

Transit Oriented Development

The Legacy Toolkit



City-County
Planning
FORSYTH COUNTY & WINSTON-SALEM,
NORTH CAROLINA
BOARD

Transit Oriented Development

- Regional Light Rail Transit has been generating a great deal of interest throughout the State and the Nation
- Both Charlotte and the Triangle are in the process of implementing light rail
- Proposed P.A.R.T. regional rail for the Piedmont Triad



Transit Oriented Development

Charlotte Light Rail



Transit Oriented Development

- P.A.R.T regional light rail line from Forsyth County to Guilford County
- Possible Stops at:
 - Hanes Mall
 - Baptist Medical Center
 - Downtown Winston-Salem
 - East Winston-Salem
 - Kernersville
 - PTI Airport
 - UNCG
 - Downtown Greensboro
 - NC A&T



What Is TOD?

- Characteristics of Transit Oriented Development
 - Compact Mixture of Uses
 - Pedestrian Friendly and Walkable
 - Supportive of a Variety of Transit Options



What Is TOD?

- TOD provides access to a full range of transportation options:
 - Walking
 - Bicycling
 - Light Rail
 - Bus
 - Automobile
- Transit Stations are at the center of TODs
- The area within ¼ mile (or a five minute walk) of these stations forms the TOD core.

What Is TOD?

TOD Cores feature

- a vibrant mix of uses including:
 - Residential
 - Retail
 - Commercial
 - Institutional
- Thoughtfully designed community spaces
- Exciting, pedestrian friendly areas for live, work and play



What Is TOD?

- The area within $\frac{1}{4}$ to $\frac{1}{2}$ mile (a ten minute walk) from the Transit Stations is the support area for the TOD.
- More residential in character
- Has the role of transitioning between the dense TOD core and the less intense area beyond the TOD boundary



Demand for TOD

- Demographers estimate that as much as 30 percent of the demand for housing is for denser, walkable, mixed use communities
- Currently, less than 2 percent of new housing starts are in this category



Real Estate Investment Adjacent to Transit

- Washington DC, \$15 billion (since 1976)
- Portland, \$3 billion (since the late 70s)
- Dallas, \$1 billion (since 1996)
- St. Louis, \$1 billion (since 1993)
- Charlotte, \$400 million (2000-2003)

The Benefits Of TOD

- Promotes attractive, safe, walkable mixed-use neighborhoods
- Increased value and income for property owners



The Benefits Of TOD

- Expanded markets and increased revenues for businesses
- Enhanced tax revenues for local governments from rising land values
- Increased development and increased business transactions in areas near transit



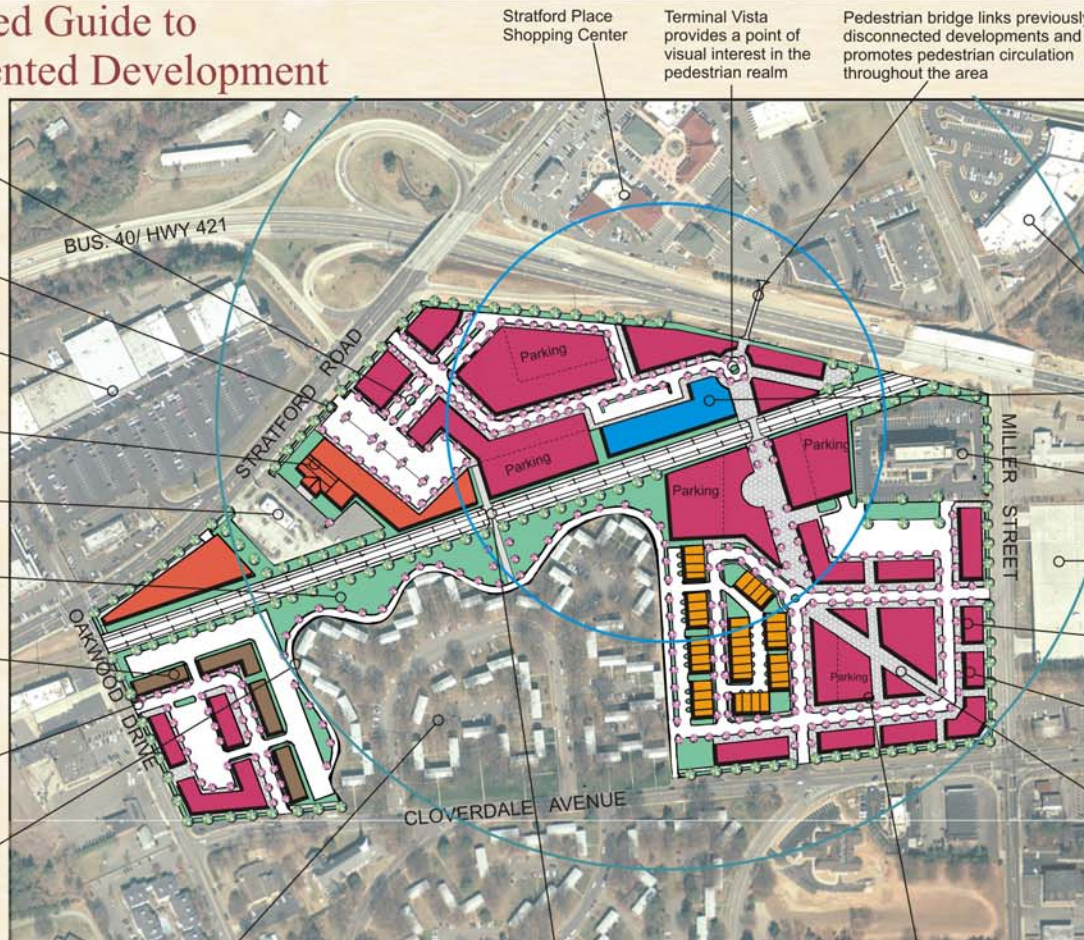
The Benefits Of TOD

- Reduced number of automobile trips generated
- Improved air quality
- Opportunities for neighborhood connections
- Increased sense of community
- Reduced household fuel costs associated with heavy auto use.

A Possible TOD for Winston-Salem

An Annotated Guide to Transit-Oriented Development

- On street parking provides an alternative to the "sea of parking" common in conventional commercial
- Street trees throughout contribute to streetscape
- Thruway Shopping Center
- Existing development incorporated into new TOD
- Krispy Kreme
- Landscaping eases transition between residential and rail
- Apartments face internal streetscape with parking in the rear
- On-street parallel parking and structured parking throughout provide ample opportunities for automobile access
- Alleys provide access to apartment parking



LEGEND

■	Commercial
■	Apartment
■	Townhouse
■	Rail Station
■	Commercial/ Office/ Residential
— (inner)	1/8 Mile (5 Min. Walk)
— (outer)	1/4 Mile (10 Min. Walk)

- Miller Street Market Whole Foods
- Centrally located rail station with mixed commercial, office, and residential uses
- Existing hotel incorporated into new Transit-Oriented Development
- Baptist Hospital
- Density allows for an exciting mix of uses within a ten-minute walk from the rail station
- Dual frontage buildings transition from exterior to interior of the development site
- Internal pedestrian avenue provides visual interest and contributes to urban character

Existing apartments incorporated into new development

Pedestrian bridges provide easy access between residential, mixed use, and rail station

Exterior streetscapes have sidewalks and are linked to the interior streetscapes

For More Information On TOD

- Contact the City-County Planning Board at 336-727-2087
- Visit our website at www.cityofws.org/planning