A Regional Transit-Oriented Development Market Analysis

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New Partners for Smart Growth Conference, February 4, 2012
• Common regional brand
• 2nd largest New England labor market
• 32 colleges and universities
• 120,000 students
Knowledge Industry Employment

1. Aerospace/Defense
2. Colleges-Universities
3. Health care
4. Information Technology
5. Insurance/Financial
6. Life Sciences-Biotech
7. Medical Devices Manufacture
8. Precision Manufacturing
9. Tourism
New Haven-Hartford-Springfield Commuter Rail (NHHS)

- 30 trains/day (12 today)
- Shuttle to BDL airport
- 8 stations
- 2014 service
- Connects to Hartford-New Britain Busway
Hartford-New Britain Busway

- 9.4 mi
- 11 Stations (incl. Union Station)
- 5 feeder bus routes
- Service in 2014
Massachusetts Amtrak Realignment

- Cuts travel time 1/3
- 4 stations in Mass.
- Existing bus link to UMass/Amherst
- Service in 2013
# Knowledge Corridor Transportation Investments (5-year horizon)

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vermont Rail Improvements</td>
<td>$65 M</td>
</tr>
<tr>
<td>Mass. Amtrak Connecticut River Line Restoration</td>
<td>$73 M</td>
</tr>
<tr>
<td>Springfield Union Station</td>
<td>$74 M</td>
</tr>
<tr>
<td>New Haven-Hartford-Springfield Commuter Rail</td>
<td>$647 M</td>
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<tr>
<td>Hartford-New Britain Bus Transitway</td>
<td>$567 M</td>
</tr>
<tr>
<td>Hartford Union Station</td>
<td>TBD</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1.4 Billion</strong></td>
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TOD Market Analysis

Station Locations

Key Questions
- Leverage private investment
- Sustainability
- Spatial considerations
- Workforce need
- Cross regional planning

- Major station
- Passenger rail station
- BRT station
TOD Market Analysis

*Establishing expectations for growth*

- **Scale 1: Regional** market strengths/weaknesses
- **Scale 2: Corridor** blend of development and housing
- **Scale 3: Station-area** investment potential

Outcomes:
- Clear investment expectations for private developers
- Clear recommendations for public policy makers
Scale 1: Regional

- Demographic growth/change
- Workforce
- Transportation needs
- Inter-industry trading and clustering
- Growth potential for all industries
- Preferences for urban living
Scale 2: Corridor

Estimates of population, commercial and industrial growth

Latent demand for housing in areas considered walkable

Location Efficiency: Effective blend of development types
Scale 3: Station Areas

- Site-specific investments/catalytic opportunities
- Reuse or repurposing of existing property
- Zoning constraints
- Parking
- Likely future trends
- Dislocation avoidance

*Graphic: City of Holyoke, 2010 Urban Renewal Plan*
Stakeholder Participation

- Developers and property owners
- Traditionally under-represented businesses and residents
- Regional economic development entities
- Municipal economic development agencies
- Housing developers
- Transportation providers
www.sustainableknowledgecorridor.org
## Next Steps

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Description</th>
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<tbody>
<tr>
<td>Spring 2012</td>
<td>TOD outreach/data gathering</td>
</tr>
<tr>
<td>Fall 2012</td>
<td>TOD Analysis and recommendations</td>
</tr>
<tr>
<td>January 2013</td>
<td>Final TOD Market Analysis report; plans for catalytic projects produced</td>
</tr>
<tr>
<td>February 2014</td>
<td>Regional Action Plan for Bi-state Knowledge Corridor Region</td>
</tr>
</tbody>
</table>
New England’s Sustainable KNOWLEDGE CORRIDOR
Our region. Our future.

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