

Modern Streetcars

Why they should matter for New Urbanism

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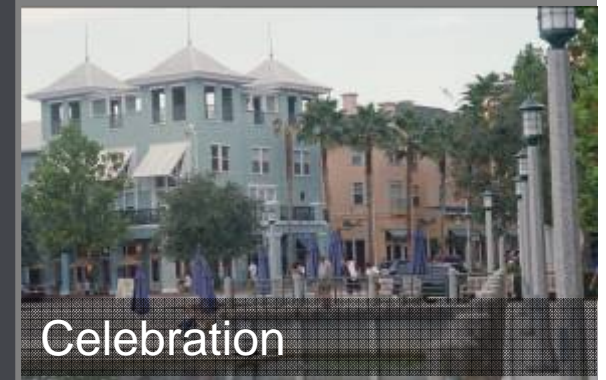
Alignment of objectives

- New Urbanism & streetcars solving for the same things
 - Urban transformation
 - Balance with nature
 - Taming the automobile
 - Fun & surprise
 - 18-hour places
 - Designed for walking
 - Socially equitable



Overcoming perception

- Streetcars are urban solutions
 - Powerful tools for city shaping
 - Fundamentally about cities
- NU arguably is schizophrenic -
 - About cities
 - Known more for greenfields
- Streetcars part of positioning NU as more than walkable sprawl
 - In politics perception is reality



Streetcars: the new city shaper

- NU on the outside looking in
 - 50+ US cities looking at streetcars
 - City shaping + transportation
 - Portland, Seattle, Tacoma new modern systems
 - Vintage streetcar: Tampa, San Francisco . . .

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Streetcars v conventional rail



Rail transit: regional scale

- Light, heavy & commuter rail regional solutions
 - Can be great NU tools
 - Complex implementation
 - Greater schedule uncertainty
 - High cost & high benefits



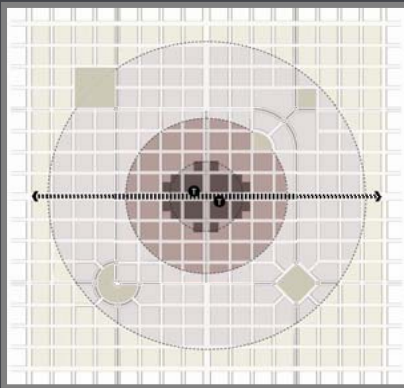
Streetcar: scale of a district

- Streetcars well suited to NU projects
 - Best suited to districts & corridors
- Costs & schedule manageable
 - Can be implemented w/ a project
- Urban amenity
- Complements regional rail

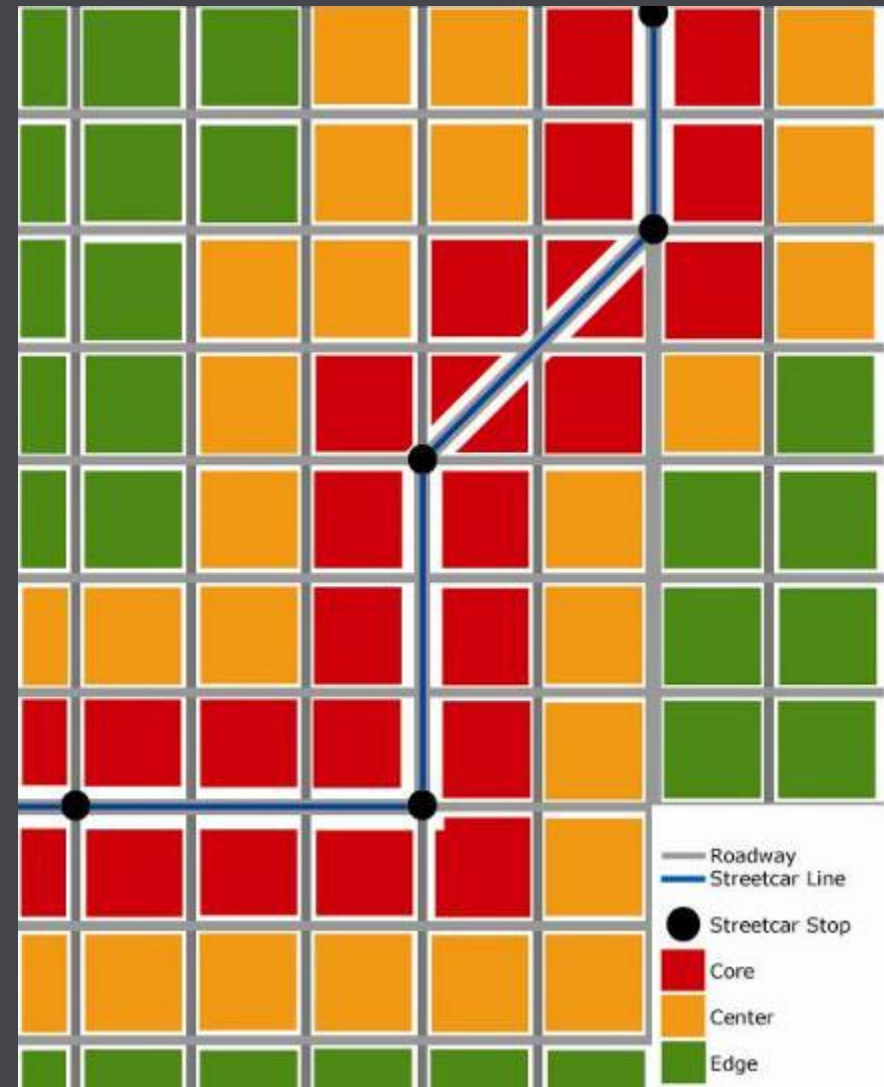


Wedding Cake & Ribbons

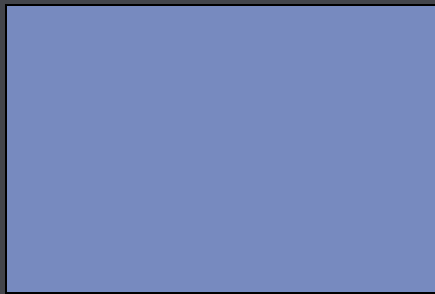
- Rail “wedding cake” of density
 - ¼ to ½ mile



- Streetcar ribbon
 - 600 ft linear band of influence



Development + transportation



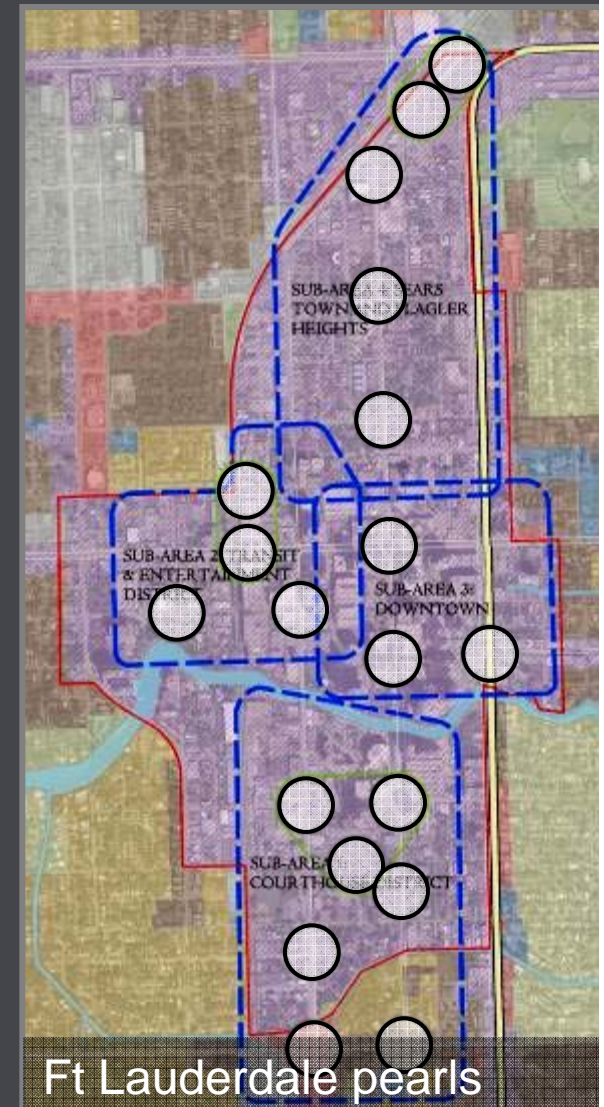
Development + transportation

- Streetcar as much about development as transportation
 - Downtown circulator
 - Development catalyst
- Reflected in project sponsors
 - Cities & developers
 - Not transit agencies

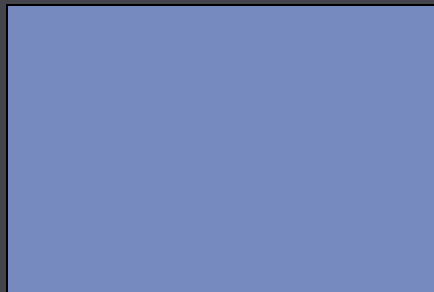
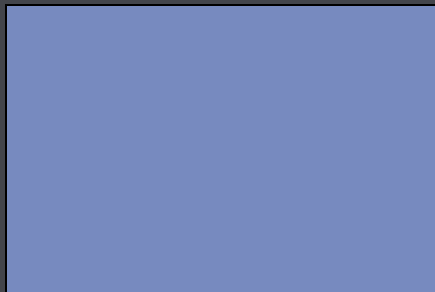


Development Shaping

- Shape the opportunity
v. respond to it
 - Big difference between
streetcar & conventional rail
- Ft Lauderdale Streetcar
 - Define the “pearls”/ key places
complete the necklace with rail
 - Flexible mode allows
development shaping



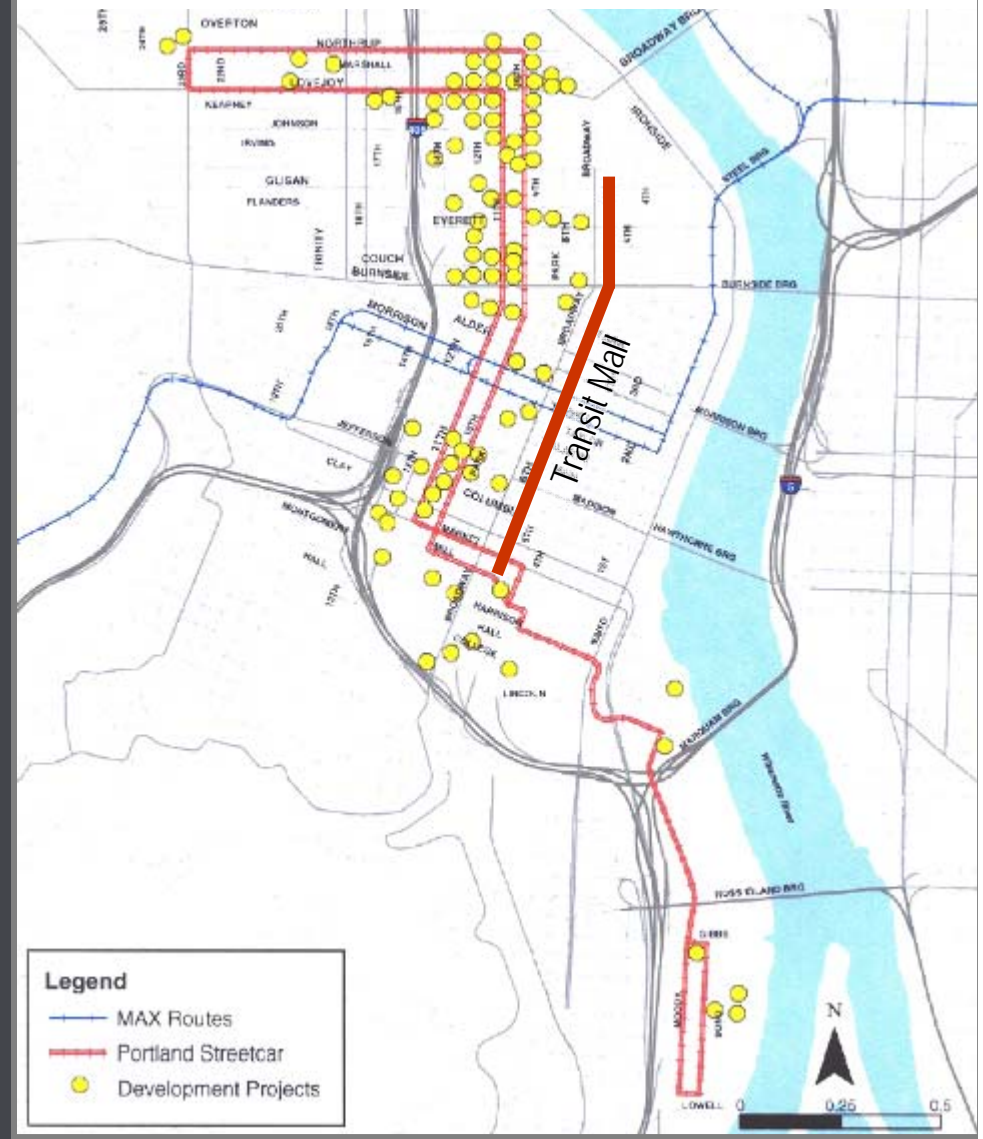
Chose corridors wisely



Choose a development corridor

- Portland Transit Mall
 - Development focus since mid-70s
- Light rail
 - Focus since '86
- Streetcar 2001
 - New development focus
 - Chose corridor ripe for development

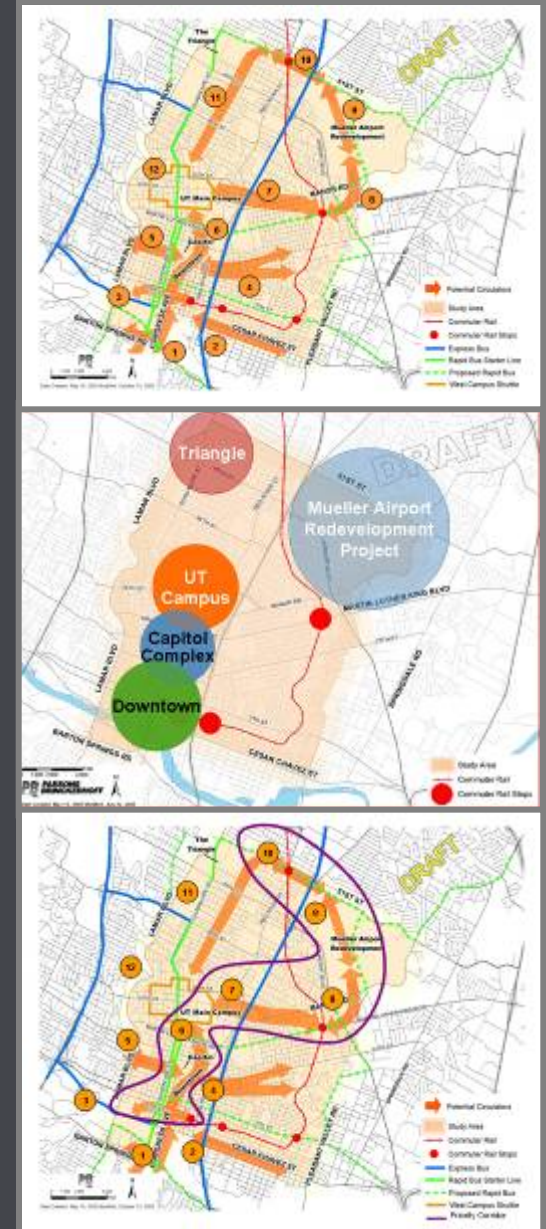
Development Activity in Portland Streetcar LID



Choose a development corridor

Austin Streetcar

- Downtown distribution for commuter rail opening in '08
- Connect the primary destinations
 - Triangle
 - Mueller
 - UT
 - Capital
 - Downtown

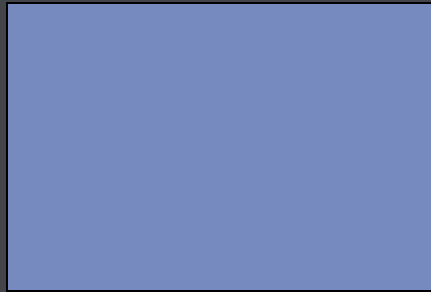
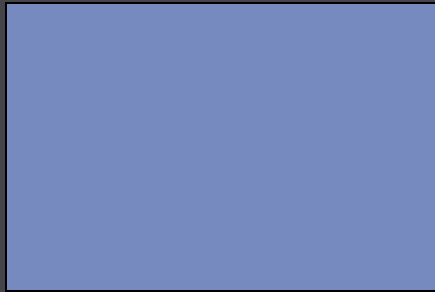


Portland streetcar impact

- Streetcar more about housing and economic development than transportation
- 18 hr city
- Since 2001:
 - \$2.29B in new development along the route
 - Over 7,250 new housing units

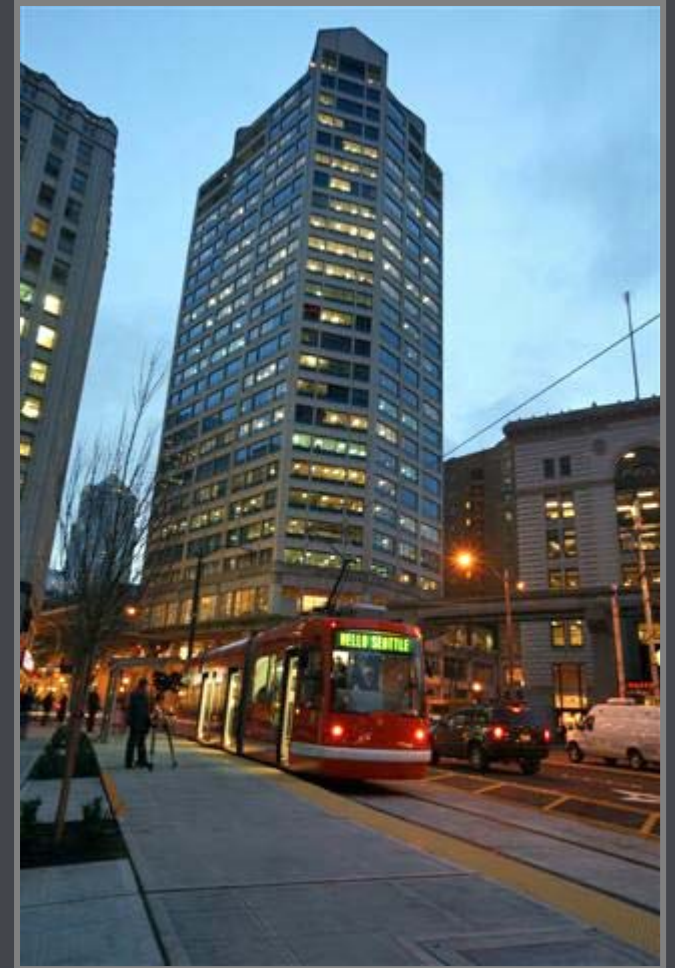


Ingredients for success



5 ingredients for success

1. Clear vision for the future
2. Expanding real estate market
3. Strong leadership
4. Supportive planning & zoning
5. Well chosen corridor



Streetcar supportive development

Apply TOD fundamentals

- Greater Density than Community Average
- Quality Pedestrian Environment
- A Mix of Uses
- A Defined Center



MetroCities TOD Dubai UAE

*Stations help define
the most important places*

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