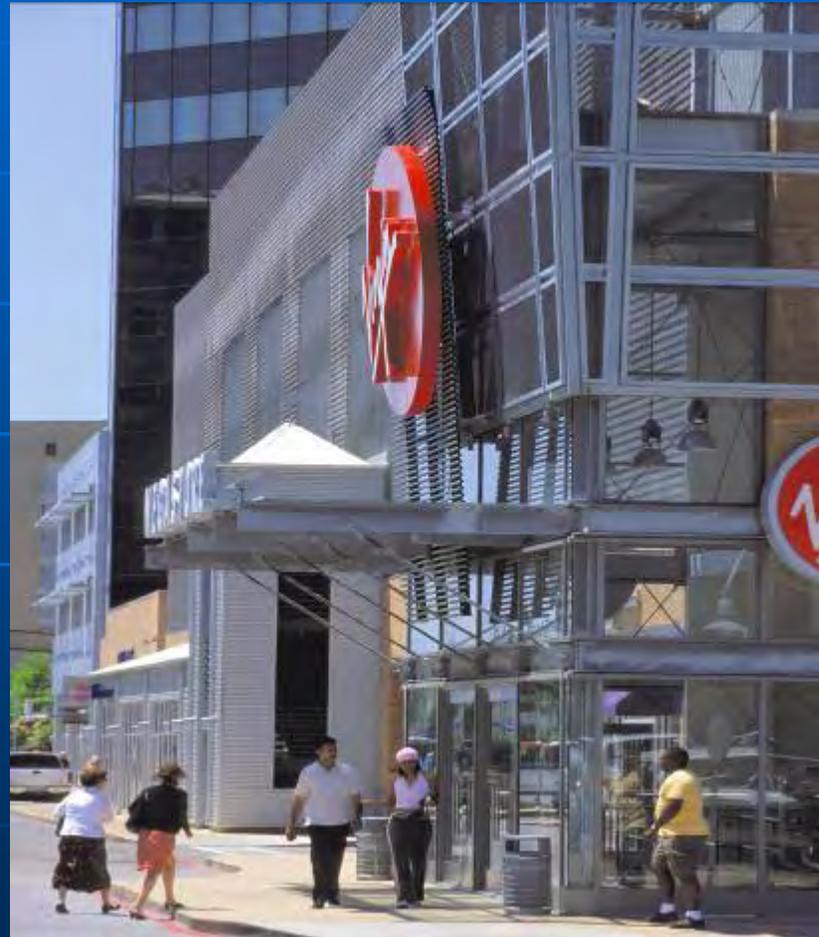
Transit Arrivals in Rosslyn-Ballston Corridor by Route, 1975-2002



Source: Metropolitan Washington Council of Governments

Get the Parking Right

- Move
- Share
- Deck
- Wrap



Shared Parking

- “Right-sizing” parking is crucial
- Public use
- Private or shared pay
- Parking districts
- Park once, walk 2-3 blocks



Flexible Zoning

- Most important: Public Realm
 - Street width, streetscape
 - Sidewalks
 - Lighting
 - Parking/paths to transit
- Upper stories—left to the marketplace....housing, office, hotel



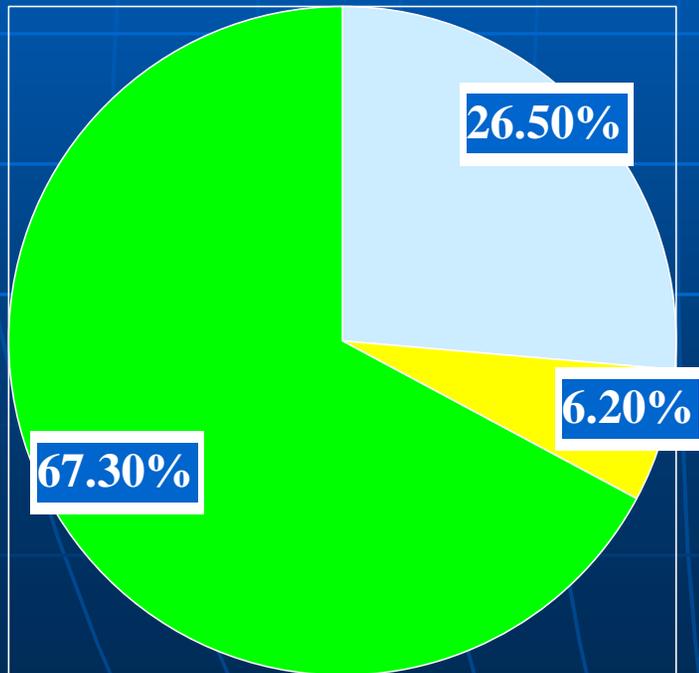
Build it and They will walk

- Home, Work, ?
 - Compact, connected
 - Attractions
 - Sidewalks
 - Streetscape
 - Essential for Transit

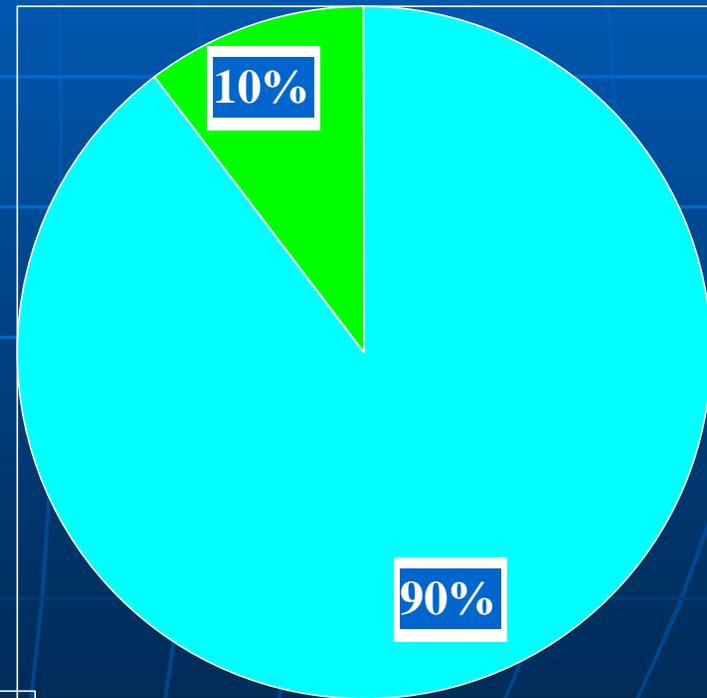


Walking at Work: The Washington Suburbs

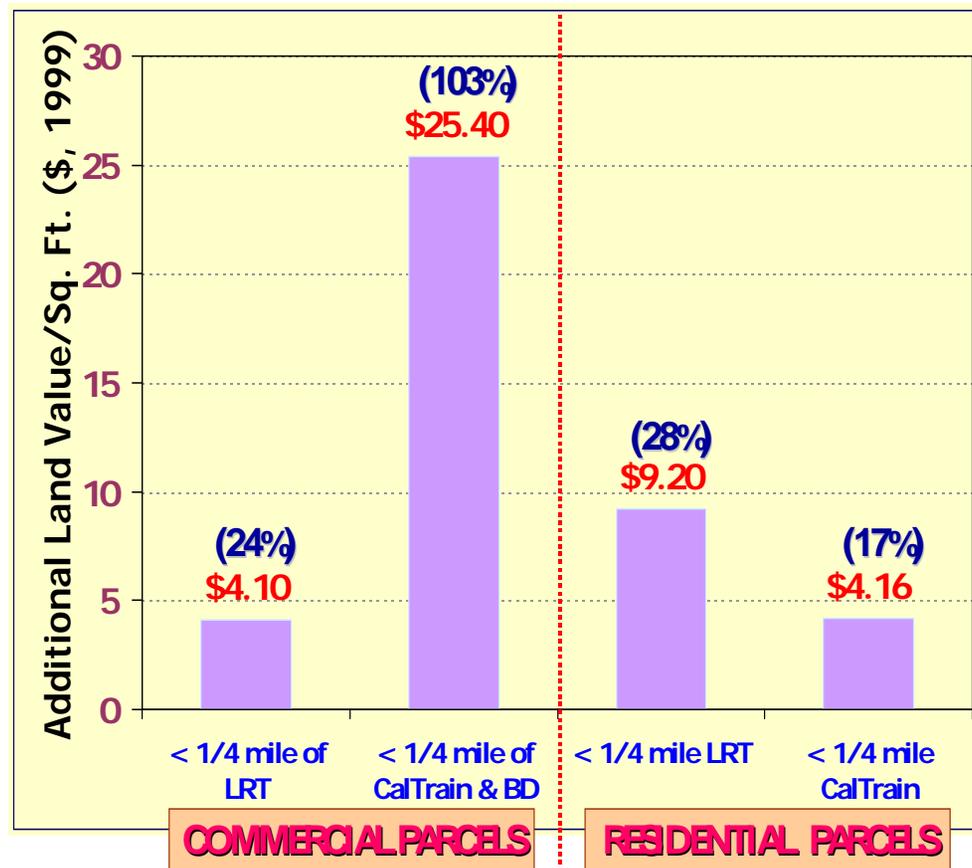
Pedestrian Suburb



Car Suburb



Property Value Benefits

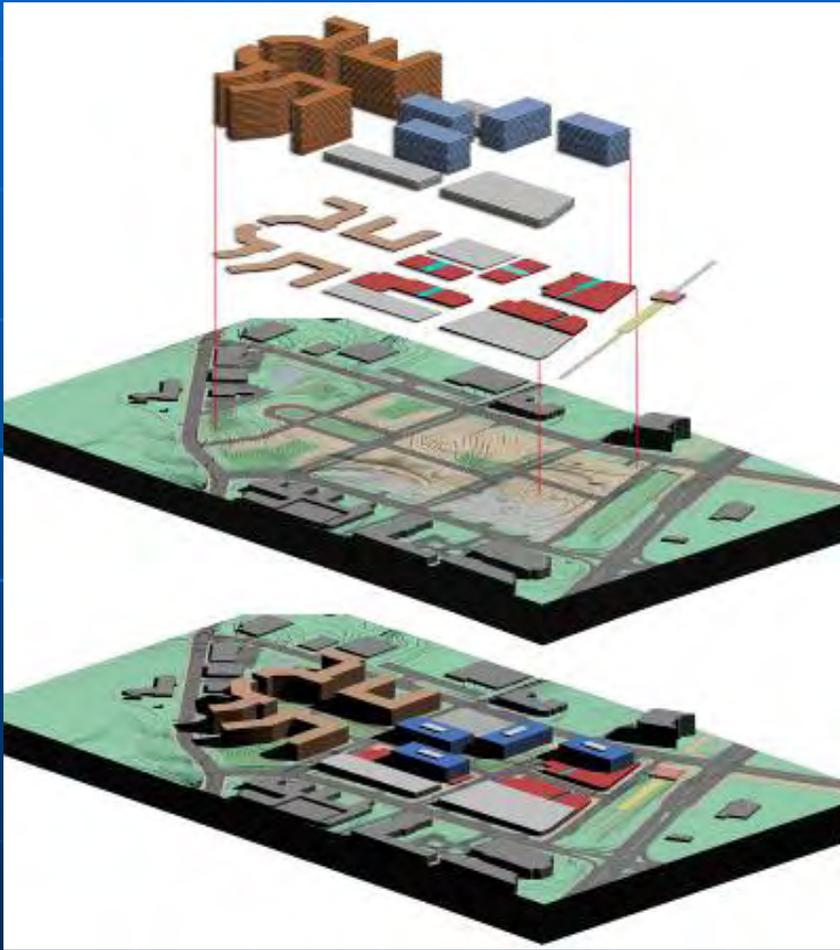


Good Development Does Not Just Happen Regardless of Transit

- It Takes:
 - Planning
 - Regulations
 - Incentives (possibly)
 - And, of course, Good MARKET



Think Development When Thinking Transit



- Cheap transit routes, cheap real estate options
- Majority built by private developers
- Be attuned to private sector

Making the Case

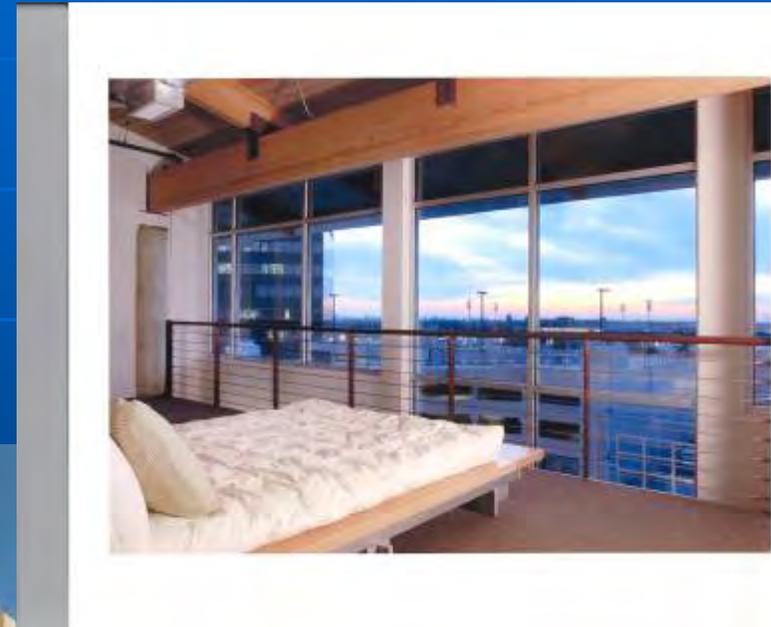
- Transit will work here



- Transit Supportive Development will work here
- Community and media education



Encourage Every Price Point to Live Around Transit

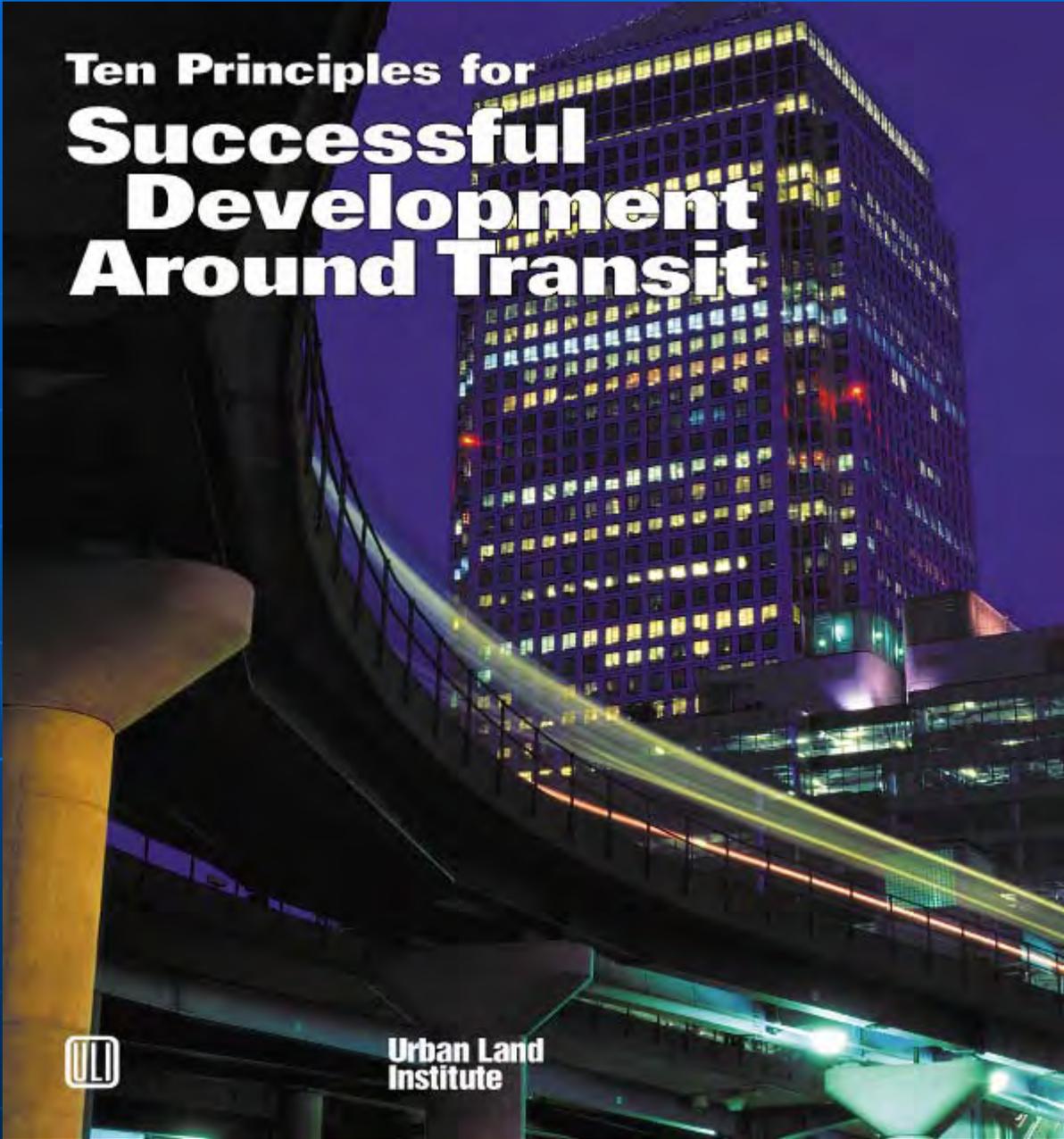


Apply the Power of Partnerships

Public sector

- Land-assembly
- Make site development ready
- Ease the entitlement process
- Land, infrastructure costs
- Develop, manage Transit



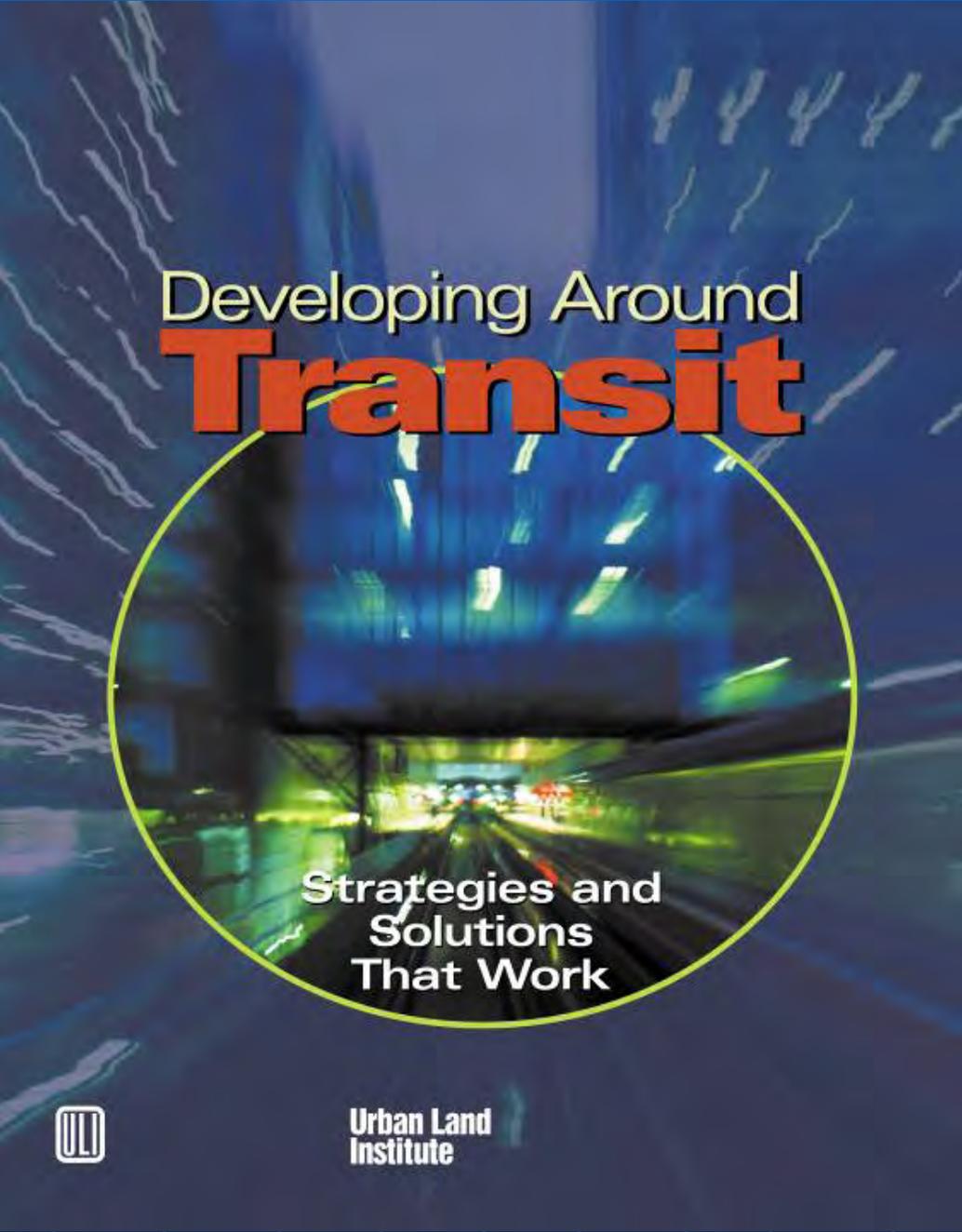


Ten Principles for Successful Development Around Transit



Urban Land
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Developing Around
Transit

Strategies and
Solutions
That Work



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Resources,
Case Studies,
Strategies





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