Transit-Oriented Development

Topics:

- What is TOD?
- What are the key features that make TODs successful?
- Strategies to capitalize on Transit
What is TOD?

TODs provide a high volume method of bringing people to an area, but they must integrate transit and adjacent land uses into a cohesive pedestrian-oriented area.
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TODs  

Transit-Oriented Development  

Key Aspects of Successful TODs  

1. Build on a supportive market  
2. They would be successful without transit  
3. The walking experience is enjoyable  
4. Parking is usually consolidated in shared lots or garages  
5. The number of parking spaces can be reduced  

TODs “nurture” pedestrians and “deal with” vehicles.
1. Build on a Supportive Market

- The Population is getting older and staying healthier longer.
- More retirees and childless households.
- Greater demand for a wider variety of housing types.
In 2000:
- Traditional families: 27% of all suburban households
- People living alone: 23.5%

By 2010:
- Traditional families: 20% (26% in DFW, 42% of total pop. 2005)
- Persons Living Alone: 33.3%

The Metroplex will add about 4 million people over the next 25 years; going from 5 million in 2000, to 9.1m in 2030.

Source: William Frey, Brookings Institute
Transit-Oriented Development (TODs)

Year 2000 + $45 Billion = Year 2025

For Transportation Improvements

- Rail
- Tollways
- Intelligent Transportation Systems
- And More

Peak Period Congestion
- Moderate
- Severe
50% of public want expanded transit, but only 25% of public want new roads.

N A R Study
The Growing Demand for Housing Near Transit:

New Center for Transit-Oriented Development Report

Sponsored by FTA

Released 9/2004

www.reconnectingamerica.org

TOWNSCAPE, Inc. Town Planning & Design for Livable Communities
Demand Likely to Outstrip Supply

- **Nationally**, New housing units needed to fulfill demand for TOD = 8.5million

- Current + New Starts Transit Zones = 3,895

- **Nationally**, accommodating all demand would mean building 2,200 new units at every station.

- **DFW**, with 77 fixed transit stations & over 207,000 units, approximately **2600 new units** at every station (including existing developed stations)
2. Successful Without Transit

- Must fulfill a market need
- Must have good access to regional roadways
- Must be well designed and constructed
- Must be pedestrian-oriented
Must Fulfill a Market Need

- Residential
- Employment
- Mixed Use
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Must be well designed and constructed, and Pedestrian-oriented
3. The Walking Experience is Enjoyable
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Make crossing streets safer and more enjoyable
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Provide street furniture — seating, lighting, trash receptacles
4. Parking is Usually Consolidated

- Ease of access from major roadways
- Efficient use of spaces
- Off-street parking behind buildings
5. Parking Requirements can be Reduced

- On-street parking is maximized in pedestrian-oriented districts
- Uses with different peaking characteristics can share parking
- Increased pedestrian trips
Transit-Oriented Development (TODs)

- Can achieve higher densities with less land given over to parking
- Fewer auto trips per thousand square feet
Strategies to Capitalize on TOD

- Create Public/Private partnerships
  - Property Consolidation
  - Consolidated Parking
  - Quality Streetscape Standards
  - Public Property as Leverage
  - Quality Development Standards (Form-based Code)
  - Funding Sources

Leap frog the first low density development Cycle
The Stakes are High to take advantage of TOD

- Changing Demographics
- Accommodation of Growth
- Sustainability
- Price of Oil and Construction
- World-wide competition for building materials
- Commuter Rail to Light Rail

Build in a framework and quality of development that will not preclude intensification and changing markets over the long term.