Center for Neighborhood Technology

Sustainable Communities
Attainable Results

Sarah Campbell
National Policy Director
sarah@cnt.org

www.cnt.org
“An innovations center for urban sustainability”

Uncover hidden community assets

Develop strategies that benefit the environment and the economy

Belief that efficient use of resources is an economic driver

**Ultimate goal: Make communities sustainable and affordable for everyone**
Location Efficiency
CNT’s Housing + Transportation Affordability Index

The Index quantifies housing and transportation costs by location.

True housing affordability must account for cost of housing and transportation.

www.htaindex.org
Housing affordability: Conventional view

Only considers housing costs

Housing costs should not exceed 30 percent area median income

Most of Chicago region looks affordable
CNT View:

Add costs of transportation

Housing and transportation costs should not exceed 45% area median income

Chicago region becomes much less affordable
## Transit Shed versus Regional Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Hiawatha Transit Shed</th>
<th>Northstar Transit Shed</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit Connectivity Index</strong> (Rides per Week)</td>
<td>128,011</td>
<td>97,204</td>
<td>20,101</td>
</tr>
<tr>
<td><strong>Transit Access Shed</strong> (Square Kilometers)</td>
<td>1,314</td>
<td>1,104</td>
<td>253</td>
</tr>
<tr>
<td><strong>Residential Density</strong> (Households/Residential Acre)</td>
<td>9.31</td>
<td>5.03</td>
<td>3.13</td>
</tr>
<tr>
<td><strong>Average Block Size</strong> (Acres)</td>
<td>6.20</td>
<td>9.49</td>
<td>34.74</td>
</tr>
<tr>
<td><strong>Intersection Density</strong> (Intersections/Square Mile)</td>
<td>268</td>
<td>211</td>
<td>151</td>
</tr>
<tr>
<td><strong>Employment Access Index</strong> (Jobs/Square Mile)</td>
<td>132,132</td>
<td>108,354</td>
<td>37,484</td>
</tr>
<tr>
<td><strong>Average Monthly Transportation Costs for the Typical Regional Household</strong></td>
<td>$840</td>
<td>$977</td>
<td>$1,164</td>
</tr>
</tbody>
</table>
Mirror Images—Density versus Vehicle-Miles Traveled Per Household/Year

2193 Block Groups, 1.23 Million Households

0-83.5 Households/Residential Acre, Avg. = 1.86
10,000 – 31,000 Vehicle Miles Traveled/HH, Avg. = 20,500

http://htaindex.org
If We Build It, Run It Frequently, and Connect It Regionally, They Will Ride It

2193 Block Groups, 1.23 Million Households

0-291,000 Scheduled Rides/Week, Average = 18,000

0-61% of Workforce Riding Transit to Work, Avg. = 6.5
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www.cnt.org
Pittsburgh Regional TOD Typology + Strategy

Abby Thorne-Lyman, CTOD Director
May 22, 2013
Leverage Transit Assets
Do More with Less
Make Strategic Regional Changes to Support TOD
The TOD Typology Prioritizes Implementation Across the Network:

- Access Investments
- Catalytic Development
- Reuse and Revitalization
- Community Capacity Building
- Planning and Visioning

From Bridging the Busway
URA, Homewood & Point Breeze North Neighborhoods,
Studio for Spatial Practice
Building a TOD Typology – The Approach

People + Places
(transit orientation) + Investment Potential
Transit-Orientation: elements of the social and built environments

- People: Residential & employment density
- Places: neighborhood serving retail & service
- Proximity: transit travel times to downtown
- Physical Form: average block size
- DePendence: 0-1 car households
Transit-Orientation

- people
- proximity
- performance
- places
- physical form
- de(P)endence

VMT and T costs
People

Physical Form

Proximity

Places

Dependence

Negley
Defining Investment Potential

• Demand:
  – Sales per square foot
  – Rents

• Development potential: vacant, underutilized land

• Dealmakers: Local capacity to plan, organize, invest
“Dealmakers”

Public Sector Capacity
- Planning or Agency Staff
- Zoning in Place to Support TOD

Private/Nonprofit Capacity
- Community Organizing
- Land Use Planning or Visioning
- Actual Development Deals
- Secure Financing

Public or Private Capacity
- Main Street Program
- TOD Plan in Place (TRID studies included)

Emerging Projects
Potential

- Demand (sales)
- Demand (rents)
- Development potential
- Dealmakers
Upper Mon Incline

Sales
Rents
Capacity
Development Potential
Mt Lebanon
Allegheny County Station Place Types
### Place Types and Implementation Priorities

<table>
<thead>
<tr>
<th></th>
<th>Building Capacity of Local TOD Champions</th>
<th>Planning/Visioning</th>
<th>Station Area Infrastructure (bike/ped, stormwater)</th>
<th>Community and Economic Revitalization</th>
<th>Catalytic Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infill &amp; Enhance</td>
<td></td>
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<td></td>
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<tr>
<td>Catalyze</td>
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<td></td>
<td></td>
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<tr>
<td>Connect</td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Plan &amp; Partner</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Educate &amp; Envision</td>
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www.goburgh.org/TOD

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CENTRAL MARYLAND REGION

A Strategy For More Transit-oriented Development

PCRG Community Development Summit
May 22, 2013

By: Brian O’Malley, AICP
Michele L. Whelley
President & CEO

Michele L. Whelley brings 20 years of experience in economic development to her position as President and CEO of the Transportation Alliance. Her previous positions at the Economic Development Corporation of New Haven, Colliers Pinkard, Downtown Partnership of Baltimore and the Baltimore Development Corporation have given her a deep understanding of how transportation impacts the economic growth and vitality of a region.

Brian O'Malley
Director of Policy & Programs

Brian O'Malley joined the Transportation Alliance in 2008. He began his urban planning career in 1999 in Chicago with NORBIC, an industrial economic development organization. In 2003 he joined the Planning Department of Carroll County, Maryland, ultimately overseeing the adequate public facilities program as Concurrency Manager. Brian is a member of the American Institute of Certified Planners.

Tre Jordon-Cabrera
Research & Communications Specialist

Tre Jordon-Cabrera is a professional urban and regional planner, specializing in economic development and community planning. In 2007 she joined the American Planning Association (APA) at its D.C. headquarters as a research associate with the Planning Advisory Service (PAS). Tre is a Master of Social Work (MSW, community practice) candidate at University of Maryland School of Social Work, concentrating in management and social administration.
Founded in Nov. 2007

Governor announces Locally Preferred Alternative for the Red Line

Central Maryland TOD Strategy Report released

Governor designates 14 TOD Sites

State Historic Tax Credit renewed and expanded to include TOD projects

Smarter Transportation For Maryland Act Passes

Zip Car launches in Baltimore

Charm City Circulator launches

Rate Your Ride kicks off

First round of bus route improvements from Rate Your Ride take affect

MARC Commuter Rail recommendations released

MTA relaunches Rate Your Ride

HUD awards $3.5 M Sustainable Communities Regional Planning Grant to Baltimore region

The Last Mile demonstration project kicks off

Blue Ribbon Commission on Transportation Funding issues final report

Challenges & Opportunities for Economic Prosperity in the 21st Century report issued

Urban Land Institute Baltimore and Washington chapters form joint TOD working group

Public Private Partnerships reform bill passes

Transportation Infrastructure & Investment Act of 2013 passes
Central Maryland TOD Strategy: 
A Regional Action Plan For Transit-Centered Communities

FINAL REPORT / June 8, 2009

Prepared for:
C T O D
CENTER FOR TRANSPORTATION
TRANSIT-ORIENTED
DEVELOPMENT

Prepared by:
C T O D
CENTER FOR TRANSPORTATION
TRANSIT-ORIENTED
DEVELOPMENT
3rd Annual Central Maryland Transit-oriented Development Summit

Thursday, March 11 7:00 p.m. to 9:00 p.m.

John Rangos Building
855 N Wolfe Street
Baltimore

Planning.
Construction.
Policy Reform.
Capacity Building.
New Funding Opportunities.

Transforming the region to move greener and grow smarter

Light refreshments!
Views of EBDI and Baltimore skyline!

By transit:
Served by the 35 bus, 13 bus and ¼ mile walk from the Green Line Metro’s Johns Hopkins Hospital stop

Parking:
Free surface parking lot
Enter at 900 Rutland Avenue

Featuring:
Tom Wilcox, Baltimore Community Foundation
Secretary Richard Hall, Maryland Department of Planning
Scott Levitan, Forest City – New East Baltimore Partnership
Shelley Poticha, US Department of Housing and Urban Development

RSVP to web@cmtalliance.org
I. Vision
Complete Streets is the Maryland State Highway Administration’s (SHA) approach to achieving an interconnected, multi-modal transportation network throughout Maryland that supports access and travel for all users.

II. Policy Statement
The SHA shall follow a Complete Streets Approach that promotes the Maryland Department of Transportation (MDOT) mission to Excel in the areas of Safety, Management, and Performance and to ensure that the Full Range of Transportation Infrastructure serves all residents in a safe and efficient manner.
“... The area exhibited signs of stability according to the 2006 Drilldown Analysis by Social Compact. Areas experiencing the most rapid change were identified as the highest priorities on this measure.”

Date: 2/10/12
To: Stu Sirota
From: Brian O'Malley, Transportation Alliance
Re: Highlandtown/Greektown TOD opportunity in the Central Maryland TOD Strategy

The Central Maryland Transit-Oriented Development Strategy report (TOD Strategy) released in 2009 assesses the opportunities and challenges for advancing TOD at numerous transit stations in the region including a Highlandtown/Greektown station on the plan for the Red Line. The attached Executive Summary describes the report in more detail. You can also download the full report here. This memo pulls out some of the things the report says about Highlandtown/Greektown Station as information that might support and inform your effort to plan for compact, mixed use development in the vicinity.

Highlandtown/Greektown Station is Identified as one of the Critical TOD Priority Stations

The TOD Strategy assessed approximately 70 stations in the region and identified priorities based on two factors: the opportunity to catalyze private investment in TOD, and the urgency to shape and direct neighborhood change in a stable, inclusive way. 22 stations emerged as the highest priorities. The Highlandtown/Greektown Station is among them (see p. 50 of the full report) for reasons described in the following sections.

The Opportunity to Catalyze Private Investment in TOD

The TOD Strategy lists the following factors as the basis for including Highlandtown/Greektown Station in the second tier (of four) for market opportunity (see Appendix A-2):

- The area is listed as Emerging/Stable in the 2006 Housing Market Typology. Areas listed as Downtown, Transitional or Emerging were identified as higher priorities on this measure.
- The land opportunity for development/redevelopment is low relative to other station areas.
- It is not a regional activity center itself but is adjacent to downtown Baltimore. Regional activity centers were given the highest priority on this measure.
- Based on a review of location for the planned station the access to the light rail is at grade with “ok” pedestrian access to the surrounding area due to some impediments. Areas with at-grade access and a lack of impediments to pedestrian approaches were identified as higher priorities.

The Urgency to Shape and Direct Neighborhood Change

The TOD Strategy lists the following factors as the basis for including Highlandtown/Greektown Station in the first tier (of four) for the urgency suggested by recent trends in neighborhood change:

- The area exhibited signs of stability according to the 2008 Drilldown Analysis by Social Compact. Areas experiencing the most rapid change were identified as the highest priorities on this measure (see Appendix A-7).
70 Stations

22 Priorities
Primary Jobs in the Vicinity of BWI Rail Station

Data Source: Longitudinal Employer Household Dynamics 2009
Mapping by: Baltimore Metropolitan Council
1 dot = 1 job
Thank You

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