



MICHIGAN GRAND RIVER AVENUE

TRANSPORTATION STUDY

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Transit-Oriented Development Economic Opportunities

What Is TOD?



Transit service creates demand for housing, retail and employment centers near stations. Transit-oriented development (TOD) is a pattern of higher-density development designed to maximize access to transit systems and encourage ridership. TOD is a vision for the neighborhood within a ¼- to ½-mile radius of the station – a comfortable walking distance.

The 3 D's of TOD



Higher **densities** of residential and commercial development create a larger pool of residents and workers who will ride transit.

TODs are **designed** to create an environment that is attractive and comfortable to pedestrians.

Diversity of uses near transit stations adds interest to neighborhoods as well as economic value.

The Triple Bottom Line on TOD



TOD is a pattern of development that provides multiple benefits.

Economic: TOD is cost-effective for cities to provide infrastructure to compact development areas.

Environmental: TOD is friendly to the environment because it encourages transit use and pedestrian mobility.

Social: TOD is responsive to a growing lifestyle choice.

Real Benefits from TOD



Cities with transit service have experienced positive economic benefits.

Business Improvement:

Transit expands businesses' customer pool through increased ridership and from new residents and employees locating in the vicinity.

Property Value: Transit improves the accessibility, and thus the attractiveness, of property.

Maximized Land Use: Transit enables development of more densely populated districts and corridors than could otherwise be created.

Transit-Oriented Development Case Studies

Light Rail Systems

Charlotte, NC: South Corridor / Blue Line



- Adjacent property value increased 89% between 2001 and 2004.
- There has been \$1.87 billion in private investment along LRT, much of it in anticipation of light rail service.

Minneapolis, MN: Hiawatha Corridor



- Property values in the Hiawatha Corridor outside of downtown increased 83% compared to 61%

city-wide (2001–2004); this rise in value occurred in anticipation of transit service.

- By the end of Q1 2007, 7,700 new housing units had been built. Projections estimate 19 million square feet of new commercial space and 68,000 jobs by 2020.

BRT Systems

Eugene, OR: Franklin EmX



- Realtors documented increased interest in property adjacent to the construction of the EmX line.
- Density allowances have increased property values along Eugene's Gateway extension in anticipation of service.

Streetcar Systems

Portland, OR: Portland Streetcar



- 66% of retailers reported improved business and 54% saw increased sales volumes in the first year after service began.
- \$3.5 billion has been invested within two blocks of the streetcar line, much occurring in anticipation of service.
- 55% of all central business district development since 1997 has occurred within one block of the streetcar line.

Seattle, WA: South Lake Union Streetcar



- 60-acre South Lake Union development includes 7,500 housing units and more than 2 million square feet of commercial/mixed-use, with 1.3 million square feet more under construction. At build-out, the development will site 25,000 jobs and 11,000 housing units.