towards a more sustainable Buffalo Niagara

Transportation Working Team
Duane Diggs, Co-Chair (VOICE Buffalo)
Kelly Dixon, Co-Chair (GBNRTC)
Paul Ray, Facilitator (UB Regional Institute)
Agenda

• Welcome, Introductions and Review
  - Refer to Handout

• Getting to a Hub & Corridor System
  - Design, Education & Advocacy

• Best Practices in Transit Oriented Development (TOD)

• TOD in Buffalo Niagara

• Continuing our Strategy Discussion

• Next steps
Increase our region’s economic competitiveness and quality of life for all its citizens by providing safe, affordable and healthy transportation options that will enhance mobility, promote access to jobs, and support sustainable development patterns.

Develop a multi-modal transportation network that efficiently connects regional centers and corridors while promoting energy conservation and a reduction in vehicle miles traveled (VMT).

Make walking and bicycling safe, comfortable and viable modes of travel by maintaining existing infrastructure and investing in new infrastructure that adhere to “Complete Streets” principles.

Invest in infrastructure to facilitate efficient connections to national, bi-national and global freight and passenger rail service that will provide both economic and environmental benefits to the region.

Increase collaboration and cooperation between the federal government, State of New York, local governments and authorities, non-profit organizations, and private sector companies to develop innovative funding and financing mechanisms, consider life cycle costs, and develop long-term decision making criteria to deliver an efficient and sustainable transportation system.
Develop a regional "Hub and Corridor" Transportation System

Create innovative funding sources and financing mechanisms and/or programs for service sharing across departments/non-profit/private sector

Connect to National and Bi-National Freight and Passenger Rail

Create a regional Transportation Management Association (TMA) that provides education on transportation choices and programs to employers and commuters.
Getting to a Hub & Corridor System
-Design, Education and Advocacy
Getting to a Hub & Corridor System

Elements of Successful TOD

- Walkability
- Density
- Mix of Uses
- Travel Options
- Public Spaces
- Community Engagement
- Create Residential Living
- Live, Work, Play
- Economic Development/Market Potential
Best Practices in Transit Oriented Development (TOD)

Six Examples:

- *Transit Communities* - Seattle, WA
- *Transit Oriented Typology* - Pittsburgh, PA
- *The Bridges* - Calgary, AL
- *Fruitvale Village* - Oakland, CA
- *Mission Meridian Village* - Pasadena, CA
- *Clarendon Metro Station* - Arlington, VA
Growing Transit Communities
Seattle Area

Growing Transit Communities Partnership: People + Place Implementation Typology

Reconnecting America Webinar
July 16, 2013

Puget Sound Regional Council
PSRC

#oneregionfwd
Best Practices in Transit Oriented Development (TOD)

Growing Transit Communities Strategy

- **THE PLEDGE:**
  - Regional Compact

- **THE PLAYBOOK:**
  - Recommendations & Typology

- **THE PLANS:**
  - Individual Work Plans
Best Practices in Transit Oriented Development (TOD)

Growing Transit Communities: **GOALS**

- Attract more of the region’s residential and employment growth near high-capacity transit
- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future community members in transit communities
Best Practices in Transit Oriented Development (TOD)

74 study areas
- Current and future light rail station areas
- Select RapidRide and Swift BRT station areas
- Other major transit nodes

Diverse places with diverse challenges and opportunities
Central question:

What strategies and investments make sense for different transit communities as they change over time?
Best Practices in Transit Oriented Development (TOD)

8 implementation approaches

1. Protect and Grow
2. Expand Housing Choices
3. Improve Access
4. Transform and Diversify
5. Stimulate Demand
6. Build Urban Places
7. Enhance Community
8. Preserve and Connect

PEOPLE + PLACE RESULTS
Best Practices in Transit Oriented Development (TOD)

7. Enhance Community
   - Social investments
   - Preservation

4. Transform & Diversify
   - Physical investments
   - Production

#oneregionfwd
Best Practices in Transit Oriented Development (TOD)

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<th>Outcomes</th>
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<td><strong>Stronger plans to support communities</strong></td>
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<td>• Regional plan updates</td>
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<td>• Local comprehensive plan updates</td>
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<td><strong>More resources for housing and infrastructure</strong></td>
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<tr>
<td>• Station area plan implementation grants</td>
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<td>• Refine funding criteria to better support transit communities</td>
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<td>• Regional TOD property acquisition fund</td>
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<td><strong>More tools for communities</strong></td>
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<td>• Assessment tools and guidance documents</td>
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<td>• Regional data and technical assistance</td>
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<td><strong>Stronger Regional Coalition</strong></td>
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<td>• Support ongoing broad-based GTC coalition</td>
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Best Practices in Transit Oriented Development (TOD)
Best Practices in Transit Oriented Development (TOD)

Leverage transit assets
Do more with less
Make strategic regional changes to support TOD
Minimize system operational impacts

GoBurgh.org

7/18/13

An initiative of the Pittsburgh Community Reinvestment Group
Best Practices in Transit Oriented Development (TOD)

The Typology prioritizes implementation strategies

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<th>Place Types</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>
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The Bridges- Calgary, Alberta

The Bridges is a mixed-use transit oriented redevelopment project located 12 acres in the Bridgeland neighborhood.

The Bridges is located on the site of a former hospital.

Bridgeland Light Rail Station is connected to the development via a pedestrian bridge.

Development is ongoing with the first phase being completed.

Built in accordance to Calgary’s TOD guidelines.
The Bridges- Calgary, Alberta

Created in 2004, the Calgary TOD guidelines provide guidance for the development of areas within 1,900 feet of a transit station.

The design of The Bridges incorporates this guidance. Important aspects include:

- Mixed use buildings and a purposefully pedestrian oriented and compact design.

- Parking is hidden underground and within courtyards.

http://www.calgaryherald.com/Bridgeland+Crossings+launches+today/8263108/story.html
Important Design elements (cont.)

The incorporation of traffic calming measures such as narrowed street crossings.

The highest density is located closest to the LRT station, with building heights varying from 11 stories to 3 stories at the outer limits of the project.
Design considerations were made when incorporating the buildings into the surrounding neighborhoods.

Low building heights of three stories and ground floor retail along 1st Ave blends with the commercial character of the existing street.
Fruitvale Village- Oakland, California

Fruitvale Village is a mixed use and mixed income TOD project located directly to the north of the Fruitvale Bay Area Rapid Transit (BART) station in Oakland, California.

The development is situated on the site of a former BART parking lot roughly 4.5 miles south of downtown Oakland.

Work on the first phase began in 1999 and was completed in 2004.
In 1991, BART announced a plan to construct a parking garage adjacent to the Fruitvale station, but the project ran into massive opposition from the surrounding neighborhood.

The Unity Council, a community development organization led neighborhood opposition to the project.

BART agreed to work with the Unity Council on the development of an alternative plan.

The Council organized community workshops to develop a site plan for the area.

Through these workshops, a site plan was developed.
Fruitvale Village - Oakland, California

Phase One of the Fruitvale Village features:
- 220 mixed income units
- 45,000 square feet of retail
- 114,000 square feet of commercial services
- Public Library
- Daycare center
- 200 space bicycle garage
- 150 parking spots hidden in building interiors

Image Credit:
http://switchboard.nrdc.org/blogs/kbenfield/the_remarkable_story_of_oaklan_1.html
Fruitvale Village- Oakland, California

A north to south pedestrian plaza was created to link the neighborhood and BART station.

Ground floor retail and outdoor seating lines this plaza and provide central gathering place.

The buildings in Fruitvale Village are three to four stories high, with many consisting of first floor retail, second floor office/commercial space and residential on the third/fourth stories.
Mission Meridian Village is located in South Pasadena, California, a city of 25,000 residents situated nine miles northeast of downtown Los Angeles.

The development lies half a block north of the South Pasadena Light Rail station.

The Mission Meridian Village was created through a partnership between private developer Creative Housing Associates (CHA), the City of South Pasadena, the Los Angeles County Metropolitan Transportation Authority, and the California Department of Transportation.

The project was initially proposed in 1997 and was met with opposition from residents, who were concerned about higher density affecting the quality of life.

CHA worked to educate the community on TOD, meeting with representatives and holding workshops. Community opinion turned and the project received support from the South Pasadena Common Council.
Mission Meridian Village- South Pasadena, CA

The project covers an area of 1.6 area consists of 67 housing units and 5,000 square feet of retail space.

A 324 space parking lot is located under the project.

The project’s density is highest close to the commercial area and decreases closer to the residential neighborhood.

The design reflects the historic character of the surrounding neighborhood.

The commercial spaces in the Mission Meridian Village were designed complement surrounding businesses and contribute to the overall walkability of the neighborhood.
Mission Meridian Village is the largest of four TOD projects constructed over the last decade in South Pasadena.

South Pasadena incentivizes transit oriented development through its Mission Street Specific Plan. This plan allows for density bonuses if a project constructed in the plan area is mixed-use or residential.

The plan requires new buildings be designed in a manner that is compatible with the historic structures of the neighborhood.

http://www.flickr.com/photos/thecourtyard/8091095676/sizes/m/in/photostream/
The Clarendon Metro station is located in Arlington County, Virginia, five miles southwest of Washington, DC.

The station is part of the Rosslyn-Ballston corridor, a three mile stretch of a commercial corridor.

It opened in 1979.

In 1977, Arlington County established an overall plan to focus development along the three mile Rosslyn-Ballston Corridor. This plan was designed to revitalize a declining commercial corridor, while preserving the suburban neighborhood surrounding them.

Land with the highest density would be located closest to the station with density tapering outward. This produced a “bullseye” around stations along the corridor.

Sector plans were established for each station areas providing building and design guidelines tailored to each station.

New development along the corridor is subject to a site review, which allows the county to have a greater deal of control over development.
The Clarendon Sector Plan specifically regulates land use, density, height limits and step backs for the area surrounding the Metro station.

The highest density and heights are focused around the station itself and taper outward toward the surrounding residential areas.

Land use rules are similar, with the largest percentage of commercial mixed use occupying a dense corridor around the station itself.
Clarendon Metro Station- Arlington County, VA

Urban design principles are also incorporated into the Clarendon Sector Plan.

Frontage requirements are determined based upon the street type. Street types include Main Street, Side Street and Live/Work/Play. The frontage design, aesthetics, projections and entrances are all based upon the street type.

Guidelines are also outlined for the architecture of buildings in the area. The guidelines discourage monolithic structures, instead providing for varying designs to provide definition to the public space.

The urban design guidelines seek to encourage building design that is appropriate to each street type and encourages a pedestrian friendly atmosphere.

Image Credit: http://www.flickr.com/photos/alexsweet/5516100877/
Clarendon Metro Station- Arlington County, VA

1980’s

Today

Image Credits: 40 Years of Transit Oriented Development
Common Themes

**Blended density:** concentrates higher development near the transit station and gradually lowers the density further away from the station.

**Mixed use development:** Usually first floor commercial/retail with housing above. Concentrated along commercial corridors.

**Public Spaces:** Often a park, plaza, patio etc.

**Parking elements:** Often hidden below buildings, limited spaces.

**Urban Design Guidelines:**
- Traffic calming measures
- Architectural guidelines to blend with surroundings
- Pedestrian oriented design, first floor retail, no blank “monolithic” buildings.
Getting to a Hub & Corridor System

Elements of Successful TOD

- Walkability
- Density
- Mix of Uses
- Travel Options
- Public Spaces
- Community Engagement
- Create Residential Living
- Live, Work, Play
- Economic Development/Market Potential
TOD in Buffalo Niagara
TOD in Buffalo Niagara
NFTA Metrorail - Other Stations Areas
Residential & Commercial Corridor w/Light Rail Transit (LRT) – Vehicle A
Residential & Commercial Corridor w/ LRT and redevelopment – Vehicle A
Abandoned Commercial Area
- existing
Abandoned Commercial Area with Light Rail Transit (LRT)
Commercial Area
with Mixed-use Redevelopment and LRT
BRT Examples
TOD in Buffalo Niagara
Planning Must Consider Transit & TOD Investments at All Scales:

**Region** – can result in improved connections between people and jobs.

**Corridor** – can help ensure that development at one station complements development at other stations.

**Station Area** – typically focuses on neighborhood districts within ¼ to ½ mile radius of stations.

**Project** – planning for individual projects may include planning for streets and public spaces and can influence whether people choose to walk, bike or drive to a station.
Working Team Process and Timeline

6 Meetings/4 Tasks

1 Establishing Goals

2 Frame Strategies

3 Identify Actions

4 Construct Indicators

+2 Additional Meetings

Nov 2013 Community Congress Workshops

WINTER 2014

REVIEW & REFINE

At two more meetings in 2014 the working teams will consider feedback from the fall Council and Community Congress sessions.

REGIONAL PLAN FOR SUSTAINABLE DEVELOPMENT

DRAFT Plan Spring 2014
Help us get the word out!

Tell us who to contact from your organization

1RF would like to utilize existing communication networks as we prepare for our next Community Congress this November.

1RF Working Team Members
Help us get the word out!

Your Organization's Communications Contact:

- We can provide all sorts of information and content (i.e. small website badges, image files, draft language, etc.) your communications staff can use to help promote One Region Forward events.
- Just tell us who to contact from your organization:

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<th>Name:</th>
<th>Phone:</th>
<th>Email:</th>
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Are you signed up for One Region Forward eNews?

Yes _______ No _______

Your Organization's Communications Tools:

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If you have any questions, please feel free to contact us

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