CONTENTS

INTRODUCTION

PILOT TOD ZONES
  TOD-1 DOWNTOWN ZONE EXAMPLE (CLINTON SQUARE)
  TOD-2 MIXED-USE NEIGHBORHOOD ZONE EXAMPLE (QUAIL)
  TOD-3 COMMERCIAL CORRIDOR EXAMPLE (NORTH ALLEN)

TOD GUIDEBOOK
  ZONING DISTRICT INCENTIVES
  OFF-STREET PARKING INCENTIVES
  DESIGN GUIDELINES
  FINANCIAL INCENTIVES
# TOD Guidebook

## Component Framework

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN STANDARDS</td>
<td>OTHER INCENTIVES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incentivize Shared and Off-site Parking</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Parking Maximums</td>
<td>Establish Grant Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish Parking Access Restrictions</td>
<td>Require Articulation of Massing and Form</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Pedestrian and Bike Enhancements</td>
<td>Require Occupancy of Street Frontage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Transit Station Integration</td>
<td>Require Configuration of Mixed Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Open Space Provision</td>
<td>Require Anchoring Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Define Complete Street Hierarchy</td>
<td>Define Building Entry Orientation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Require Enhanced Pedestrian Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote Transit Credits</td>
<td>Promote a Complete Street Hierarchy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invest in Infrastructure and Streetscape</td>
<td>Offer Property Tax Abatement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offer Expedited Permitting and Approvals</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote Financing Multiple Uses</td>
<td>Establish Grant Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Define Building Location and Orientation</td>
<td>Require Enhanced Pedestrian Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Promote Transit Credits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Define Street Hierarchy</td>
<td>Invest in Infrastructure and Streetscape</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Offer Property Tax Abatement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote a Complete Street Hierarchy</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote Financing Multiple Uses</td>
<td>Establish Grant Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Define Building Location and Orientation</td>
<td>Require Enhanced Pedestrian Connections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Promote Transit Credits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote a Complete Street Hierarchy</td>
<td>Invest in Infrastructure and Streetscape</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offer Property Tax Abatement</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish Grant Programs</td>
<td>Promote Financing Multiple Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Promote Transit Credits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote a Complete Street Hierarchy</td>
<td>Invest in Infrastructure and Streetscape</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offer Property Tax Abatement</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish Grant Programs</td>
<td>Promote Financing Multiple Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Require Enhanced Pedestrian Connections</td>
<td>Promote Transit Credits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote a Complete Street Hierarchy</td>
<td>Invest in Infrastructure and Streetscape</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offer Property Tax Abatement</td>
<td>Establish Targeted Loan Funds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish Grant Programs</td>
<td>Promote Financing Multiple Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FUTURE TOD OVERLAY ZONE CHECKLIST

CHECKLIST FOR FUTURE TRANSIT-ORIENTED OVERLAY ZONES

The following checklist has been prepared to evaluate transit-rich locations within the City of Albany for the purpose of creating additional transit-oriented overlay zones. The following checklist should be used to evaluate other potential locations within the City that may benefit from an adjustment in zoning. Upon evaluation of a potential location that could benefit from transit-oriented development, the City of Albany Transit Oriented Development (TOD) Guidebook and model TOD Overlay District should be used as a guide and framework for developing the characteristics of future zones. Future zones will need to be tailored to the unique characteristics and needs of each individual location.

A. Evaluate locations in the City well-served by transit (require at least one of the following, more than one is preferred):

Is the location on a current or future Bus Rapid Transit (BRT) line? □ Yes □ No
Is the location at the hub of several important bus routes? □ Yes □ No
Is the location at a hub of intercity travel? □ Yes □ No

B. Evaluate existing zoning (require at least one of the following, more than one is preferred):

Are there multiple existing zones within a 1/4 mile walking radius of the station? □ Yes □ No
Do the dimensional characteristics of the existing zones not allow mid- to high-density mixed-use development? □ Yes □ No
Do the existing zones allow or encourage automobile-oriented development through allowed uses and parking requirements? □ Yes □ No

C. Evaluate the location in the context of larger City patterns and plans (require at least four of the following):

Is the location in an existing district or neighborhood that needs an enhanced center of activity and services? □ Yes □ No
Does the location include vacant parcels, buildings or other indications of potential need for change and investment? □ Yes □ No
Does the location have the ability to attract new residents and development? □ Yes □ No
Would existing residents and businesses be generally supportive of future changes? □ Yes □ No
Does enhanced walkability and activity at this location support the vision of the Albany 2030 Comprehensive Plan? □ Yes □ No
Would this transit-oriented district offer a unique distinction from other transit-oriented districts that have been implemented? □ Yes □ No
ZONING INCENTIVE
MODIFY MAXIMUM BUILDING HEIGHT

DESCRIPTION
At strategic locations, the maximum building height of the underlying zones can be increased to be consistent with building heights that are associated with a higher-density, mixed-use, pedestrian-oriented transit node. Alternatively, minimum building heights could be established to encourage an increase in building height. An increase in the allowable building height increases the buildable area, allowing a greater square footage of residential and commercial space to be built adjacent to transit. The building height increase could be established as-of-right near transit, or be used as an incentive for specific types of redevelopment.

EXAMPLE
In Pittsburgh, Pennsylvania, proximity to a major transit facility, that includes a bus rapid transit station, allows for greater maximum building heights in one of the City’s mixed-use zoning districts. Heights can be increased by 15 feet or one story if the building is located within 1,500 feet of a major transit facility.

GENERAL APPLICABILITY IN ALBANY
Locations near transit nodes where existing maximum building heights of 35 feet are inconsistent with higher-density development.

ADVANTAGES
- Allows increased entitlements and adds ability to increase density at transit nodes
- Contributes to a sense of place and character

DISADVANTAGES
- Decreases likelihood for future change once built
DESCRIPTION

At strategic locations the maximum lot coverage of the underlying zones can be increased to encourage higher-density, pedestrian-friendly development in transit nodes. An increase in the allowable lot coverage increases the buildable area, allowing a greater square footage of residential and commercial space. A higher lot coverage also creates more flexibility in the deployment and orientation of buildings on the site, creating more opportunity for buildings occupying the street frontages and site edges in lieu of filling the site with parking.

EXAMPLE

The City of Taunton, Massachusetts established a TOD overlay district to allow transit-oriented redevelopment around an existing bus terminal and proposed light rail station. The overlay district increases the maximum lot coverage from as low as 20 or 40 percent in the underlying industrial, urban residential and business districts to 85 percent. (This example is from a community that does not have Bus Rapid Transit)

GENERAL APPLICABILITY IN ALBANY

Locations near transit nodes where existing maximum lot coverages of 35% and 75% for residential projects are inconsistent with the goal of increasing residential populations with access to transit options.

ADVANTAGES

- Allows increased entitlements and adds ability to increase density at transit nodes
- Contributes to a sense of place and character
- Decreases unused portions of parcels

DISADVANTAGES

- Decreases buffers between properties
Residential density in transit nodes can be increased by reducing the amount of required land area per dwelling unit. Existing residential requirements such as row housing with a minimum 1,260 square feet required land area per dwelling unit or 1,000 square feet required per apartment unit constrain the housing supply and limit the availability of housing choices. By decreasing such requirements more flexibility is provided in the development of variations in housing types.

**EXAMPLE**

The TOD Design Guidelines in San Diego, California, set out minimum residential densities that differ depending on whether a TOD is located in an urban or neighborhood area. For example, the minimum residential density for neighborhood TOD’s is 12 units per acre, while it is 18 units per acre for urban TOD’s. *(This example is from a community that does not have Bus Rapid Transit)*

**GENERAL APPLICABILITY IN ALBANY**

Residential zones in transit nodes.

**ADVANTAGES**

- Allows increased entitlements to incentivize development of multifamily projects
- Helps support services and amenities
- Encourages transit ridership
- Increases ability to provide a variety of housing types and create affordable housing

**DISADVANTAGES**

- Can result in perceptions of overcrowding (streets, schools, etc.)
The permitted uses in an underlying zone can be amended to allow a more full range of transit-supportive uses or complementary mix of uses. Transit-supportive uses can include neighborhood-serving retail shops or high pedestrian generators, such as personal services that foster opportunities for multi-purpose transit trips. Allowing a broader range of multifamily housing options as a principal permitted use would increase housing choice and add residents near transit.

**EXAMPLE**

The City of Taunton, Massachusetts created a TOD overlay district to allow transit-oriented redevelopment around an existing bus terminal and proposed light rail station. The overlay district allows by right many uses - such as multifamily housing, banks, eating establishments and museums - that are prohibited or only allowed by special permit in one or more of the underlying zones. The underlying zones include industrial, urban residential and business districts. *(This example is from a community that does not have Bus Rapid Transit)*

**GENERAL APPLICABILITY IN ALBANY**

All transit nodes where a specific use or mix of uses (all types of residential and retail) shall be allowed as a principal permitted use.

**ADVANTAGES**

- Encourages uses that support transit use
- Allows for a mix of activities that create a vital transit node

**DISADVANTAGES**

- Can result in the displacement of existing uses
ZONING INCENTIVE
INCENTIVIZE MIXED USES

DESCRIPTION

Zoning can be amended to allow desired uses that are currently prohibited in transit nodes. For example, residential uses can be added to commercial zones, and vice versa. Additionally, zoning can also allow or encourage a mix of uses, which encourages diverse activities on the same parcel or within the same building in transit nodes. This diversity of uses also creates opportunities for sharing parking resources that may be needed by varying uses at different times of the day.

EXAMPLE

The City of Cleveland, Ohio adopted a Midtown Mixed-Use District that supports the Greater Cleveland Regional Transit Authority’s Bus Rapid Transit (HealthLine) route on Euclid Avenue. In the district, residential projects in the Euclid Avenue Corridor are required to include at least 60 percent of the ground floor area as retail, day care or another similar use.

GENERAL APPLICABILITY IN ALBANY

Transit nodes in which a compact walkable district would benefit from a vibrant mix of uses and an active ground floor.

ADVANTAGES

• Strengthens the economic vitality of an area
• Can encourage walking and bicycling and discourage vehicle trips
• Creates conveniences for transit riders and others and promotes active street life

DISADVANTAGES

• Can result in the displacement of existing uses
• Can complicate redevelopment projects in terms of layout and financing
• Visibility of older uses behind new street-fronting buildings will lose some exposure to street traffic

Requiring or incentivizing a mix of uses increases the opportunity for a vibrant place that contributes to active and walkable transit.
ZONING INCENTIVE

INCENTIVIZE RESIDENTIAL CONVERSION

DESCRIPTION

Additional entitlement increases such as added building height or reduced parking requirements can be provided to encourage industrial or other uses that do not take advantage of a transit-oriented location to convert to residential uses in identified transit nodes. Another incentive may include relocation assistance for active industrial uses to a more appropriate location within the City.

EXAMPLE

The City of Los Angeles, California encourages adaptive reuse projects in its Avenue 57 Transit Oriented District by providing several incentives such as a density bonus and exclusion from open space requirements. Adaptive reuse projects include the conversion of an existing commercial use into dwelling units, guest rooms, or joint live/work quarters in all or portions of the existing building.

GENERAL APPLICABILITY IN ALBANY

Transit nodes that include existing light industrial uses and underused parcels. Vacant properties that are currently zoned as light industrial, or brownfield sites.

ADVANTAGES

- Promotes adaptive reuse of existing structures
- Increases entitlements and adds ability to increase density
- Eliminates disruptions to a compact and active pedestrian-oriented transit area

DISADVANTAGES

- Results in the displacement of existing uses
Entitlement increases - typically density bonuses and increases in height - can be provided in amended zoning to encourage desired uses in transit nodes. For example, increases in building height could be allowed with entertainment uses if they were desired in a downtown destination area. Or hotel uses could be incentivized in a transit node near the proposed convention center.

The City of Redmond, Washington provides incentives for the inclusion of hotels or conference center buildings in TOD’s, which must be located within 2,500 feet of a transit station served by light rail, bus rapid transit or other transit service. Specifically, the Overlake Design District - which covers the urban center of the Overlake neighborhood - provides two additional stories for TOD’s with full-service hotel/conference center buildings.

Specific targeted areas in the City where a strategic clustering of uses would benefit the district.

- Allows increased entitlements
- Adds ability to increase density in transit nodes
- Creates a tool by which to encourage subdistricts in the City to grow into a specific character of place or provide a specific type of uses.

Can create inconsistencies in density among neighboring properties.
Parcel assembly can be incentivized through zoning modifications, by associating increased entitlements with a minimum lot size or frontage requirement that is set at a threshold generally larger than a typical parcel within the target area. An increase in allowable dwelling unit density, building height or lot coverage could be made available if a minimum parcel size is assembled.

**EXAMPLE**

The City of Somerville, Massachusetts has established several TOD zoning districts near the site of a proposed light rail station. In the new zoning districts, the City imposed minimum lot areas that range from 15,000 to 50,000 square feet to encourage parcel consolidation. The minimum lot areas can be reduced if an applicant shows, among other things, that good faith efforts to acquire additional land have been made but have been unsuccessful. *(This example is from a community that does not have Bus Rapid Transit)*

**GENERAL APPLICABILITY IN ALBANY**

Specific targeted areas where the small scale of typical parcels would otherwise prohibit redevelopment.

**ADVANTAGES**

- Can encourage development or redevelopment in transit nodes
- Promotes infill development
- Can add the ability to increase densities
- Can result in more flexibility to deploy development in patterns that are desirable

**DISADVANTAGES**

- Can result in the displacement of existing uses
- Can result in imbalance between the relative scale of new development and existing patterns of use
New types of housing can be added to the allowable residential uses in underlying zoning to increase housing opportunity and choice available near transit. For example, artists lofts, live/work spaces, or accessory dwelling units can be allowed in higher-density transit nodes. Specific housing types that are desired in transit nodes can also be incentivized through entitlement increases.

**EXAMPLE**

Sacramento County, California, has TOD Design Guidelines for development on the Trunk Line Network - the region’s express transit system that includes light rail and express buses - or on feeder bus line routes. The guidelines encourage the creation of ancillary “granny” units by providing a density bonus. For example, TOD’s without ancillary units can have densities of 7 to 9 units per acre, while those with ancillary units can have densities of up to 14 units per acre.

**GENERAL APPLICABILITY IN ALBANY**

Transit nodes with an existing or future residential orientation to increase the types of housing available.

**ADVANTAGES**

- Provides housing opportunities and transit access to households of diverse types and incomes
- Takes advantage of the housing characteristics that show strong demand in recent residential market studies for Albany
- Promotes social equity
- Potentially adds ability to increase density

**DISADVANTAGES**

- Can potentially change the character of a neighborhood (e.g., single-family neighborhood)
- Success depends upon the receptiveness of the market to new housing types
Design standards can inform the location of parking associated with redevelopment in transit nodes. Typically, standards encourage parking to be located behind or to the side of buildings as opposed to in front of buildings along the main transit corridor. Guidelines can also promote structured parking that is concealed within a larger building or articulated with facades to blend into the context at transit node locations where the underlying economics would support such an investment.

**DESCRIPTION**

Parking located at the interior of blocks, behind buildings or concealed by landscape buffers provides a more walkable and uninterrupted environment to support transit use.

**EXAMPLE**

The TOD Design Guidelines in San Diego, California recommend that parking lots be located behind buildings or in the interior of a block when possible. The guidelines also stress that parking lots shall not interrupt pedestrian routes or dominate street frontages, and structured parking is encouraged wherever supportable.

**GENERAL APPLICABILITY IN ALBANY**

Specifics may vary by transit node

**ADVANTAGES**

- Minimizes disruption to the pedestrian environment and pedestrian system
- Avoids the creation of gaps in the street wall creating more active walkable districts
- Parking is provided, but does not dominate the character of the environment

**DISADVANTAGES**

- May limit the amount of parking that can be provided in a surface lot on site
- Vehicular access and visibility to the interior of blocks can be more difficult
Current parking ratios for commercial and residential uses may be unnecessarily generous in locations that have accessible transit options. These parking requirements can be reduced to be more consistent with pedestrian-oriented transit nodes in targeted areas resulting in more land area devoted to redevelopment, increasing the residential and commercial space.

**Example**

The City of Cleveland, Ohio adopted a Midtown Mixed-Use District that supports the Greater Cleveland Regional Transit Authority’s Bus Rapid Transit (HealthLine) route. The zoning district reduces by 50 percent the amount of parking required by underlying zoning. In addition, parking for retail uses cannot exceed 100 percent of the city’s usual parking minimums.

**General Applicability in Albany**

Specific targeted areas where reductions in parking may be feasible and increased residential or commercial space is desirable.

**Advantages**

- Promotes transit use, bicycling, walking and other alternative modes to vehicular transportation
- Allows for increased density and more efficient use of land

**Disadvantages**

- Can result in parking congestion if alternative modes of transportation are not available or easily accessible
- Must be balanced with the actual parking needs of the market
Most parking requirements establish minimum parking ratios linked to a particular use. In locations where transit use is encouraged and vehicular use discouraged, parking minimums can be eliminated or parking maximums can be introduced. This maximum amount of parking capacity allowed can address particular sites or be measured as a total within a particular district.

**DESCRIPTION**

As part of San Francisco’s “Transit First” policy, development is only allowed to include parking that is up to seven percent of a building’s gross floor area and new buildings must have an approved parking plan prior to receiving an occupancy permit. Additionally, the city has removed parking minimums in most downtown residential neighborhoods.

**GENERAL APPLICABILITY IN ALBANY**

For locations that are best served by transit and that include a compact network of walkable destinations, parking maximums may be a useful tool.

**ADVANTAGES**

- Provides a cap for the amount of land area that will be devoted to parking
- Encourages sharing of parking resources within a district and more efficiently uses abundant parking capacity

**DISADVANTAGES**

- The development market may not be supportive of parking maximums if a parking shortage is perceived in a certain area
PARKING INCENTIVE

ESTABLISH PARKING ACCESS RESTRICTIONS

DESCRIPTION

Parking access management refers to the location and number of driveways that access parking areas within transit nodes. Design standards typically aim to reduce the number of driveways and to place driveways to the rear or side of buildings as opposed to along the main pedestrian corridor or near intersections. This reduction and consolidation of vehicular access promotes a more continuous and connected pedestrian environment.

EXAMPLE

The Metropolitan Atlanta Rapid Transit Authority has TOD Guidelines that specifically address the location of parking driveways. They recommend that driveways be located on side streets and alleys when possible. Driveways are also discouraged from crossing main pedestrian routes to transit stations. (This example is from a community that does not have Bus Rapid Transit)

GENERAL APPLICABILITY IN ALBANY

Applicable to most locations, specifics may vary by district.

ADVANTAGES

- Avoids disruption to pedestrian and bicycle circulation and access
- May help to establish shared parking resources with shared access points

DISADVANTAGES

- Can make it more difficult for drivers to locate parking
DESCRIPTION

Design standards can address the location and dimensions of parking buffers, which can include landscaped buffers, medians and islands and the design of landscaping in and around parking lots. For example, guidelines can call for planted buffers between parking and streets in transit nodes. Standards can also encourage landscape reserves, which allow developers to set aside land that can be converted into parking if it becomes necessary.

EXAMPLE

The TOD Design Guidelines for Sacramento County, California recommends that all parking lots be screened from streets by non-bermed landscape treatments. This landscaping is intended to screen pedestrians’ views of vehicles, while not impeding the view of retail stores. The TOD Guidelines for the Dallas Area Rapid Transit provides a broad range of landscaping goals and guidelines. One such guideline is to provide internal and perimeter landscaping in parking lots intended to help mitigate the heat island effect and shade the parking spaces particularly when the trees are mature. (These examples are from a community that does not have Bus Rapid Transit)

GENERAL APPLICABILITY IN ALBANY

Applicable to most locations, specifics may vary by district.

ADVANTAGES

- Enhances the pedestrian environment
- Softens the visual impact of parking lots (landscaped buffers)
- Reduces the heat island effect

DISADVANTAGES

- Can add parking construction costs
- Requires maintenance and related costs
DESCRIPTION

Shared parking allows a more efficient use of excess parking capacity by allowing and encouraging the use of the same parking spaces for two or more different land uses at different times. Other options include allowing adjacent parcels to connect and share parking resources, to allow adjacent on-street parking to be counted toward the parking requirements of a project or to allow parking requirements to be met through the provision of off-site parking spaces. Shared parking can also be managed district wide, by calculating actual parking demand for a district and forming agreements between land owners and may include on-street parking provided as well.

EXAMPLE

The City of Cleveland, Ohio adopted a Midtown Mixed-Use District that supports the Greater Cleveland Regional Transit Authority’s Bus Rapid Transit (HealthLine) route. The district allows for shared parking. Specifically, accessory off-street parking spaces can be jointly used by two or more uses on the same lot or parcel.

GENERAL APPLICABILITY IN ALBANY

Locations well-served by transit that have excess parking capacity as a district and specific parcels that have parking deficiencies.

ADVANTAGES

- Reduces the overall amount of parking required
- Promotes more efficient use of land
- Encourages alternative modes of transportation

DISADVANTAGES

- Requires careful coordination among uses (often through agreements)
Design standards can define building orientation on a site. The most advantageous building orientation for TOD is typically to define street edges with buildings. This is particularly important along the transit corridor. Building location and orientation may also describe the relationship and configuration of certain uses to the site, street and open spaces.

**Example**

The City of Pleasanton, California adopted TOD Standards and Design Guidelines to help shape the development of three vacant sites near a train station. The guidelines recommend that buildings face public and internal streets and paths when possible. The intent is to create an attractive environment for residents and visitors, while ensuring addresses are clearly identifiable. (This is not a BRT community.)

**General Applicability in Albany**

Locations in which definition of streets and the public realm will contribute to a pedestrian-friendly environment and encourage walkability and active districts near transit stations.

**Advantages**

- Enhances the pedestrian environment
- Contributes to the sense of place
- Creates visual continuity
- Shapes the public realm

**Disadvantages**

- May create awkward adjacencies as a district transitions from deep building setbacks
Design standards can establish the minimum requirements for the modulation of building facades and roof forms to provide interest and variation that is appropriately scaled to a transit node. The standards can be context based or based upon a shared vision for how a place should develop over time. Articulation of building massing can be addressed through building stepbacks, height-to-width ratios, building facade projections or recessions, or other measurable standards.

**Example**

The City of Eugene, Oregon implemented a form-based code for an area around a bus rapid transit (EmX) station. The new Walnut Station Special Area Zone includes modulation requirements; specifically, building facades that are at least 100 feet long must incorporate wall plane projections and recessions must have a combined depth of at least 3 percent of the facade’s length. The projections or recessions must extend for at least 20 percent of the facade’s length.

**General Applicability in Albany**

Locations where maintaining a human scale will contribute to walkability and active pedestrian-oriented districts near the transit stations.

**Advantages**

- Provides a continuity in the pattern of development and rhythm along a streetscape
- Contributes to the character of a transit node
- Contributes to the sense of place
- Adds ability to reduce large building masses and minimize a canyon effect

**Disadvantages**

- Can add to project costs
- If overly specific, can be constraining to creative design solutions or create a caricature of other places
DESIGN STANDARDS

REQUIRE OCCUPATION OF STREET FRONTAGE

DESCRIPTION

Street frontage requirements address the orientation of a building in relation to the street. They typically require a minimum percentage of a building facade to occupy a primary street frontage. For example if a development site is 100 feet wide and has a 75% minimum frontage requirement to define the street edge with buildings - a new development project would be required to have a front facade that is a minimum of 75 feet. By requiring the buildings to define street edges, they are contributing to a sense of place within the public realm of the street.

EXAMPLE

The San Francisco Bay Area Rapid Transit District, which operates a rail system, has TOD Guidelines that address street frontage requirements. They recommend that buildings open directly on sidewalks, and they encourage the maintenance of continuous building frontages along streets. (This is not a BRT community.)

GENERAL APPLICABILITY IN ALBANY

Locations where creating a sense of place around a transit station will contribute to walkability and the quality of the pedestrian environment.

ADVANTAGES

• Encourages pedestrian activity by contributing to the sense of place
• Allows for interaction between building occupants and pedestrians passing by
• Creates visual continuity
• Shapes the public realm

DISADVANTAGES

• May create awkward adjacencies as a district transitions from deep building setbacks

By requiring a certain percentage of the overall parcel width be occupied by building frontage within a certain depth of the site, the character of the street environment becomes more pedestrian-oriented.
DESIGN STANDARDS

DEFINE BUILDING ENTRY ORIENTATION

DESCRIPTION

Design standards can address the orientation and frequency of building entries in relation to the parcel and street. Typically in transit nodes, encouraging building entrances to be oriented toward adjacent streets (e.g., transit corridors) and transit stations concentrates the pedestrian activity to create more vibrant transit areas. This standard may also define the appropriate characteristics of service entries and secondary access.

EXAMPLE

TOD Guidelines for Dallas Area Rapid Transit recommend that building entrances face streets and open spaces. This recommendation applies to retail entrances as well as private and shared residential entrances and porches. The guidelines also encourage individual entrances for retail uses as opposed to a single entrance into a lobby that serves multiple uses. (This is not a BRT community.)

GENERAL APPLICABILITY IN ALBANY

Locations near transit stations where primary building entries shall be oriented to the primary street to activate the public realm and not oriented toward private parking areas or the interior of development sites.

ADVANTAGES

- Improves accessibility of buildings for pedestrians
- Contributes to the activity on the main street (pedestrian corridor)
- Breaks down the scale of development

DISADVANTAGES

- May be seen by developers as overly prescriptive or limiting in terms of building design
- May create security concerns with certain building types
ALBANY TRANSIT-ORIENTED DEVELOPMENT GUIDEBOOK

DESIGN STANDARDS

DEFINE CONFIGURATION OF MIXED USES

DESCRIPTION

Design standards can address the configuration of mixed uses by requiring vertical or horizontal integration of uses. For example, a certain percentage of a residential building can be required to include commercial uses at the ground floor for a district that is reinforcing the retail aspect of a commercial corridor.

EXAMPLE

The TOD Design Guidelines for Sacramento County, California requires TOD’s to be mixed-use; specifically outlined are minimum and maximum proportions of uses that are required in TOD’s. The requirements differ between TOD’s in urban or neighborhood areas. For example, TOD’s in an urban area must include at least 10 percent public use, 20 to 60 percent housing, and 20 to 60 percent office space. Neighborhood TOD’s can have a higher proportion of housing and lower proportion of office space. (This is not a BRT community.)

GENERAL APPLICABILITY IN ALBANY

Locations where active pedestrian-oriented development is desired and can be supported. For example, downtown Albany near transit stations or a mixed-use neighborhood center - Central and Lark or Central and Quail.

ADVANTAGES

- Strengthens the economic vitality of an area
- Can encourage walking and bicycling and discourage vehicle trips
- Creates conveniences for transit riders and others and promotes active street life

DISADVANTAGES

- Can be more difficult to finance (mixed-use projects)
DESIGN STANDARDS
REQUIRE OPEN SPACE PROVISION

DESCRIPTION

Design requirements for functional open space in transit nodes can address the location, type and accessibility (private or public) of open space. Often, it is recommended that open space be visible, easily accessible to pedestrians and centrally located. Minimum open space requirements can be established for redevelopment projects. Open space requirements may also be satisfied by the inclusion of balconies or rooftop open spaces.

EXAMPLE

The zoning code in City of Charlotte, North Carolina has a TOD district that includes requirements and design guidelines for open space. In the TOD district, open spaces for public congregation and recreational opportunities are required for new buildings that are more than 50,000 square feet. The amount of open space required depends on the lot size. All open space has to be visible from the street or pedestrian areas. (This is not a BRT community.)

GENERAL APPLICABILITY IN ALBANY

Locations that are near to transit and that do not have a public open space within a 1/2 mile walking radius or transit locations that are developed with additional multi-family residential units.

ADVANTAGES

- Provides comfortable walking areas and gathering points for transit users and others
- Contributes to a sense of place and character

DISADVANTAGES

- May reduce the amount of land available for building (footprint)
- May create a financial burden in terms of management and maintenance of open spaces
Design standards can help to reinforce important intersections and connections to cross-town streets in transit nodes by encouraging streetscape improvements along those streets that are complimentary but secondary to streetscape elements along the TOD corridor. Reinforcing important transit intersections could also be accomplished through new development that anchors the corners of the intersections and integrated transit stations where connections occur.

**Description**

Design standards can help to reinforce important intersections and connections to cross-town streets in transit nodes by encouraging streetscape improvements along those streets that are complimentary but secondary to streetscape elements along the TOD corridor. Reinforcing important transit intersections could also be accomplished through new development that anchors the corners of the intersections and integrated transit stations where connections occur.

**Example**

The TOD Guidelines for Dallas Area Rapid Transit recommend providing a continuity of design elements along station area streets and corridors. This includes streetlights, trees, paving and furnishings. The guidelines also suggest paying special design attention to entry points of station area neighborhoods. The provision of small open spaces related to the transit stations is given as an example. (This is not a BRT community.)

**General Applicability in Albany**

Locations that are at the intersections of important cross-town connections to reinforce primary circulation nodes.

**Advantages**

- Creates visual continuity
- Contributes to the sense of place in important intersections
- Makes streets inviting for pedestrians

**Disadvantages**

- Requires funding (streetscape improvements)
DESIGN STANDARDS

DEFINE A COMPLETE STREET HIERARCHY

DESCRIPTION

Street standards vary within each district depending on the type of roadway and the level of service required. In the transit nodes, at minimum a distinction between primary transit corridors and the secondary street network shall be made. Alternatively, a street hierarchy can be established for primary transit streets, downtown streets, neighborhood streets and service alleys. Each street type shall define the public realm of the street with equal consideration for all users including transit, automobiles, bicycles and pedestrians.

EXAMPLE

Boston Complete Streets Guidelines initiated in 2009 is described as an approach that puts pedestrians, bicyclists and transit users on equal footing with motor-vehicle drivers. The initiative aims to improve the quality of life in Boston by creating streets that are both great public spaces and sustainable transportation networks.

GENERAL APPLICABILITY IN ALBANY

Street networks near transit stations (within 1/4 mile radius) shall be developed with a purposeful hierarchy of streets, primary, secondary, tertiary that provide appropriate circulation standards for vehicles, pedestrians and bicycles.

ADVANTAGES

- Defines street types that can be applied consistently within the transit nodes
- More equitably considers the resources of a street to be distributed to all users

DISADVANTAGES

- Must be balanced to avoid becoming overly formulaic and to remain flexible to address unique conditions

A complete streets approach applied to a consistent street hierarchy will reinforce a walkable street network that connects all modes of transportation.
**ALBANY TRANSIT-ORIENTED DEVELOPMENT GUIDEBOOK**

**DESIGN STANDARDS REQUIRE ENHANCED PED. CONNECTIONS**

**DESCRIPTION**

Design standards can address the provision and design of pedestrian connections between parking facilities and the main pedestrian corridor in transit nodes, between parking and building entries and between building entries and transit nodes. Public realm improvements to the pedestrian network encourage walkability by making continuous and improved connections. Private development parcels, particularly large or deep parcels, shall have site circulation systems that are designed to connect important site components (building entries, parking, mid-block passageways, etc.) to this pedestrian network in the public realm.

**EXAMPLE**

In San Jose, California, TOD guidelines encourage the use of alleys and secondary streets to access parking lots from main pedestrian routes. Mid-block paseos and other clear pedestrian routes are also recommended between parking lots and street frontages.

**GENERAL APPLICABILITY IN ALBANY**

Locations where large development parcels are very near to the transit stations or could create barriers for pedestrian circulation. These locations shall be provided with mid-block passageways or other pedestrian circulation routes.

**ADVANTAGES**

- Enhances pedestrian connectivity and the pedestrian environment
- Helps minimize conflicts between vehicles and pedestrians

**DISADVANTAGES**

- May add cost to a development project if alleys need improvements or beautification or if new pedestrian connections must be made
DESIGN STANDARDS REQUIRE PEDESTRIAN/BIKE ENHANCEMENTS

DESCRIPTION

Streetscape and sidewalk design standards can be used to increase walkability and bikability in and around transit nodes. Standards, for example, can address the width and design of sidewalks as well as the location and provision of streetscape amenities such as lighting and signage. Additional standards for bike lane requirements and bicycle storage requirements can also be addressed.

EXAMPLE

San Jose, California - which has light rail, buses and bus rapid transit - has TOD guidelines that call for sidewalks to be broad with a park strip along the edge. Sidewalks along main corridors are recommended to be 15 feet wide, including the park strip. Street trees, pedestrian-scale streetlights, signage and parallel parking (as a buffer) are also encouraged to support and enhance the pedestrian environment.

GENERAL APPLICABILITY IN ALBANY

Locations where improved pedestrian connections and bicycle networks would enhance the ability to walk or bike from neighborhoods to transit stations and to circulate along commercial corridors.

ADVANTAGES

- Increases safety, attractiveness and functionality of bike and pedestrian facilities
- Increases economic viability of commercial areas
- Creates new vital public places

DISADVANTAGES

- Can be difficult to implement (widen sidewalks, add bike lanes, etc.) if streets or rights-of-way are narrow
- Burden of additional costs
DESIGN STANDARDS REQUIRE TRANSIT STATION INTEGRATION

DESCRIPTION

Design standards can help integrate bus rapid transit stations into the surrounding area. For example, guidelines can encourage building entrances and landscaping to be oriented toward bus stations. Pedestrian and bicycle links shall provide clear, direct and safe access to transit stations. These standards shall integrate the CDTA Bus Station Checklist.

EXAMPLE

In Sacramento County, California, the TOD Design Guidelines require the pedestrian system to provide clear and direct pedestrian access to transit stations and the core commercial area. The guidelines encourage these direct paths to be shaded and lined with activities.

GENERAL APPLICABILITY IN ALBANY

Locations where development parcels are directly adjacent to transit stations and may require special design considerations to integrate the transit station into a public plaza and provide adequate space for amenities.

ADVANTAGES

- Encourages walking and transit ridership
- Increases accessibility of buildings from transit stations
- Promotes walking and biking in transit nodes

DISADVANTAGES

- May add costs to development project for integrated infrastructure improvements
For rehabilitation projects, New York provides a 20% Rehabilitation Tax Credit for commercial properties in economically-distressed areas. The tax credit must be used with the Federal Investment Tax Credit Program for Income Producing Properties. The Federal Historic Preservation Tax Incentive program and the State-offered Historic Homeownership Rehabilitation Tax Credit are also available for rehabilitation work. The New Market Tax Credit program, Federal Low Income Housing Tax Credit (LIHTC) Program and New York State Low Income Housing Tax Credit (SLIHC) program all encourage investment in low-income communities and households.

**EXAMPLE**

Low Income Housing Tax Credits have been used to help finance TOD’s throughout the country. In Boston, $15.6 million in federal LIHTC was combined with other sources to fund a mixed-use transit-oriented project called the Carruth House, which is within walking distance of a transit station in Dorchester. The project includes affordable rental housing units, neighborhood retail space and market-rate condominium units.

**GENERAL APPLICABILITY IN ALBANY**

All transit nodes that have a specific need that could be matched with a specific tax credit program.

**ADVANTAGES**

- Reduces developer costs and makes projects more financially feasible
- Most promote redevelopment of existing buildings and underutilized parcels
- Many result in the creation of mixed-income housing developments

**DISADVANTAGES**

- Tax credit programs are competitive
- Projects must comply with specific requirements for each tax credit, sometimes eliminating the ability to seek other assistance
FINANCIAL INCENTIVE

INVEST IN INFRASTRUCTURE/STREETSCAPE

DESCRIPTION

Through the issuance of municipal bonds, a city can fund infrastructure or streetscape improvements to help create pedestrian-oriented transit nodes and to encourage private investment in targeted transit nodes. Improvements are often outlined in a municipality’s capital improvement plan and can include enhanced sidewalks, pedestrian crossings, traffic calming, street lighting, public art and/or other improvements.

EXAMPLE

Through a capital bond program, the City of Phoenix, Arizona has funded infrastructure improvements by reimbursing developers of transit-oriented projects. Sidewalk construction, landscaping, utility relocations and property acquisitions have all been funded through the bond. The City of Cleveland, Ohio has made streetscape improvements along and around portions of the Greater Cleveland Regional Transit Authority’s Bus Rapid Transit (HealthLine) corridor. For example, in the “Gateway District,” the City funded roughly $1.5 million in streetscape renovation projects, which included brick pavers and ornamental lighting.

GENERAL APPLICABILITY IN ALBANY

Targeted transit nodes in a strategic and geographic sequence of investment in locations where private investment is desired.

ADVANTAGES

• Supports and potentially spurs investment and development by the private sector
• Can create pedestrian/bicycle connections and vibrant public spaces

DISADVANTAGES

• Requires investment (i.e., funding) by a municipality
Tax abatements, which reduce the amount of property taxes owed, can be given for specific types of development in transit nodes. An abatement, for example, could promote the renovation or construction of housing in transit nodes. Payment in lieu of taxes (PILOT) agreements can be a form of abatement to reduce property taxes for a specified number of years in exchange for public benefits associated with the project. PILOT agreements can assist in the financing of a development project.

**DESCRIPTION**

The City of Portland, Oregon provides a TOD Property Tax Abatement for housing and mixed-use developments that are built on vacant or underutilized sites along transit corridors. The tax exemption is available for up to 10 years. In tax year 20011-2012, nearly 600 housing units - 203 of which were affordable units - received the TOD tax abatement.

**EXAMPLE**

The City of Portland, Oregon provides a TOD Property Tax Abatement for housing and mixed-use developments that are built on vacant or underutilized sites along transit corridors. The tax exemption is available for up to 10 years. In tax year 20011-2012, nearly 600 housing units - 203 of which were affordable units - received the TOD tax abatement.

**GENERAL APPLICABILITY IN ALBANY**

All transit nodes.

**ADVANTAGES**

- Reduces developer costs and makes projects more financially feasible
- Can be negotiated for a limited number of years
- Can be structured to ensure a project results in specified public benefits

**DISADVANTAGES**

- Reduces tax revenue collected
- May create unintended competition between developers or issues with appearance of municipal favoritism
Expedited permitting and approvals processes help to streamline implementation for certain types of development proposals and establish clear timeframes for decisions. It can be implemented for pre-determined project types in transit nodes, thereby encouraging uses desired by a community or for projects of a certain size.

Example

Expedited permitting is offered for TOD projects with affordable housing in Austin, Texas as part of the city’s SMART program (Safe, Mixed-Income, Accessible, Reasonably-Priced, Transit-Oriented). Projects must be located within a ½ or ¼ mile of bus service, depending on whether it is within the Urban and Suburban Roadways Boundary. (A new bus rapid transit service is expected to begin in 2012.) SMART reviews can take roughly half the time of conventional reviews.

General Applicability in Albany

Any transit node that needs to encourage a certain project type or bring implementation and improvements along more quickly.

Advantages

- Adds certainty to the permitting process
- Reduces developer costs and potential costs to end uses (renters, etc)

Disadvantages

- Less time for processing projects and review
Albany TOD Overlay/Zoning Ordinance Amendment & Guidebook

FINANCIAL INCENTIVE

ESTABLISH TARGETED LOAN FUNDS

DESCRIPTION

Municipalities can establish economic loan programs that provide financial assistance to targeted small businesses in transit nodes. This could help establish or expand businesses that might otherwise have difficulty obtaining funding or can be used to incentivize specific building improvements that would benefit the public realm. Revolving loan funds can be established to assist developers or businesses. Empire State Development’s Regional Revolving Loan Trust Fund, for example, provides capital loans to small businesses. Priority is given to projects that create jobs, leverage other funding, are located in distressed areas, or are owned by minorities or women.

EXAMPLE

The City of Cleveland, Ohio, offers an economic loan program to projects and businesses in underdeveloped areas, including along the BRT corridor. The city’s Economic Development Loan Program provides businesses with low-interest loans of up to $500,000. The money can be used for property acquisition, new construction and equipment purchases. Businesses must create one new, full-time job for every $35,000 loaned.

GENERAL APPLICABILITY IN ALBANY

All transit nodes.

ADVANTAGES

• Promotes business development and growth in transit nodes
• Can be sustained over a long period of time if established as a loan as opposed to a grant program

DISADVANTAGES

• Requires a funding source
• Programs can be very competitive among potential loan recipients vying for limited resources
FINANCIAL INCENTIVE

ESTABLISH GRANT PROGRAMS

DESCRIPTION

A municipality can establish a matching grant program to provide financial assistance to assist specific types of projects or businesses in transit nodes. The program would require a developer or business owner to invest at least as much private funding as provided by the municipality. A specific type of such a program - a Storefront Improvement Program - is typically established in commercial retail districts to help businesses enhance their facades. Programs can offer straight grants, matching grants or loans, and they can fund a variety of projects, including new signage and construction of ADA-compliant access.

EXAMPLE

The City of Minneapolis has a Façade Improvement Matching Grant Program to help improve business districts, including transit station areas. Matching grants of up to $5,000 or $7,500 are available to make improvements to windows, awnings, signs and other exterior elements. The program spurred more than $1.5 million in private investments in more than 225 projects between 2008 and 2011.

GENERAL APPLICABILITY IN ALBANY

Targeted areas that require specific special assistance.

ADVANTAGES

• Provides flexible funding to a targeted area
• Makes projects more financially feasible by leveraging public funding
• Helps make an existing retail area more attractive, inviting and economically viable

DISADVANTAGES

• Requires a funding source
A municipality can work with financial and lending institutions to educate and encourage them to finance mixed-use projects. Municipalities can help banks understand each component of a specific project, connect them with experienced lenders of mixed-use projects, or educate them more broadly about sources of gap financing that may be used in combination with a traditional loan.

**DESCRIPTION**

The Georgia Department of Community Affairs suggests that municipalities proactively help mixed-use project developers obtain financing by identifying willing lenders who have experience funding such projects. The Federal Reserve Bank of Minneapolis has recommended that inexperienced lenders work with another bank that has experience financing mixed-use developments. It has also been suggested that lenders become familiar with programs and resources that can assist in mixed-use projects.

**EXAMPLE**

A traditional mixed-use project with a retail ground floor and residential uses above can face financing challenges that a single use project may not.

**GENERAL APPLICABILITY IN ALBANY**

All transit nodes in which mixed-use redevelopment projects are a desired outcome of zoning modifications.

**ADVANTAGES**

- Can expedite projects by simplifying financing
- Encourages mixed-use development

**DISADVANTAGES**

- Requires staff time and education
- While mixed-use is the ideal, encouraging it during difficult real estate cycles may complicate gaining project financing as most lenders prefer financing single-use buildings
CITY OF ALBANY
TOD GUIDEBOOK
TRANSIT-ORIENTED DEVELOPMENT