Supporting TOD as a Sustainable Community Strategy

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Strategies to Encourage Infill Development

**Regulatory policies**
- Zoning at a range of densities that are market supported
- Limit requirement for ground-floor retail to nodes
- Parking reductions/ TDM
- Streamlined entitlements

**Incentives**
- Property acquisition
- Site assembly
- Removing/reducing fees in infill areas

**Infrastructure Investments**
- Public realm investments (street trees, medians, pedestrian infrastructure) to create compact, walkable communities
- Upgrades to augment sewer/water capacity to serve higher density development
Creating an Implementation Strategy

- Need for “proactive” implementation strategies
- Understand historic trends and market conditions
- Set clear goals
- Partnerships
- There is no one-size fits all solution
Creating an Implementation Strategy

• Implementation considerations:
  – Funding and financing strategies
    • Funding vs. financing
    • Timing of revenues vs. infrastructure investments – Upfront investments are often needed to facilitate development, which may not occur in the short term.
    • Financing mechanisms for infrastructure on fringe are easier than for infill locations
    • Difficult for cities to pass on O&M costs to new development
Unlocking Private Capital in “Weak” Market Areas

Financing Strategy in Warm or Hot Market Locations:

Private Development → Public Sector Financing Strategies → Infrastructure and Amenities

Financing Strategy in Cooler Market Locations (aka “Unlocking Private Capital”):

Public Sector Financing Strategies → Infrastructure and Amenities → Private Development
Setting Investment Priorities

- Invest in Affordable housing only
- Strong candidates for public investment
- Requires other kinds of public investment

Clusters

- infill + enhance
- catalyze + connect
- plan + partner

TOD Typology Clusters

Source: Center for Transit Oriented Development
Identify Key Infrastructure Investments
Sustainable Communities Partnership

- HUD Sustainable Community Grants
- DOT TIGER Grants
- EPA Technical Assistance and Brownfield Grants
- PSC Learning Network
Map B3
Underutilized Land
Fairmount/Indigo Line
Boston, Massachusetts

Legend
- ◊ Existing Commuter Rail Stop
- ○ Proposed Commuter Rail Stop
- ➤ Heavy Rail Transit
- ➤ Commuter Rail Transit

Land Use
- Residential
- Commercial
- Industrial
- Civic
- Vacant/Misc.
- Underutilized Land

* Underutilized Land includes parcels where the value of built improvements is less than the value of the land. Also for the Boston Case alone, civic property which was less than an acre and a half is included.
Prioritization of Key Parcels
Design Charrettes to Engage Stakeholders
Mariposa District – Denver, CO
Riverfront Crossings
Building Upon Success – Reshaping Downtown
TOD Implementation Policies

Strategic Package of Tools
Transit Oriented Development in Metropolitan Phoenix

Infrastructure Financing Options for Transit-Oriented Development