

### Regional and Corridor Level Best Practices:

This document aims to provide an overview of the fundamentals and purpose of transit-oriented development (TOD). It compiles best practices for regional and corridor level planning that focus on issues relating to fostering employment concentrations near transit. These examples illustrate the challenges, successes and lessons learned in TOD implementation.

The first two pages provide an index of publications, organized by three topic areas: An Introduction to Transit-Oriented Development, Regional & Corridor Planning and Case Studies, and Employment & Economic Development. The second section provides a brief description of each publication's objectives and content.

### Introduction to Transit Oriented Development (TOD)

- ❖ **TOD 101: Why Transit Oriented Development and Why Now?**  
Topics: Demographic Trends, TOD & Economic Development, National Case Studies  
Full Report: [\*TOD 101: Why Transit Oriented Development and Why Now?\*](#)  
Source: Reconnecting America (2007). *Why Transit Oriented Development and Why Now?*. Oakland, CA: Author.
- ❖ **TOD 202: Station Area Planning**  
Topics: Station Area Planning, Case Studies  
Full Report: [\*TOD 202: Station Area Planning\*](#)  
Source: The Center for Transit-Oriented Development (2008). *Station Area Planning: How To Make Great Transit Oriented Places* (FTC CA-26-1007), Oakland, CA: Author.
- ❖ **Transit Oriented Development Tools for Metropolitan Planning Organizations**  
Topics: Regional & Corridor TOD Planning, TOD Implementation  
Full Report: [\*TOD Tools for Metropolitan Planning Organizations\*](#)  
Source: Reconnecting America (2010). *Transit-Oriented Development Tools for Metropolitan Planning Organizations*. Oakland, CA: Author.

### Regional & Corridor Planning & Case Studies

- ❖ **TOD 203: Transit Corridors and TOD**  
Topics: Regional & Corridor TOD Planning, National Case Studies  
Full Report: [\*Transit Corridors and TOD\*](#)  
Source: The Center for Transit-Oriented Development (2010). *Transit Corridors and TOD Connecting The Dots Is Important* (FTC CA-26-1007), Oakland, CA: Author.
- ❖ **TOD 204: Planning for TOD at the Regional Scale: The Big Picture**  
Topics: Regional & Corridor TOD Planning, National Case Studies  
Full Report: [\*Planning for TOD at the Regional Scale\*](#)

Source: Anderson, A., & Zimbabwe, S. (2011). *Planning for TOD at the Regional Scale: The Big Picture* (FTA-TPE-10-2011.4), Oakland, CA: Reconnecting America.

❖ **Portland TOD Strategic Plan**

Topics: Regional & Corridor TOD Planning, TOD Implementation

Full Report: [Portland TOD Strategic Plan](#)

Source: Belzer, D., Breznau, S., Fogarty, N., Thorne-Lyman, A., Wood, J., Yake, C., ... Zimbabwe, S. (2011). *Portland Transit Oriented Development Strategic Plan*, Oakland, CA: The Center for Transit-Oriented Development.

❖ **Webinar on Equitable Corridor Planning**

Topics: Regional & Corridor TOD Planning, Equitable Corridor Planning

Full Report: [Planning Equitable Corridors and Transit Oriented Development](#)

Source: Reconnecting America (2011). *Planning Equitable Corridors and Transit Oriented Development* [Webinar]. Retrieved from <http://reconnectingamerica.org/news-center/reconnecting-america-news/2011/planning-equitable-corridors-and-transit-oriented-development/>

❖ **Reinvesting in Pittsburgh's Neighborhoods: Making the Case for Transit**

Topics: Benefits of TOD, TOD Implementation

Full Report: [Reinvesting in Pittsburgh's Neighborhoods](#)

Source: The Center for Transit-Oriented Development (2011). *Reinvesting in Pittsburgh's Neighborhoods*, Oakland, CA: Author.

❖ **Creating Regional TOD Plans & Strategies**

Topics: Regional TOD Planning, TOD Implementation

Full Report: [Creating Regional TOD Plans & Strategies](#)

Source: Reconnecting America (2012). *Creating Regional TOD Plans & Strategies*, Oakland, CA: Author.

## Employment & Economic Development

❖ **Transit Oriented Development (TOD) and Employment**

Topics: Employment, TOD & Economic Development

Full Report: [Transit Oriented Development \(TOD\) and Employment](#)

Source: The Center for Transit-Oriented Development (2011). *Transit Oriented Development (TOD) and Employment*, Oakland, CA: Author.

❖ **Rails to Real Estate**

Topics: Real Estate Development, TOD & Economic Development

Full Report: [Rails to Real Estate: Development Patterns along Three New Transit Lines](#)

Source: The Center for Transit-Oriented Development (2011). *Rails to Real Estate: Development Patterns along Three New Transit Lines*, Oakland, CA: Author.

❖ **TOD 202: Transit + Employment**

Topics: Employment & Transit Ridership

Full Report: [TOD 202: Transit + Employment](#)

Source: The Center for Transit-Oriented Development (2008). *Transit and Employment: Increasing Transit's Share of The Commute Trip* (FTC CA-26-1007), Oakland, CA: Author.

❖ **Capturing the Value of Transit**

Topics: TOD & Economic Development, Value Capture

Full Report: [Capturing the Value of Transit](#)

Source: The Center for Transit-Oriented Development (2008). *Capturing the Value of Transit* (FTC CA-26-1007), Oakland, CA: Author.

❖ **Missed Opportunity: Transit and Jobs in Metropolitan America**

Topics: Employment, TOD & Economic Development

Full Report: [Missed Opportunity: Transit and Jobs in Metropolitan America](#)

Source: Berube, A., Kneebone, E., Puentes, R., & Tomer, A. (2011). *Missed Opportunity: Transit and Jobs in Metropolitan America*, Washington, D.C.: The Brookings Institution.

❖ **Job Sprawl Revisited: The Changing Geography of Metropolitan Employment**

Topics: Employment, TOD & Economic Development

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Kneebone, E. (2009). *Job Sprawl Revisited: The Changing Geography of Metropolitan Employment*, Washington, D.C.: The Brookings Institution.

❖ **Economic Impact of Public Transportation Investment**

Topics: TOD & Economic Development, Value Capture

Full Report: [Economic Impact of Public Transportation Investment](#)

Weisbrod, G., & Reno, A. (2009). *Economic Impact of Public Transportation Investment*, Washington, D.C.: American Public Transportation Association.

## Best Practices Summaries

### Introduction to Transit Oriented Development (TOD)

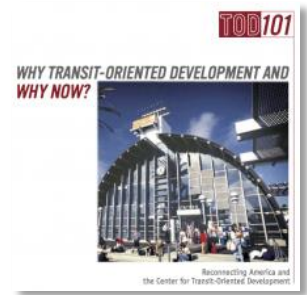
#### **TOD 101: Why Transit Oriented Development and Why Now?**

Topics: Demographic Trends, TOD & Economic Development, Case Studies

Full Report: [TOD 101: Why Transit Oriented Development and Why Now?](#)

Source: Reconnecting America (2007). *Why Transit Oriented Development and Why Now?*. Oakland, CA: Author.

This colorful 24-page “picture book” lays out in easy-to-read format how shifting demographics and the changing real estate market have opened up an unprecedented window of opportunity for transit-oriented development (TOD). The book explains what TOD is, how it benefits communities, and how it can be a regional affordability strategy. It references a national TOD market study, includes two brief TOD case studies, and discusses the Affordability Index developed by the Center for TOD. It explains why TOD is a sustainable, low-cost solution to a host of urban problems ranging from housing affordability to traffic congestion to global warming. The text consists of PowerPoint-style slides with bulleted information, brief explanations, photos and captions.



#### **TOD 202: Station Area Planning**

Topics: Station Area Planning, Case Studies

Full Report: [TOD 202: Station Area Planning](#)

Source: The Center for Transit-Oriented Development (2008). *Station Area Planning: How To Make Great Transit Oriented Places* (FTC CA-26-1007), Oakland, CA: Author.

This 202 manual aims to simplify the complex planning decisions regarding TOD and station areas and ultimately, to facilitate high-performing projects and great neighborhoods. To this end, it provides details about the scales of development likely to occur in different places. It also identifies some principles of station area planning and includes a “TOD plan checklist” for each one.



The manual begins with a discussion of seven “TOD place types,” followed by a self-diagnostic questionnaire to help identify a particular station area place type in a TOD typology CTOD has applied and refined in several regions around the U.S. This sometimes includes typologies of the buildings and open spaces found in transit-oriented neighborhoods. The second section discusses station area planning principles and includes TOD plan checklists for each principle to guide station area planning efforts. Taken together, these typologies and checklists can help inform decisions by enabling partners to visualize and discuss options at the beginning of the station area planning process.

### **TOD 203: Transit Corridors and TOD**

Topics: Regional & Corridor TOD Planning, National Case Studies

Full Report: [Transit Corridors and TOD](#)

Source: The Center for Transit-Oriented Development (2010). *Transit Corridors and TOD Connecting The Dots Is Important* (FTC CA-26-1007), Oakland, CA: Author.



This guidebook illustrates how planning at the corridor scale can help transit investments capture the benefits of TOD. Corridor planning can engage stakeholders, lead to more cost effective planning processes, and identify where along a new or existing transit line that the real estate market will be most active. Filled with real-world transit-oriented development lessons, the guidebook explains how corridor planning can facilitate not only successful transportation outcomes but also successful transit-oriented development.

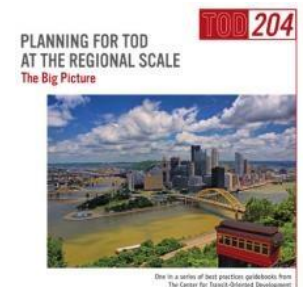
The guidebook defines three corridor types (destination connector, commuter, and district circulator) and identifies the different implications for TOD that are associated with each type of transit corridor. Putting the theory to work, the guidebook identifies six objectives for transit and TOD at the corridor level and pairs those with strategies to reach the goal. The guidebook contains numerous on-the-ground examples: Alignment considerations for the planned Southwest Corridor in the Twin Cities; engaging stakeholders along the Foothill Extension of the Gold Line; the shared planning process along Phoenix's Valley Metro Light Rail that led to TOD zoning and pedestrian development guidelines for the entire corridor; Charlotte's development experience since light rail arrived in 2007; and the exciting collaboration between the housing authorities, planners, and city leaders in Denver and Lakewood along the West Corridor; the high ridership experienced by Houston's Red Line due to the connections it provides between major destinations, not to mention lessons from Seattle, Boston, Cleveland, St. Louis, Washington, DC, the San Francisco Bay Area, Baltimore and Portland.

### **TOD 204: Planning for TOD at the Regional Scale: The Big Picture**

Topics: Regional & Corridor TOD Planning, National Case Studies

Full Report: [Planning for TOD at the Regional Scale](#)

Source: Anderson, A., & Zimbabwe, S. (2011). *Planning for TOD at the Regional Scale: The Big Picture* (FTA-TPE-10-2011.4), Oakland, CA: Reconnecting America.



This guidebook outlines the basic framework and the benefits of planning for TOD at the regional scale. People often think about TOD at the site- or station-area scale, but it is critical to plan for TOD with the bigger picture in mind. This booklet is designed to give elected leaders, planners, citizens and community development practitioners the strategies and case studies they need to initiate a successful regional TOD planning process.

Successful TOD requires a robust coordination of the many regional activities and forces that affect local TOD potential and necessitates coordination between diverse stakeholders such as regional agencies, transit agencies, cities, counties, towns, and community residents, among others. Competing goals and interests can make this process difficult, and can lead to conflict over decision-making and implementation. Every page of the guidebook includes case studies

that draw from a range of U.S. regions and focus on innovative approaches to regional planning for TOD. The specific strategies described in the guide include regional visioning, capacity building and technical assistance, evaluating and prioritizing implementation activities, creating and funding TOD incentives and performance measurement over time.

## Transit Oriented Development Tools for Metropolitan Planning Organizations

Topics: Regional & Corridor TOD Planning, Implementation Strategies

Full Report: [TOD Tools for Metropolitan Planning Organizations](#)

Source: Reconnecting America (2010). *Transit-Oriented Development Tools for Metropolitan Planning Organizations*. Oakland, CA: Author.



This guide highlights best practices related to regulations, funding, information sharing and partnerships. In recent years, many Metropolitan Planning Organizations (MPOs) have taken a leadership role in combining growth plans and transit including: Atlanta where “livable communities” planning grants have been offered; the San Francisco Bay Area, which requires certain thresholds of housing density before funding transit extensions; and Portland, which provides direct financial assistance for TOD projects.

MPOs play an important role in TOD planning and implementation. As regional planning bodies, MPOs are in a unique position to support stakeholders within their jurisdiction to take actions or adopt policies that support TOD and provide funding for planning and infrastructure. In long-standing federal law, the goals of a regional TOD strategic plan must dovetail with the goals of all MPO planning efforts. TOD is more successful if both public and private investments are planned as part of a regional transit or TOD strategy. This improves the efficiency and the cost-effectiveness of transportation investments and yields more value to more people. As primary agents in identifying priority projects for federal transportation funding, MPOs are well-positioned to support region-wide planning efforts and encourage local jurisdictions to implement TOD strategies alongside transportation, housing, or land use planning. This guide outlines how MPOs and transit agencies can work together to support the planning and implementation of TOD through station area plans and parking strategies, capital improvements and funding for infrastructure that supports station access.

## Regional & Corridor Planning & Case Studies

### Portland TOD Strategic Plan

Topics: Regional & Corridor TOD Planning, TOD Implementation

Full Report: [Portland TOD Strategic Plan](#)

Source: Belzer, D., Breznau, S., Fogarty, N., Thorne-Lyman, A., Wood, J., Yake, C., ... Zimbabwe, S. (2011). *Portland Transit Oriented Development Strategic Plan*, Oakland. CA: The Center for Transit-Oriented Development.



Oregon Metro's TOD Program is a regional program that invests in private development projects in order to increase transit trips by catalyzing intensive development, reduced parking ratios and enhanced district amenities near light rail stations and bus corridors. Using an innovative market

and form based typology, the TOD Strategic Plan helps the TOD Program to prioritize investment of its limited resources in areas that can generate a truly catalytic impact on the market, and offers alternative investment, planning and programmatic strategies for station areas or quality bus corridors that do not qualify for the TOD Program. The Plan identifies and maps criteria that contribute to the "TOD Readiness" of station areas and identifies ways in which funding for the program could be expanded or integrated with other Metro programs. It also revisits the project evaluation process to set measurable outcomes that can be adjusted as market conditions change.

### Webinar on Equitable Corridor Planning

Topics: Regional & Corridor TOD Planning, Equitable Corridor Planning

Full Report: [Planning Equitable Corridors & TOD](#)

Source: Reconnecting America (2011). *Planning Equitable Corridors and Transit Oriented Development* [Webinar]. Retrieved from

<http://reconnectingamerica.org/news-center/reconnecting-america-news/2011/planning-equitable-corridors-and-transit-oriented-development/>

This webinar focuses on introducing participants to the benefits of land use and community development planning at the transit corridor scale, and offering on-the-ground examples of how to make corridor planning work. Planning at the corridor scale provides an important means for understanding how transit investments can influence the character of nearby communities. It integrates knowledge about both local and regional contexts, coordinates key stakeholders, and can support regional growth. Participants will hear from three different regions that have demonstrated successful and equitable corridor planning and the outcomes of these efforts thus far.



### Reinvesting in Pittsburgh's Neighborhoods: Making the Case for Transit

Topics: Benefits of TOD, TOD Implementation

Full Report: [Reinvesting in Pittsburgh's Neighborhoods](#)

Source: The Center for Transit-Oriented Development (2011). *Reinvesting in Pittsburgh's Neighborhoods*, Oakland, CA: Author.

This strategy report written for the Pittsburgh Community Reinvestment Group (PCRG) by CTOD staff highlights the potential for coordinated transit-oriented development initiatives to enhance Pittsburgh's economic competitiveness; the value transit brings to the region; and the potential of leveraging both to make life more affordable and connect more people to jobs. The report also warns of the impact of transit's current funding crisis and calls for a realistic, actionable regional vision to advance transit and TOD.



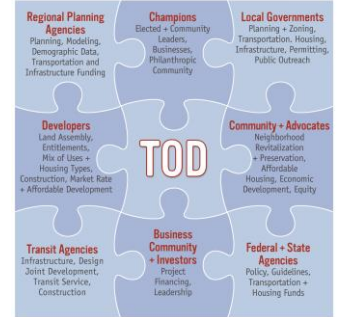
## Creating Regional TOD Plans & Strategies

Topics: Regional TOD Planning, TOD Implementation

Full Report: [Creating Regional TOD Plans & Strategies](#)

Source: Reconnecting America (2012). *Creating Regional TOD Plans & Strategies*, Oakland, CA: Author.

This short brief gives an overview of how regional TOD planning and TOD typologies can help make TOD more successful. The brief goes over the benefits of TOD at the regional scale and how transit plays a role and then delves into the role for regional planning. Regional TOD plans can: focus resources and coordinate diverse interests, create a set of goals and actions for implementation, and ensure equitable outcomes. The brief then covers five approaches to creating regional TOD plans and strategies. While the specific process and form of regional TOD planning will differ from region to region, below are five potential approaches that regions may take to accomplish TOD planning. They may be combined, depending on the stakeholders involved in the planning process and what outcomes they desire. The brief ends with three case studies of regions engaging in regional TOD planning and a list of more resources on the topic.



## Employment & Economic Development

### Transit Oriented Development (TOD) and Employment

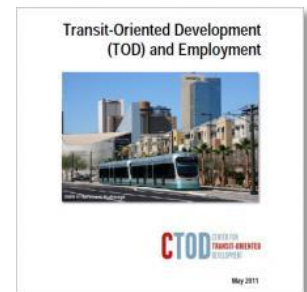
Topics: Employment, TOD & Economic Development

Full Report: [Transit Oriented Development \(TOD\) and Employment](#)

Related Webinar: [Employment, Transit and Transit-Oriented Development](#)

Source: The Center for Transit-Oriented Development (2011). *Transit Oriented Development (TOD) and Employment*, Oakland, CA: Author.

This paper is a broad exploration of the relationship between transit and job concentrations in evolving regions, in order to emphasize the importance of the destination side of the trip for both transit operations and land use planning in station areas. Following the introduction in Section I, Section II describes the connection between employment and transit. Section III examines employment decentralization patterns and their implication for transit and TOD. Section IV explores three case study regions using geo-spatial analytical tools to understand how multi-nodal regions, including traditional CBDs and suburban nodes, can take advantage of existing concentrations to bolster transit ridership and foster employment-based TOD.



The webinar focuses on the importance of concentrating jobs near transit to fostering economically sustainable regions and healthy transit systems. Speakers discussed new research on spatial employment patterns in our metropolitan areas, and the types of economic activity that are most likely to benefit from being near transit. Participants also discussed the ways in which national research has been applied to inform regional economic development, transportation, and land use planning in the San Francisco Bay Area and Phoenix regions. Last, the webinar discussed the best practices across the nation in economic development incentives that support job growth and concentration in sustainable locations.

## Rails to Real Estate



Topics: Real Estate Development, TOD & Economic Development

Full Report: [Rails to Real Estate: Development Patterns along Three New Transit Lines](#)

Source: The Center for Transit-Oriented Development (2011). *Rails to Real Estate: Development Patterns along Three New Transit Lines*, Oakland, CA: Author.

This report examines real estate development patterns along three recently built light rail lines to build an understanding of where development is most likely to occur along new transit investment. The three transit lines are the Hiawatha Line in the Minneapolis-St. Paul region in Minnesota, the Southeast Corridor in the Denver region in Colorado, and the Blue Line in the Charlotte region in North Carolina.

The study identified five factors most likely to draw new development near transit. Of these factors, it found that proximity to existing employment centers and downtowns were important influences on development along the three transit lines. While transit improvements were a factor, the impetus for development was more strongly related to longer-term efforts to revitalize the center cities, as well as shifting market demand that favors central locations with urban amenities, shopping and entertainment. The study highlights the critical need for setting realistic expectations about the scale, timing and location of private investment along new transit lines. This is especially true in cases where new development is expected to help pay for needed transit improvements, neighborhood amenities, or other community benefits.

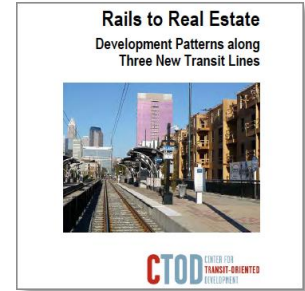
## TOD 202: Transit + Employment

Topics: Employment & Transit Ridership

Full Report: [TOD 202: Transit + Employment](#)

Source: The Center for Transit-Oriented Development (2008). *Transit and Employment: Increasing Transit's Share of The Commute Trip* (FTC CA-26-1007), Oakland, CA: Author.

This guidebook discusses the daily commute, examines its impacts on communities, and identifies seven strategies to increase transit's share of the commute. Significant practical and academic activity in the past several decades has been devoted to understanding how land use can support and maximize transit ridership. But to date much of the research and discussion has been about residential and retail development at stations. The guidebook makes the case for an expanded discussion that considers employment centers. Where the people who live and shop in transit-oriented neighborhoods will work and how they will get to work are important influences on ridership. Opportunities to increase transit's share of the commute can be achieved through a more comprehensive application of TOD – one that aims for an increasingly efficient land use pattern that provides mobility and accessibility, and is responsive to consumer demand for fast, convenient public transportation.



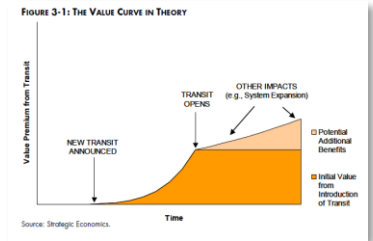
## Capturing the Value of Transit

Topics: TOD & Economic Development, Value Capture

Full Report: [Capturing the Value of Transit](#)

Source: The Center for Transit-Oriented Development (2008). *Capturing the Value of Transit* (FTC CA-26-1007), Oakland, CA: Author.

This paper answers some of the key questions about what it means to “capture value” around transit investment. It has become clear over the past decade that the presence of transit can increase property values and result in valuable development opportunities. In this era of constrained transit funding and widespread demand for new and expanded transit systems, policy makers, transit planners and elected officials are increasingly interested in harnessing a portion of the value that transit confers to surrounding properties in order to fund transit infrastructure or related improvements in station areas. This idea, known as “value capture,” is much discussed in planning, transit, and local government circles. However, confusion abounds: Where does the value come from? What is the best way to measure it? And, most importantly, what is the best way to capture this value?



## Missed Opportunity: Transit and Jobs in Metropolitan America

Topics: Employment, TOD & Economic Development

Full Report: [Missed Opportunity: Transit and Jobs in Metropolitan America](#)

Source: Berube, A., Kneebone, E., Puentes, R., & Tomer, A. (2011). *Missed Opportunity: Transit and Jobs in Metropolitan America*, Washington, D.C.: The Brookings Institution.

In order to understand how effectively transit connects people and jobs within and across metropolitan areas, the Metropolitan Policy Program at the Brookings Institute developed a comprehensive database that provides the first comparable, detailed look at transit coverage and connectivity across and within the nation’s major metro areas.



Public transit is a critical part of the economic and social fabric of metropolitan areas. Nearly 30 million trips are made every day using public transit. Almost all of these trips occur in the nation’s 100 largest metro areas, which account for over 95 percent of all transit passenger miles traveled. People take transit for any number of reasons, but one of the most common is to get to work. With governments at all levels considering deep budget cuts, it is increasingly important to understand not just the location and frequency of transit service, but ultimately how well transit aligns with where people work and live.

## Job Sprawl Revisited: The Changing Geography of Metropolitan Employment

Topics: Employment, TOD & Economic Development

Full Report: [Job Sprawl Revisited: The Changing Geography of Metropolitan Employment](#)

Kneebone, E. (2009). *Job Sprawl Revisited: The Changing Geography of Metropolitan Employment*, Washington, D.C.: The Brookings Institution.



This Brookings study finds that since 1998, almost every major American metro area has seen a drop in the share of employment located downtown as jobs have increasingly moved into farther-out suburbs, exacerbating “job sprawl” – a phenomenon that threatens to undermine the long-term prosperity of the nation’s vital economic engines.

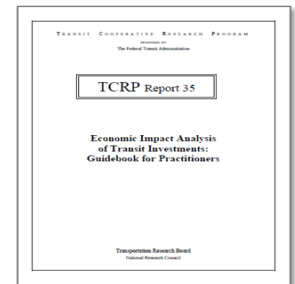
The report analyzes trends in the spatial distribution of jobs in large metro regions and how these trends differ across major industries. The report also presents a unique ranking of metro areas by the amount of “job sprawl” in their regions, charting the continued shift outward of employment away from their urban cores.

## Economic Impact of Public Transportation Investment

Topics: TOD & Economic Development, Value Capture

Full Report: [Economic Impact of Public Transportation Investment](#)

Weisbrod, G., & Reno, A. (2009). *Economic Impact of Public Transportation Investment*, Washington, D.C.: American Public Transportation Association.



This report aims to identify and describe 12 methods used to conduct economic impact analysis of public transportation investments in the following three categories:

- Generative Impacts, which produce net economic growth and benefits in a region through travel time savings, increased regional employment and income, improved environmental quality, and increased job accessibility. This is the only type of impact that results in a net economic gain to society at large.
- Redistributive Impacts, which account for locational shifts in economic activity within a region such that land development, employment, and, therefore, income occur in a transit corridor or around a transit stop, rather than being dispersed throughout a region.
- Transfer Impacts, which involve the conveyance or transfer of moneys from one entity to another such as the employment stimulated by the construction and operation of a transit system financed through public funds, joint development income, and property tax income from development redistributed to a transit corridor.

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This **Best Practices Library** was prepared for the Sustainable Knowledge Corridor Consortium under a HUD Sustainable Communities Regional Planning Grant. The report was prepared by the Center for Transit Oriented Development (CTOD), a partnership of three organizations: Reconnecting America, the Center for Neighborhood Technology (CNT), and Strategic Economics. Prepared May 2012.

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