

Santa Fe Depot Specific Plan Update

Transit-Oriented Development

What is Transit-Oriented Development?

Transit-oriented development is development that is located within easy walking distance of a major transit stop, generally with a mix of residential, employment, retail, and complementing public uses designed for pedestrians

“ Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. ”

Charter of the New Urbanism

without excluding the auto. Transit-oriented development can be new construction or redevelopment of one or more buildings wherein the design and orientation facilitate transit use, and the density is appropriate to the setting. The location, design, configuration, and mix of uses in a transit-oriented development provide an alternative to current suburban development trends by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. Transit-oriented development significantly reduces auto dependency, helps revitalize areas and offers a new model for managing growth.

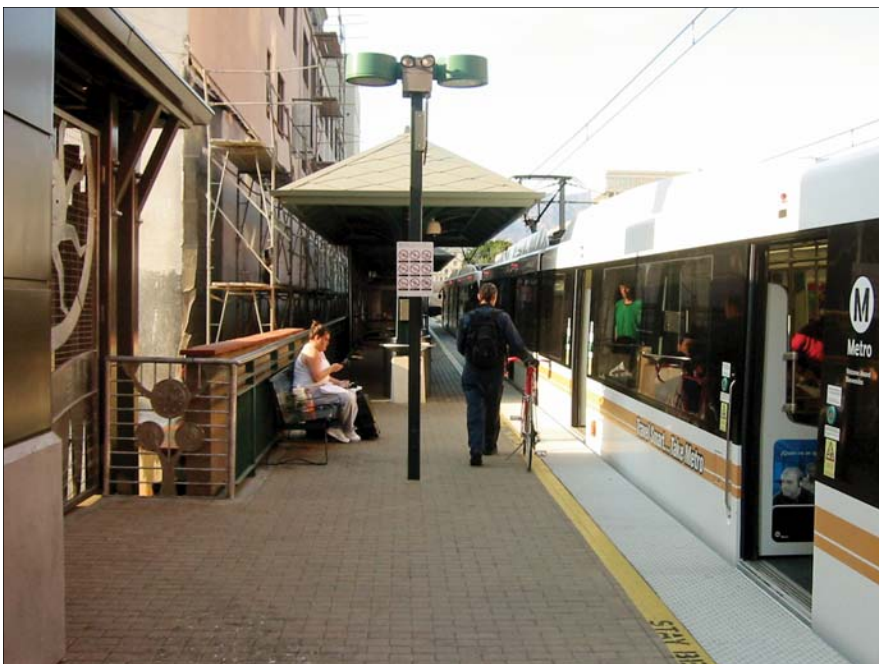
Transit-oriented development is a strategy that has broad potential in both large urban and small communities using bus or rail transit systems. It focuses compact growth around transit stops, thereby capitalizing on transit

“ Transit-oriented development is nothing more than appropriate urban development. It can be at a variety of scales. The point is that not all transit stops are the same, and there is no one-size-fits-all solution. ”

Stefanos Polyzoides

investments by bringing potential riders closer to transit facilities and increasing ridership. Transit-oriented development can also produce a variety of other local and regional benefits by encouraging walkable, compact and infill development. Transit agencies often play an important role in encouraging transit-oriented development. Local governments can play a significant role in promoting transit-oriented development through plans, policies, zoning provisions, and incentives for supportive densities, designs, along with a mix of land uses.

For development to be transit-oriented, it needs to be more than just adjacent to transit. Development generally needs to be shaped by transit in terms of parking, density, and/or building orientation in comparison to conventional development for it to be considered transit-oriented. A successful transit-oriented development will reinforce both the community and the transit system.



What Are the Benefits of Transit-Oriented Development? *Ten major areas of benefit are:*

1. Transit-Oriented Development provides mobility choices.

Creating “activity nodes” linked by transit, transit-oriented development provides important mobility options, very much needed in California’s most congested metropolitan areas. This also allows young people, the elderly, people who prefer not to drive, and those who don’t own cars the ability to get around.

2. Transit-Oriented Development increases public safety.

By creating active places that are busy through the day and evening and providing “eyes on the street.” Therefore, transit-oriented development helps increase safety for pedestrians, transit-users, and many others.

3. Transit-Oriented Development can increase transit ridership.

Transit-oriented development improves the efficiency and effectiveness of our



transit service investments by increasing the use of transit near stations by 20 to 40 percent.

4. Transit-Oriented Development can reduce rates of vehicle miles traveled (VMT).

Vehicle travel in California has increased faster than the state’s population for the last several years. Transit-oriented development can lower annual household rates of driving by 20 to 40% for those living, working, and/or shopping near transit stations.

5. Transit-Oriented Development can increase households’ disposable income.

Housing and transportation are the first and second largest household expenses, respectively. Transit-oriented development can free-up disposable income by reducing driving costs, saving \$3,000-4,000 per year for each household.

6. Transit-Oriented Development reduces air pollution and energy consumption rates.

By providing safe and easy pedestrian access to transit, transit-oriented development can lower rates of air pollution and energy consumption. Also, transit-oriented developments can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.

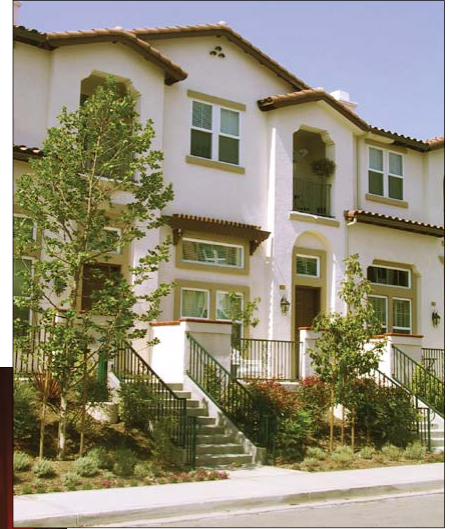
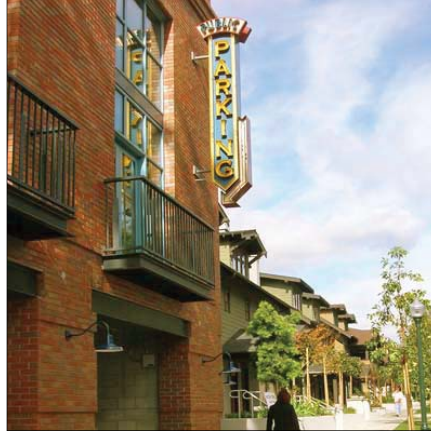
7. Transit-Oriented Development can help conserve resource lands and open space.

Because transit-oriented development consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.



8. Transit-Oriented Development can play a role in economic development.

Transit-oriented development is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.



9. Transit-Oriented Development can decrease infrastructure costs.

Depending on local circumstances, transit-oriented development can help reduce overall infrastructure costs for expanding water, sewage and roads to local governments by up to 25% through more compact and infill development.



10. Transit-Oriented Development can contribute to more affordable housing.

Transit-oriented development can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns.

Types of Transit-Oriented Development

Transit-oriented development is generally a mix of uses, with retail and residential components. The mix of uses can occur vertically, as in apartments over shops, or horizontally, with shops in the front and homes in the back of a site. However, transit-oriented development projects can also be stand-alone residential developments.

Transit-oriented development can either be infill development or adaptive reuse. *Infill development* is the development of vacant, cleared or abandoned parcels in already developed urban areas. *Adaptive reuse* is the conversion of existing structurally sound but functionally obsolete, buildings to new and economically viable uses. A building that is suitable for redevelopment may be historically important, architecturally distinctive or simply be an under-utilized structure that exhibits signs of life under a façade of age and neglect. Infill development and adaptive reuse are increasingly becoming important aspects in the development field.

Sources: Business, Transportation and Housing Agency, California Department of Transportation, 1000 Friends of Oregon

FACT SHEET

SUCCESSFUL EXAMPLES OF TOD

Mission Meridian Village, South Pasadena



The Mission Station project is a transit-oriented development adjacent to a light rail station on the Metro Gold Line Light Rail between downtown Los Angeles and Pasadena. The site is located between a traditional neighborhood and a historic neighborhood center in the process of being revitalized.

Sixty-seven condominiums, 5,000 square feet of retail space, and a bicycle storage facility are designed to accommodate people commuting to work by train. Buildings of various types are arranged on the 1.65-acre site, including courtyard housing, single-family houses, duplexes, and live-work lofts. They generate a streetscape that mediates between the commercial character of the existing neighborhood center and the residential scale of the California bungalows surrounding the project. Two levels of subterranean parking containing 280 parking spaces service the needs of future commuters, project residents, and neighbors.



Source: Moule & Polyzoides Architects & Urbanists

Uptown District, San Diego



The Uptown District is a pedestrian-oriented mixed-use retail center and residential development on the 14-acre site of the old Sears department store in San Diego's Hillcrest neighborhood. The residential component has 320 units, many

located above retail shops, at an average density of 43 units per net acre. It also includes a section of live-work lofts. The 145,000 square feet of retail and commercial space includes a 42,500 square foot supermarket. Parking is located underground, in a "parking court" behind the street-fronting buildings, and street level spaces are available for retail shoppers.

The Uptown project was financed by the City of San Diego Redevelopment Agency and has been successful in creating a community where it is convenient to walk to shopping and where bus transit service is excellent.



The project has attracted national attention as a model for redeveloping low-density, obsolete commercial sites for new housing and community uses. Its significance lies in its success in repairing an older city fabric that was damaged by 1950's commercial "strip" development, restoring density, physical connections, economic and social vitality to an urban neighborhood.



Source: Gast Hillmer Urban Design

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