

# TRANSIT ORIENTED DEVELOPMENT

PROJECT FRAMEWORK PRESENTATION





# WHAT IS TOD?





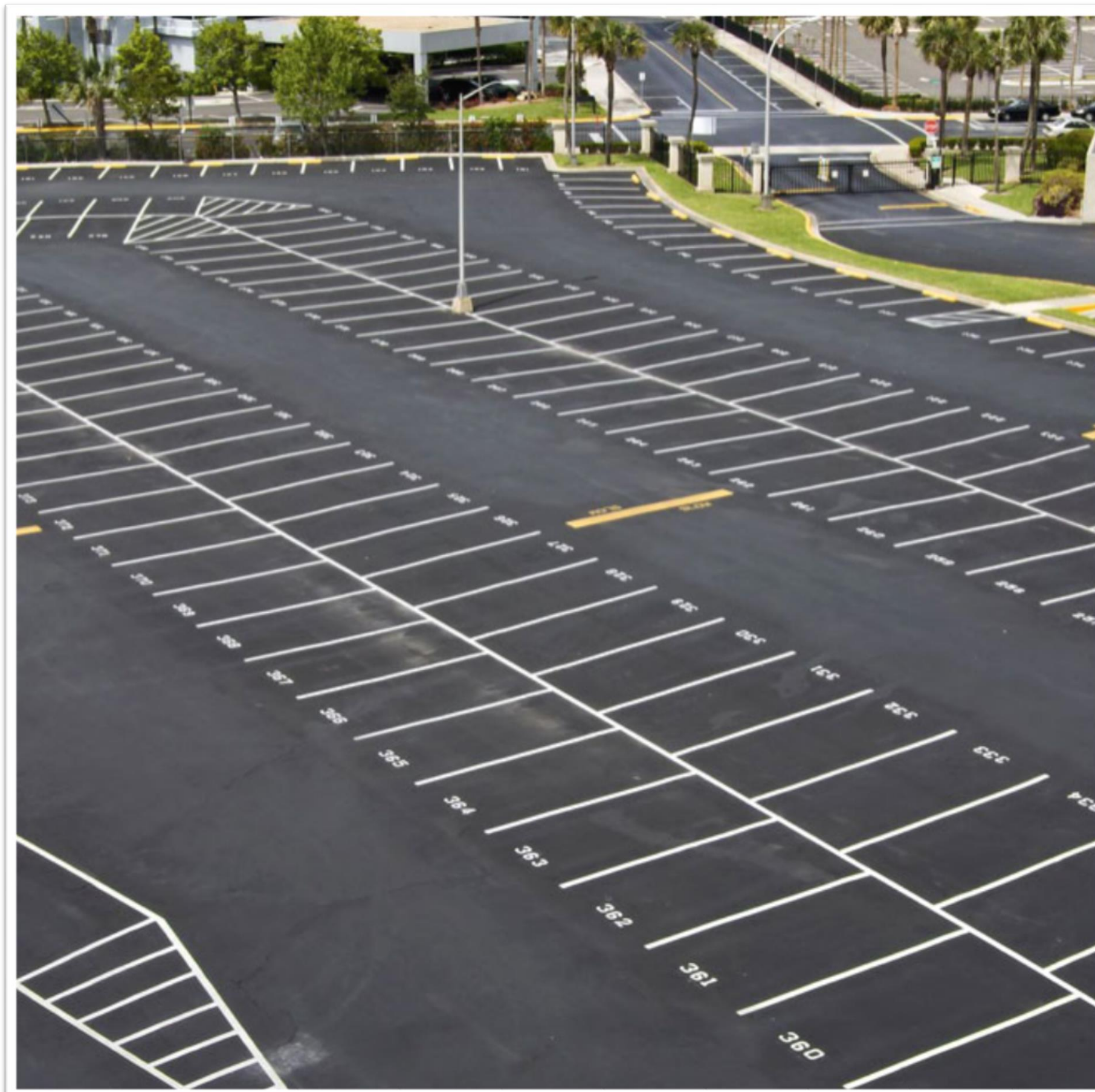
# WHAT IS TRANSIT ORIENTED DEVELOPMENT?

MANCHESTER TRANSIT ORIENTED DEVELOPMENT PLAN

- **Compact,**
  - **Walkable,**
  - **Pedestrian Focused**
- Centered around...**
- **Well-connected street grids**
  - **High-quality mobility systems**



**TYPICAL DEVELOPMENTS RELY  
ON AUTOMOBILE OWNERSHIP  
FOR SUCCESSFUL OUTCOMES**



**TOD DEVELOPMENTS LEVERAGE  
TRANSPORTATION INVESTMENTS  
TO INCREASE HIGHEST/BEST USE**





**Planning for development on a neighborhood scale allows for the consideration of infrastructure that can support car-optional lifestyles.**

## **Benefits of TOD include:**

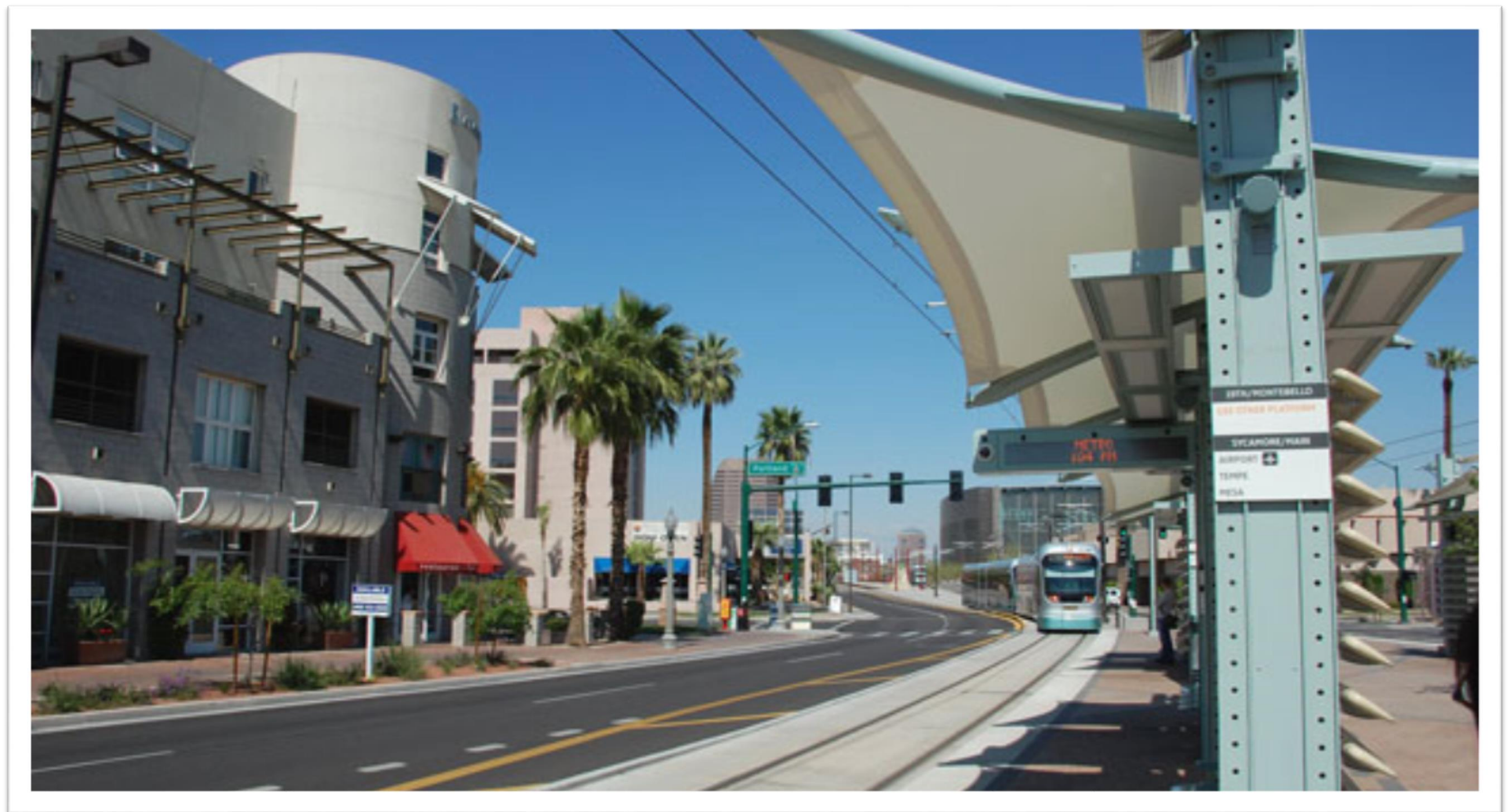
- **Reduced driving = lowered regional congestion.**
- **Walkable communities = healthy and socially enriched lifestyles.**
- **Increased transit ridership = sustainable fare revenue.**
- **Transit investment = increased land value and utilization.**
- **Improved access to jobs = economic opportunities.**
- **Lower HH transportation costs = higher real income.**



**Transit systems that support TOD models vary depending on the local context. Almost any type of transit can support additional development.**

## **Common TOD Transit Systems:**

- **Commuter Rail**
- **Light Rail & Streetcar**
- **Bus Rapid Transit**
- **Bus Systems**
- **Bicycle Lanes**
- **Sidewalks**







**Commuter Rail Station TOD:  
Connecting urban nodes to metro markets**



# Commuter Rail TOD: Connecting mid-size cities to surrounding areas







**Streetcar & Bus Rapid Transit:**  
Connecting commercial cores to surrounding neighborhoods





**Streetcar & Bus Rapid Transit:  
Connecting areas within a central business district**





**Bus Systems:  
Connecting broad areas of a city or region.**





**Bicycle Lanes:**  
Connecting areas approximately 2 miles from transit center



NEW TOD  
MIXED-USE

GROUND-  
FLOOR RETAIL

OUTDOOR  
SEATING

NEW SHARED  
BIKE LANES

STATE  
CINEMA

NORTHILL  
STREET

NEW TOD  
MIXED-USE





# TOD DEVELOPMENT COMPONENTS

MANCHESTER TRANSIT ORIENTED DEVELOPMENT PLAN

**TOD development has a high impact in the areas immediately adjacent to transit infrastructure. Land values generally increase in locations that are walkable to transit services.**





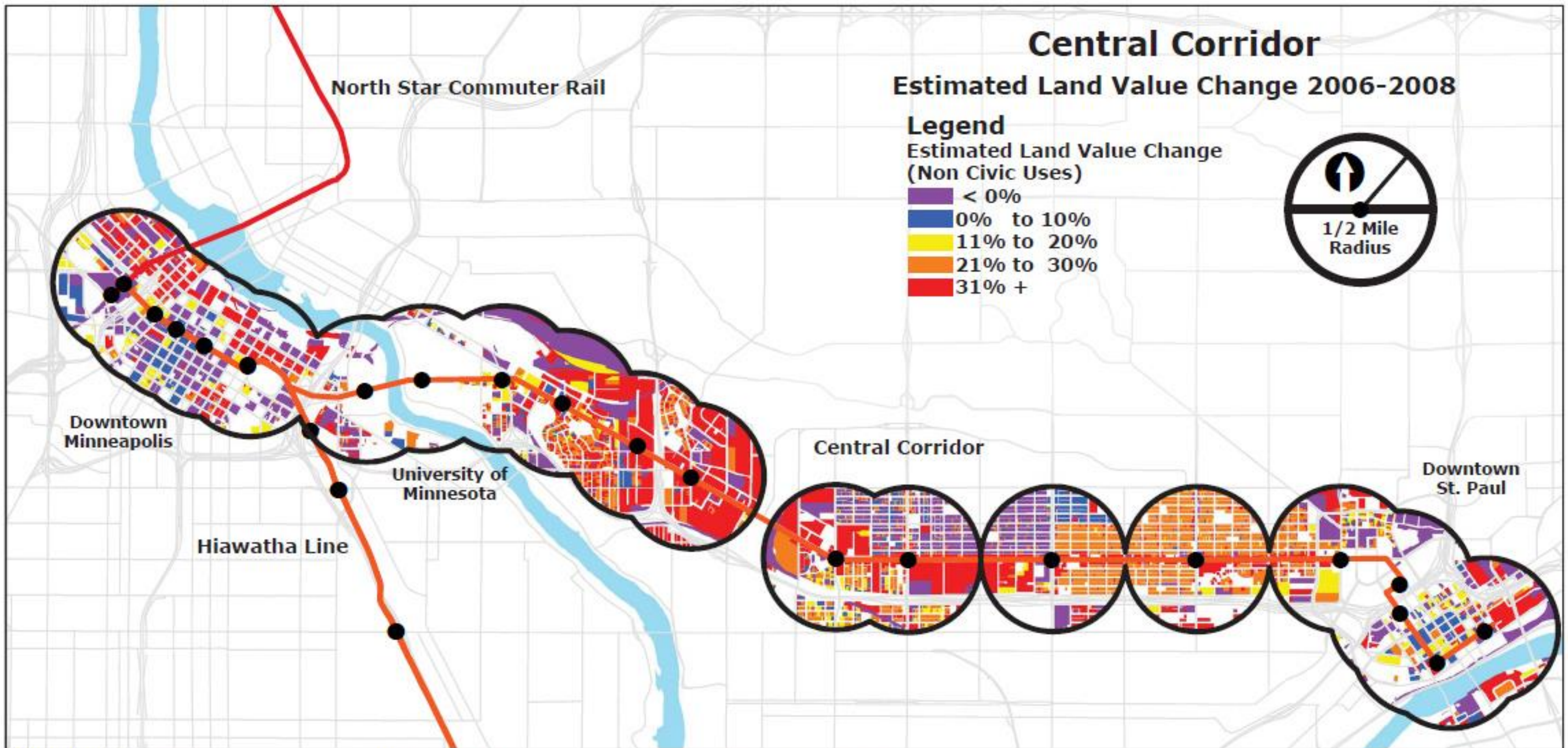
# Central Corridor

Estimated Land Value Change 2006-2008

## Legend

Estimated Land Value Change  
(Non Civic Uses)

- < 0%
- 0% to 10%
- 11% to 20%
- 21% to 30%
- 31% +

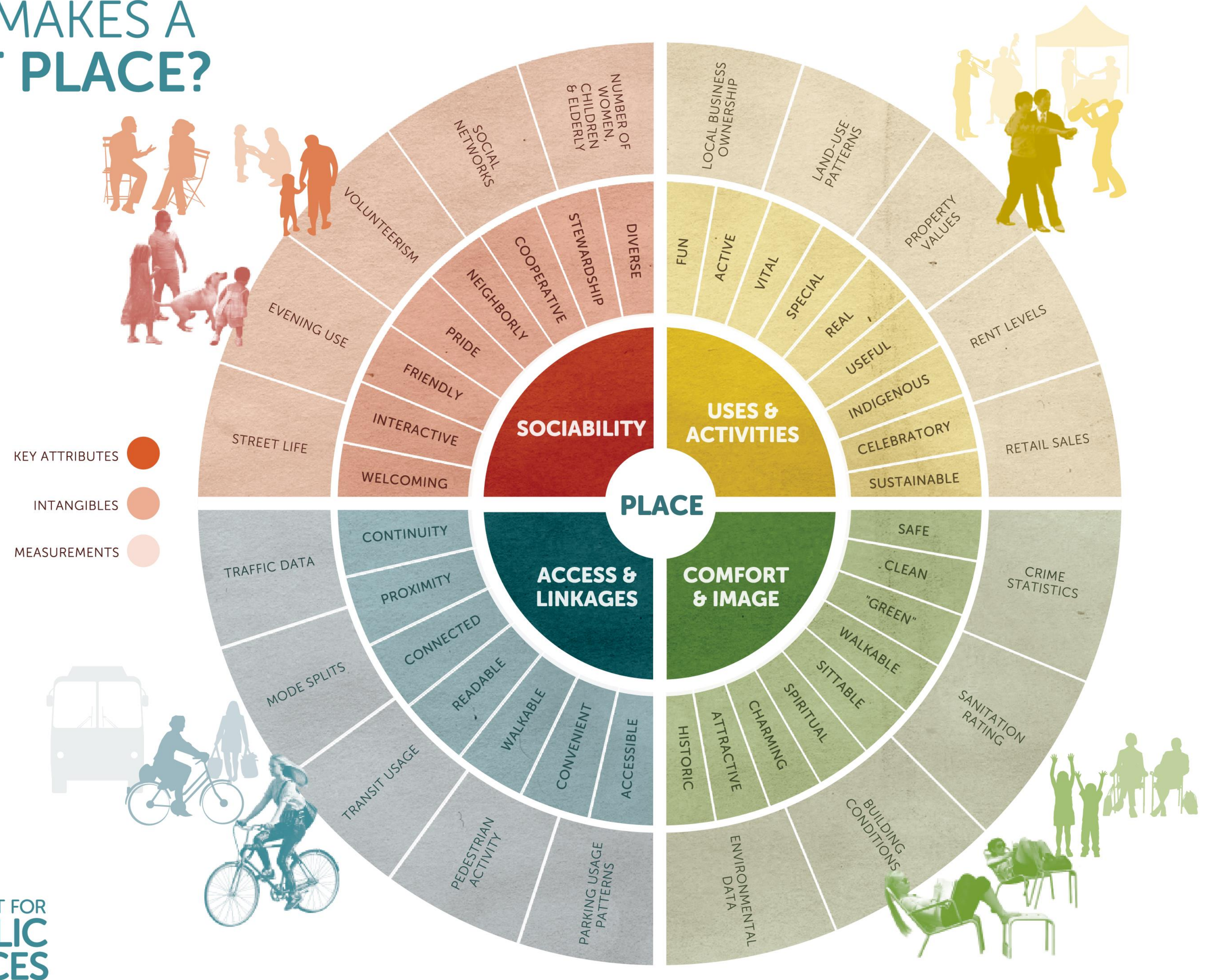




# WHAT MAKES A GREAT PLACE?

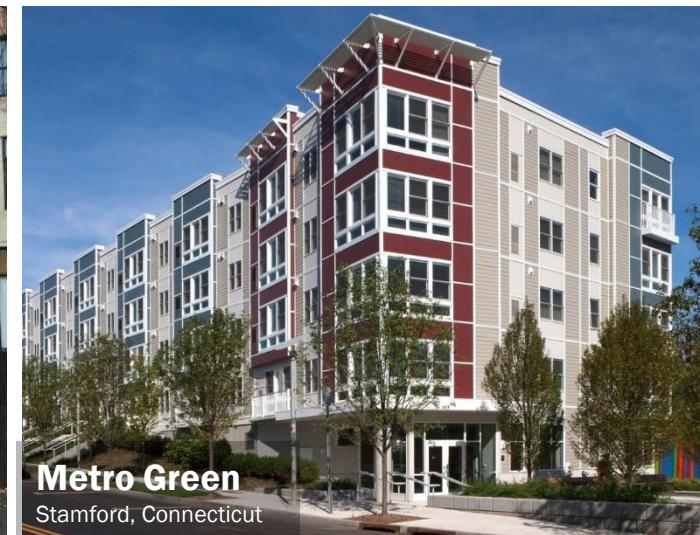
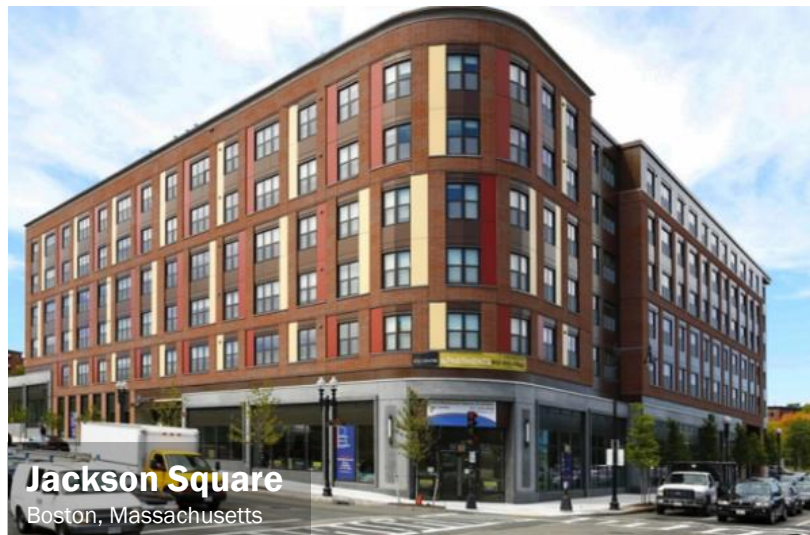
Transit is key to creating new development that moves beyond the limits of the private automobile model of development.

TOD development will allow Manchester to anticipate growth and build a more inclusive place for citizens.





# Successful TOD





# Planning Process

- **Research, assess, and analyze the TOD Study Area provide a foundation for planning our future**
  - Transportation and infrastructure: bike/ped, transit, parking
  - Market conditions
  - Mapping of environmental and historic constraints
- **TOD Scenarios: alternatives that offer choices**
  - Evaluate and identify preferred alternative
  - Implementation: capital improvements plan, financial plan, municipal land use changes
- **Draft and Final Plan**
  - Public feedback, comment, and adjustment
  - Take to City for adoption, used by SNHPC and others in pursuing funding opportunities for capital improvements





# Study area

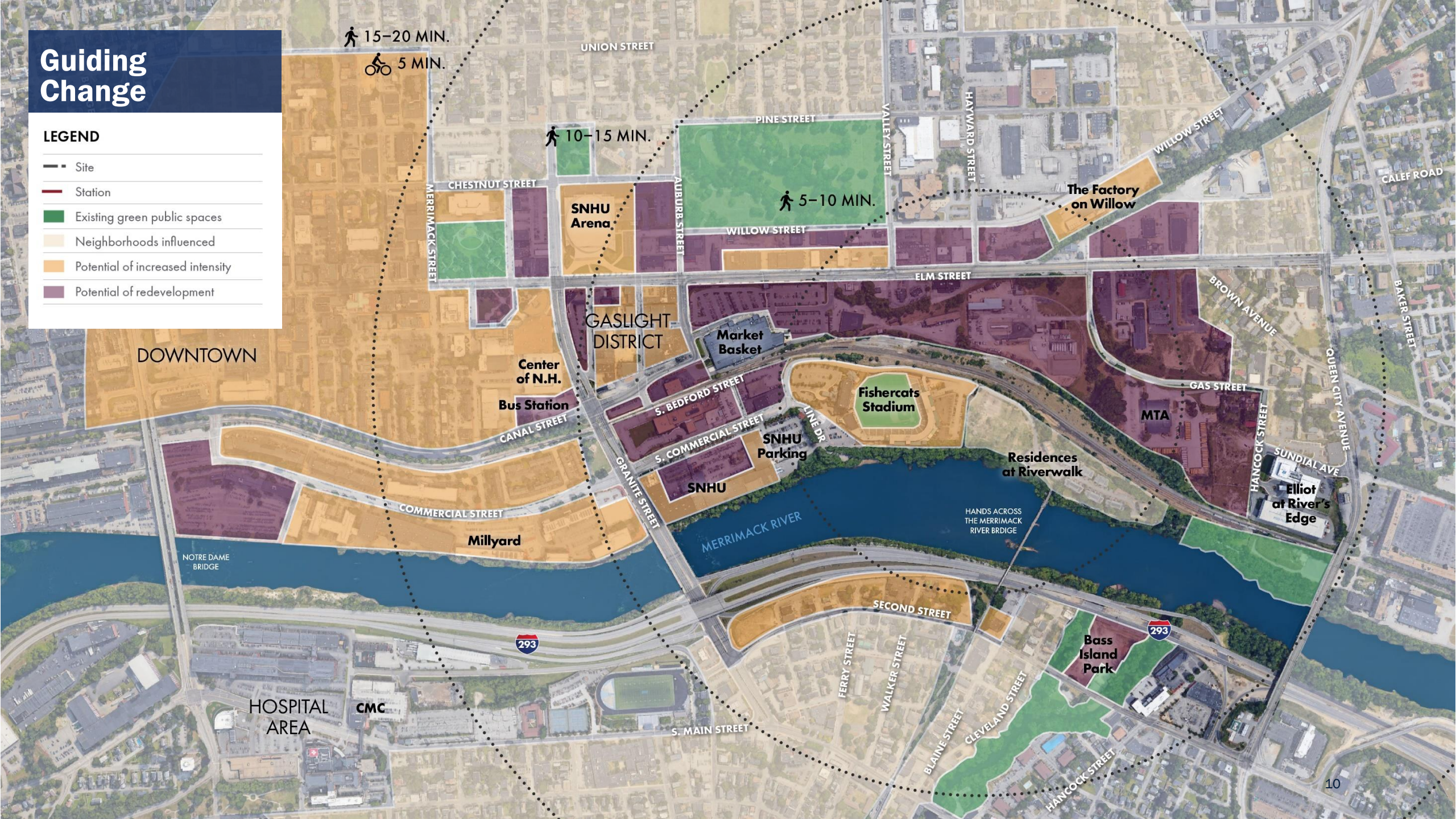




# Guiding Change

## LEGEND

- Site
- Station
- Existing green public spaces
- Neighborhoods influenced
- Potential of increased intensity
- Potential of redevelopment

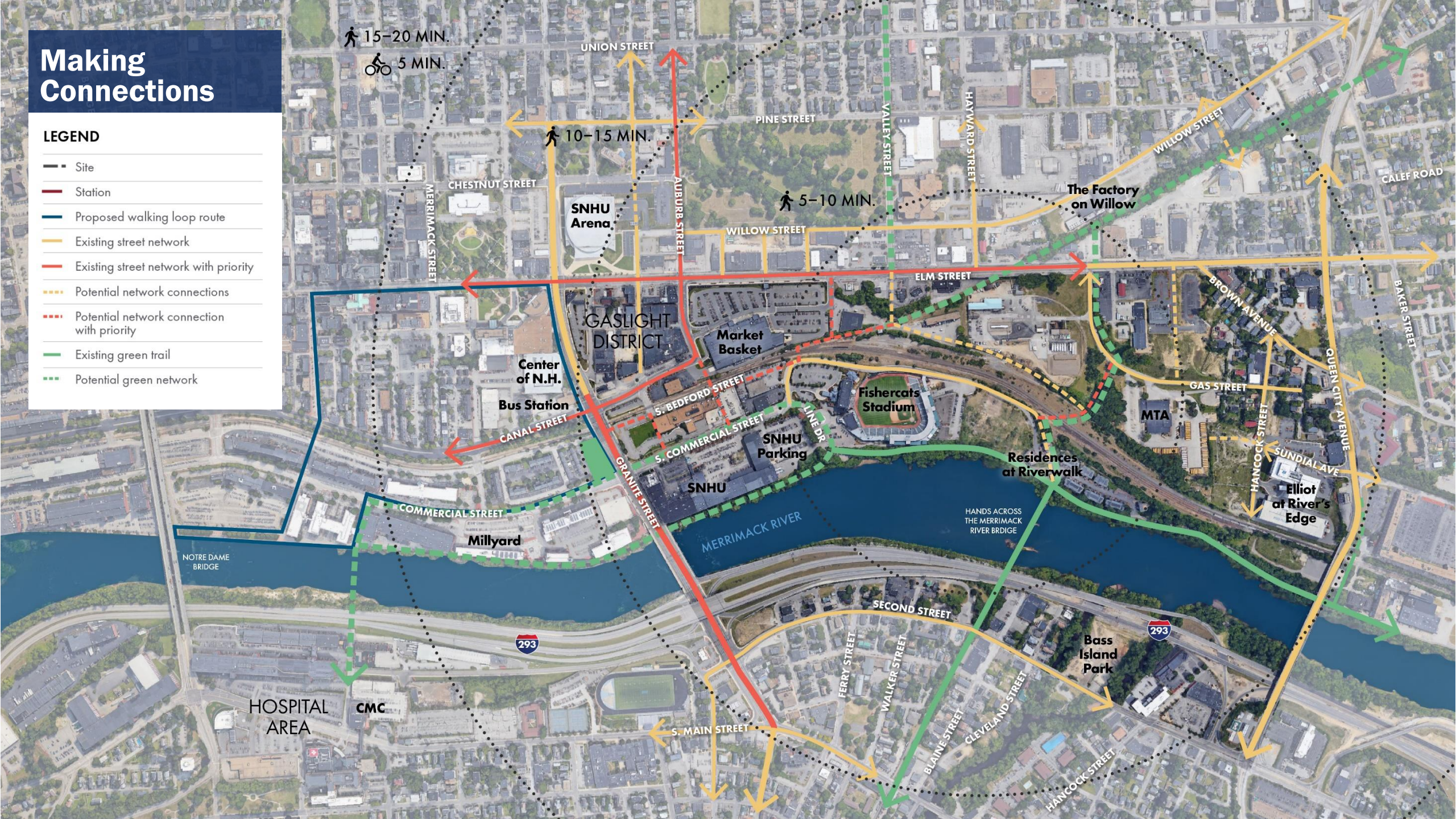




# Making Connections

## LEGEND

- Site
- Station
- Proposed walking loop route
- Existing street network
- Existing street network with priority
- Potential network connections
- Potential network connection with priority
- Existing green trail
- Potential green network

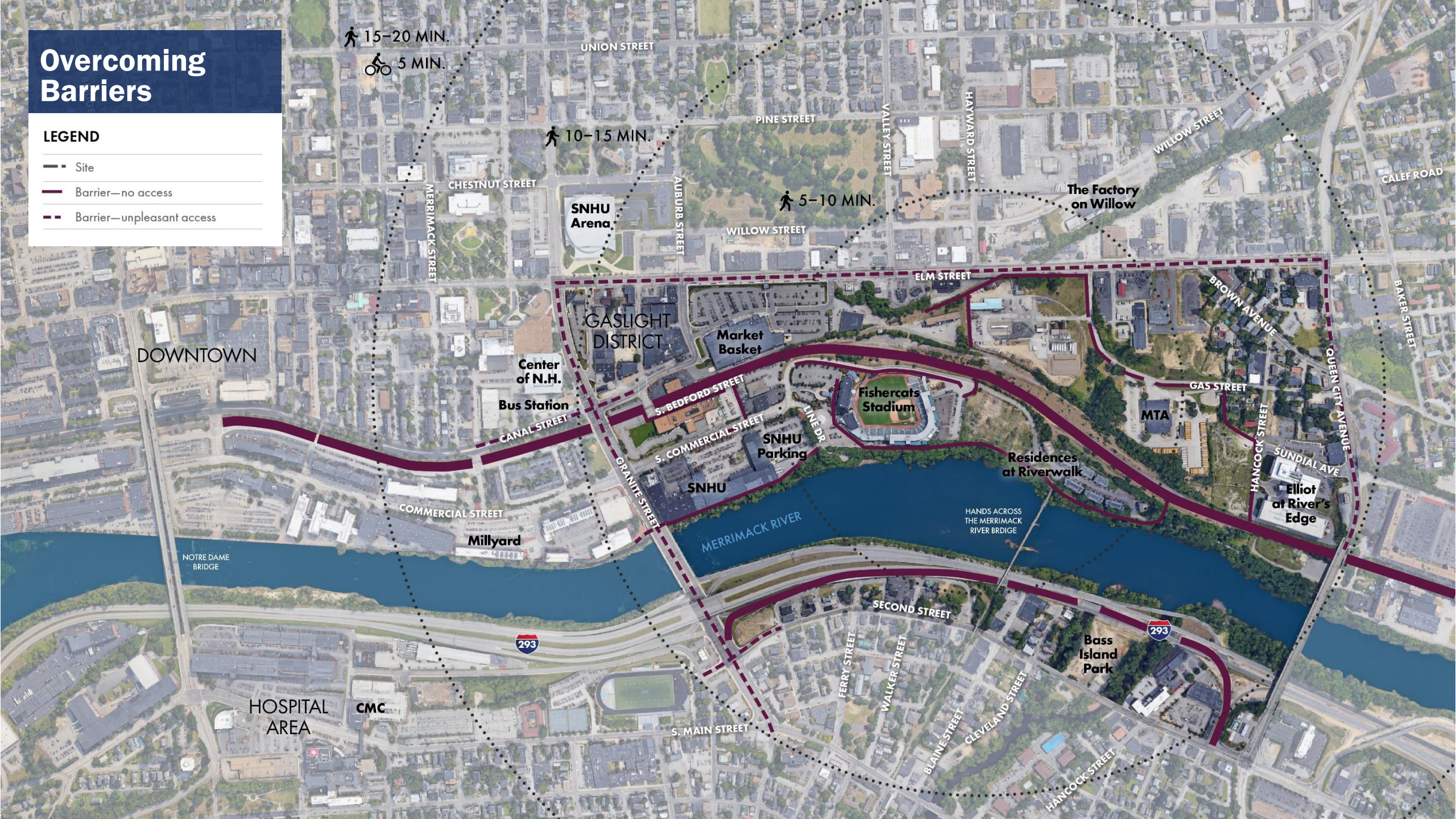




# Overcoming Barriers

## LEGEND

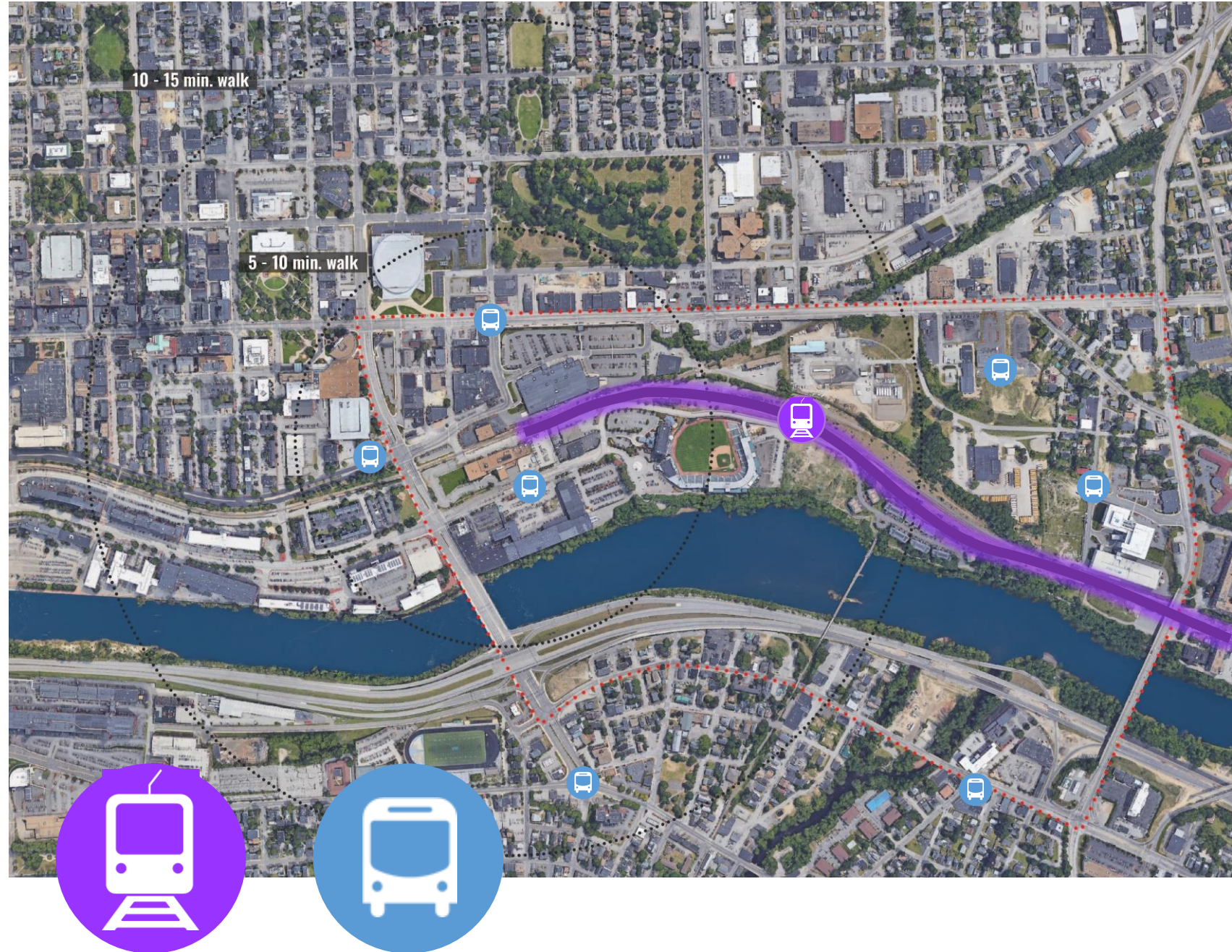
- Site
- Barrier—no access
- Barrier—unpleasant access





# Make smart investments in transit

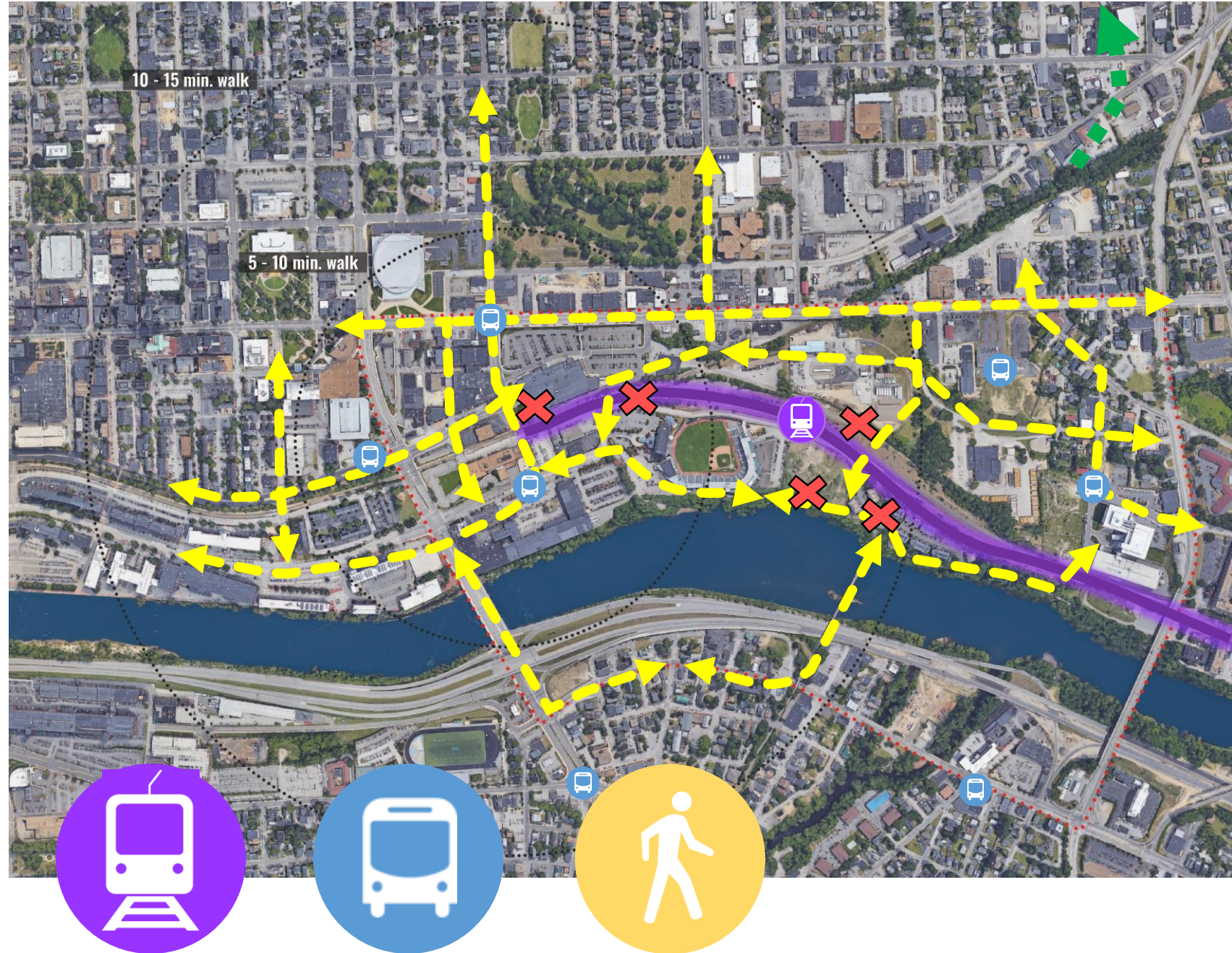
- Existing services
- Future services
- Connecting modes for transfers





# Prioritize excellent pedestrian infrastructure

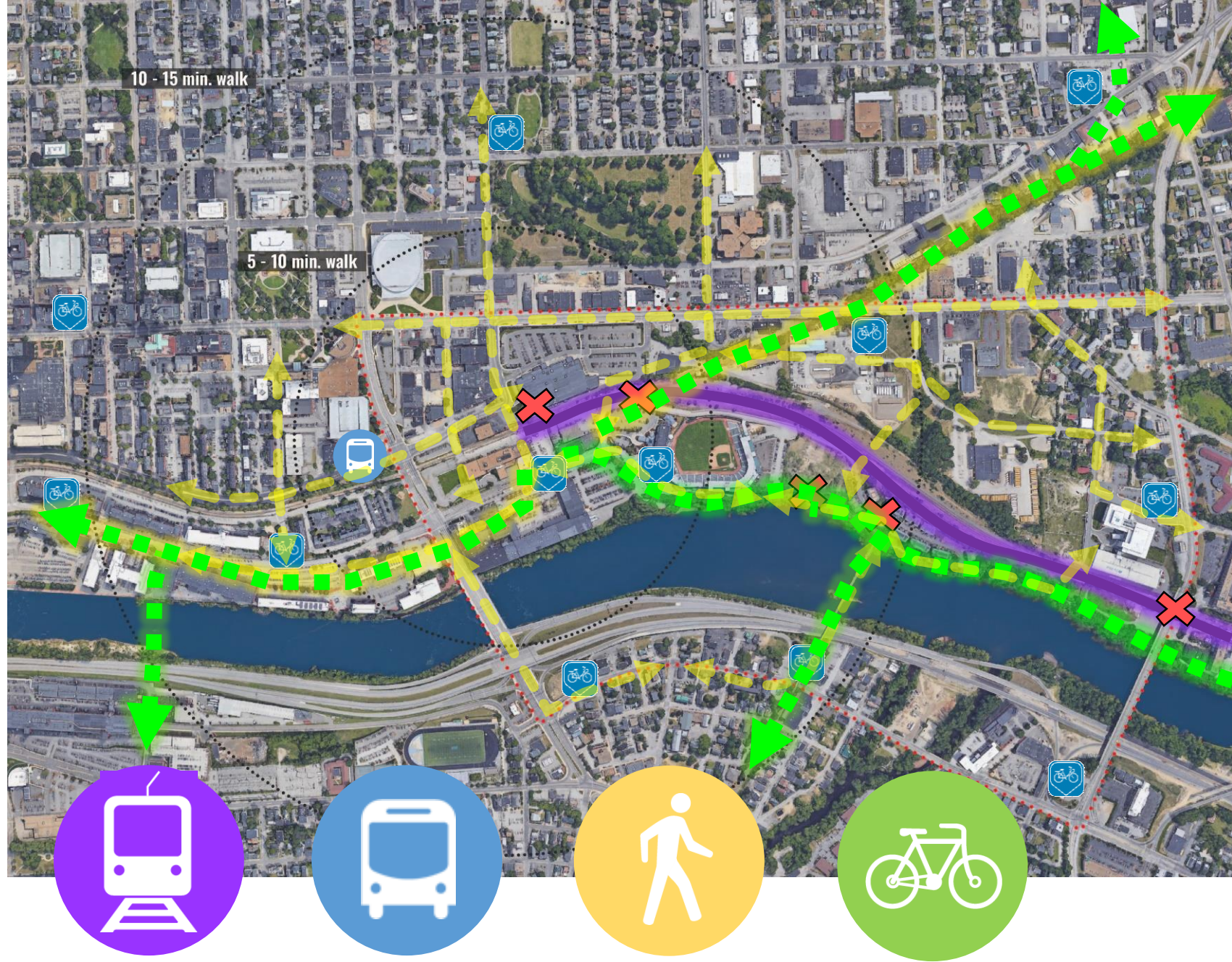
- Connectivity
- Accessibility
- Crossing the tracks





# Build on key bike connections

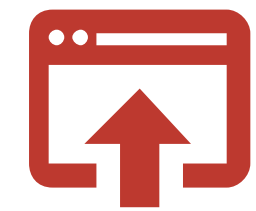
- First/last mile
- Recreation and trail-oriented development
- Innovative mobility





# PLANNING EFFORT FRAMEWORK

MANCHESTER TRANSIT ORIENTED DEVELOPMENT PLAN



**1. BUILD WEBSITE**  
& Gather Public Comment



**2. GATHER INPUT**  
& Define Potential Barriers



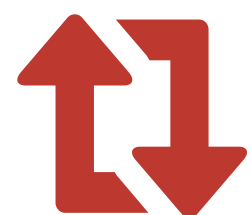
**3. OBTAIN DATA**  
& Verify Local Conditions



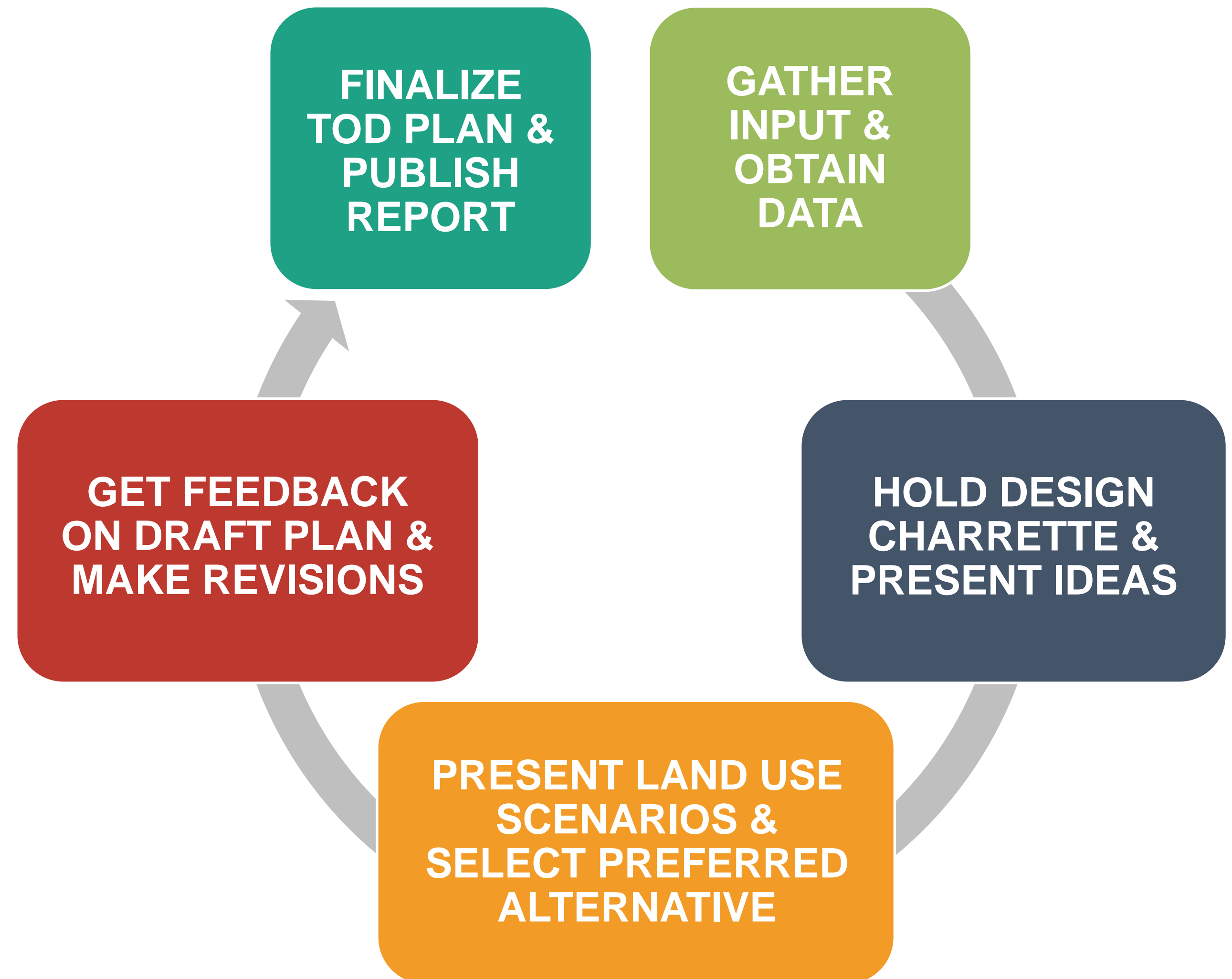
**4. DESIGN CHARRETTE**  
& Gather Feedback on Ideas



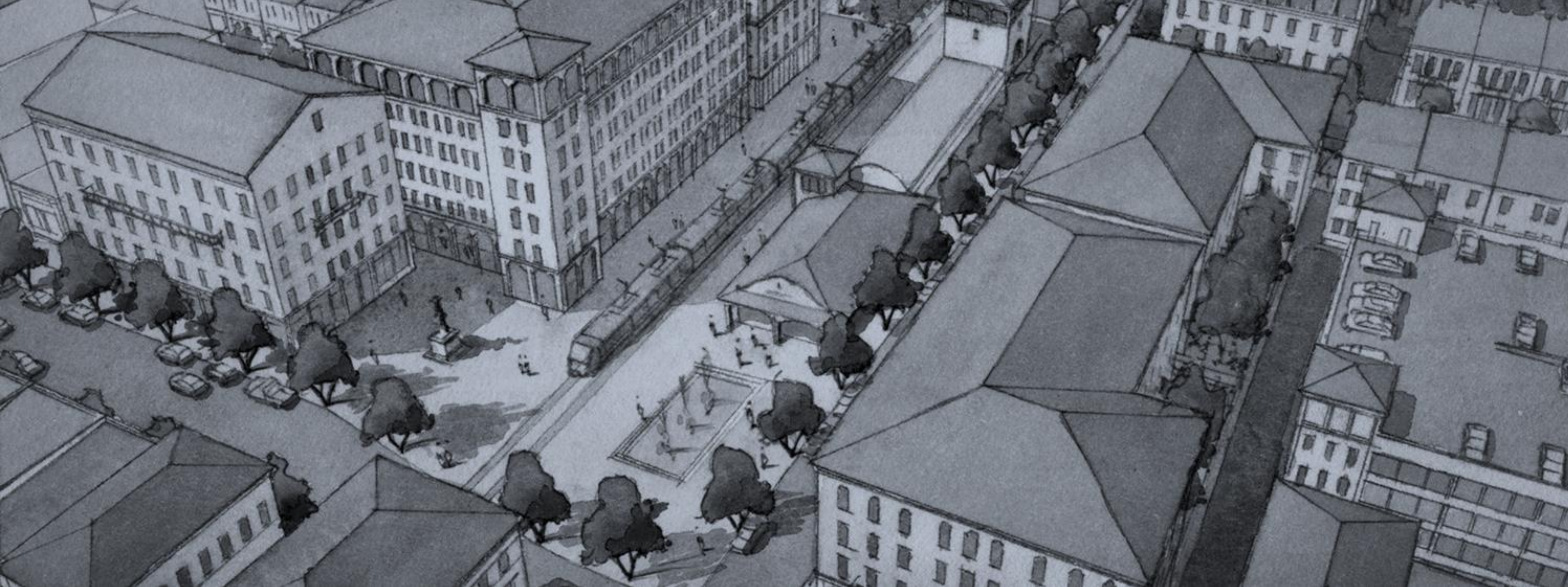
**5. PRESENT SCENARIOS**  
& Identify Preferred Alternative



**6. GATHER FEEDBACK**  
& Gather Public Comment







# JAMES M. VAYO, AICP

## PROJECT MANAGER



Mail

438 Dubuque Street  
Manchester, NH 03102



Phone

Office: 603.669.4664



Email / Website

[jvayo@snhpc.org](mailto:jvayo@snhpc.org)

[www.snhpc.org](http://www.snhpc.org)

