Transit Oriented Development: Three Case Studies
Three Case Studies of Successful Transit Oriented Developments (TOD)

Mission Meridian Village

New Railroad Square

Santa Fe Depot District
“I’d like for us to invest in mass transit because potentially that’s energy-efficient. I think people are a lot more open now to thinking regionally in terms of how we plan our transportation infrastructure. The days where we are just building sprawl forever — those days are over. Republicans, Democrats, everybody recognizes that that is not a smart way to design communities.” — President Obama

Fort Myers, Florida, Feb. 10, 2009, responding to a question from a city council member in the audience.
“CHA’s mission is to alter land use patterns”
Transit-Oriented Development: Definition

- mixed-use
- access to public transport
- relatively compact development
- appropriate scale for pedestrians
Benefits of a T.O.D…

For the Community

- A vibrant, diverse, pedestrian-scaled neighborhood that integrates with the rest of the city.
- More walking and transit trips means reduced dependence on cars and improves physical health.
- Increased mobility choices for everyone, especially: low-income, students, and seniors.
- Increased property values
- Adds choices for dining and shopping
- Increases public safety
Benefits of a T.O.D…

For Cities

- Compact, mixed-use development creates more jobs and tax revenue
- Increases housing supply, including affordable housing
- Transit proximity provides reduced trip counts
- More efficient use of limited land resources
- Qualifies for multiple sources of public financing from State and Federal and Metropolitan Transit Authorities.
How value is added to property where new transit is introduced

The “transit premium” is really a land value premium, it is derived primarily due to the location of the property.
Mission Meridian Village, South Pasadena
Mission Meridian Village : Project History
Mission Meridian Village: Project History

- City Adopts Mission Street Specific Plan 1996
- Developer Options Land October 1998
- $2.567 Million MTA Grant Award July 1999
- $1.5 Million State Grant Award July 2000
- Entitlement Application Submitted to City January 2001
- Private equity partner secured January 2001
- Planning Commission Approval April 2002
- City Council Approval July 2002
- Mezzanine Equity & Construction loan commitment July 2002
- Ground Breaking February 2003
- Parking Completed January 2005
- Housing/Retail Completed October 2005
Mission Meridian Village: Transit Connection
Mission Meridian Village: Planning Context
Mission Meridian Village
vicinity map
Mission Meridian Village: Distributive Density
Mission Meridian Village: Planning Context
Mission Meridian Village: Public Space
• Winner of the Charter Award from the Congress for New Urbanism, 2006

• Winner of the “Tranny Award” from the California Department of Transportation (Caltrans), 2006

• Winner of five Golden Nugget Awards from the Pacific Coast Builders Conference

• Selected as the Outstanding Transit Project in America by Urban Land Institute, 2006

Mission Meridian Village : AWARDS
<table>
<thead>
<tr>
<th>Financing Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Developer Equity</td>
<td>$2.0 M</td>
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<tr>
<td>METRO Grant</td>
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<tr>
<td>City Grant</td>
<td>$0.500 M</td>
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<tr>
<td>Developer Match</td>
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<td><strong>TOTAL COSTS</strong></td>
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Mission Meridian Village – Financing Model
Coldwell Banker Study of MMV

By Dominic DeFazio
Project Site: 1.6 Acres

Project Uses:
• 67 Homes (for sale)
• 4,000 SF of Retail

Parking:
Two levels of below-ground parking – 324 total spaces
• 122 Residential
• 142 Transit
• 60 Retail/Hospital

Transit:
Metro Pasadena Gold Line Mission Street Station

Funding:
• $5 million in public funds (City of South Pasadena, LA County MTA, Caltrans)
• $20 million in private equity and debt

Status:
Project completed in 2005. Homes were sold and retail was leased immediately after project completion.

Architect:
Moule & Polyzoides, Architects and Urbanists

Mission Meridian Village: Project Data
Transit Oriented Development is a means to combat sprawl

TOD: New Railroad Square

VS.

Sprawl
New Railroad Square, Santa Rosa, CA
Sonoma County: Celebrate the local agriculture & wine
SMART Rail Corridor: Alleviating Sprawl & Congestion
Railroad Square Historic District
Railroad Square Historic District
Block 1
3-5 Story Residential with 2-level wrapped podium parking

Block 2
Market Hall with 2-3 levels of Residential (affordable) above

Block 3
Retail / Restaurant with 3 levels of Commercial Office above

Plant No. 5
Structured Parking, with Liner Lofts facing 4th Street

The Cannery
3 Story Residential above mixed-use historic Cannery base

Site Master Plan
Day-lighting from above

Residential Lobby

Sonoma Market Hall
Filtered rain water storage under street
Water Tower
Irrigation to planting
Roof water collected

Stormwater Retention & Re-circulation for Irrigation

Historic Water Tower

Stormwater Management Through Reuse of Existing Iconic Water Tower
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<tr>
<th><strong>Total Site Area</strong></th>
<th>8.0 acres</th>
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| **Land Use Program** | 211 Market Rate DUs
|                     | 68 Affordable for Rent DUs
|                     | 30,000 square feet Retail – Market Hall/ Food & Wine Center
|                     | 14,000 square feet Retail – Restaurant / Bar
|                     | 44,000 square feet Commercial Office |
| **Parking**         | 266 spaces Plant No.5 – Public Parking Garage
|                     | 93 spaces Cannery
|                     | 181 spaces North Block
|                     | 30 spaces On-Street |
| **Residential Density** | 40 d.u./ net acre |
| **Total Building Area** | 500,000 s.f. Building Area
|                     | 230,000 s.f. Garage Area |
| **Floor Area Ratio** | 2.2 |
| **Residential Population** | 558-698 Residents (@ 2.0 to 2.5 people/unit) |
| **Employment**      | 116 employees (@ 2 jobs/1,000 s.f.) |
| **Architect**       | WRT - Solomon E.T.C. |

**New Railroad Square: Project Data**
<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>PHASE I</th>
<th>TOTAL</th>
<th>CANNERS HOUSING</th>
<th>NORTH BLOCK HOUSING</th>
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<td><strong>182,687,770</strong></td>
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$15 million keeps Santa Rosa project on track

Developers hope to start building food and event center in Railroad Square next year.

The city agreed to back a $15 million bond issue that will help develop a food and event center in Railroad Square. The developers hope to start construction next year.

Smart site

July 2nd, 2009 11:56am

Backers of $200 million development on Railroad Square ‘just ecstatic’

By Jenea V. Lescott, Business Journal Staff Reporter

NORTH BAY - Pursing, the primary obstacle of the mixed-use Railroad Square project in Sonoma, has been removed.

The project was approved to receive $15 million in bond financing, a key step in its development.

The city of Santa Rosa agreed to back the bond issue, which will help finance the construction of a food and event center in Railroad Square. The developers hope to start building next year.
View of Railroad Square Historic District, 2012
Parking is not visible to pedestrian and drivers on Chapman Avenue.

Site Sections:
1 subterranean
1 at-grade
2 above
+ rooftop parking
Lemon Parking Structure with Housing Liner Building
West Chapman Parking Garage with Retail Liner
Thank You