

The background of the slide is a blue-tinted photograph of a city street. In the foreground, a white bus is stopped at a bus stop. Behind the bus, there are several multi-story buildings with windows. A palm tree is visible on the left side of the image. The overall scene is a typical urban environment.

Introduction to Transit Oriented Development (TOD)

City of Austin
Neighborhood Planning & Zoning Department

What is TOD?

- TOD focuses development in transit-supported locations, links transit directly with land use, and brings people together with jobs and services.
- No universally accepted definition as attributes are relative to context
 - Most definitions include moderate to high to density, pedestrian orientation, mixed use, and transit connection

The ABCs of TOD

A transit-oriented development should have:

- **A**ctive, walkable streets
- **B**uilding intensity and scale
- **C**areful transit integration

- Ellen Greenberg in Dittmar, et al

The New Transit Town

Active walkable streets



- Promote desirable land uses
- Mixed-use
- High quality public realm
- Buildings that engage the pedestrian
- Limit, manage & define location of parking

Careful transit integration



Plano, TX

- Most active, intense uses should be closest to transit station
- Create strong pedestrian connections & environment between transit station and development

Examples of Successful TODs

Orenco Station (Hillsboro, Oregon)

- The Portland area uses TODs as a tool to:
 - manage growth
 - reduce air pollution and vehicle miles traveled
 - obtain maximum return on the public investment in light rail
- Orenco Station is a new community created out of vacant fields adjacent to a light rail station
 - planning was a public/private effort
 - includes housing and retail/commercial
 - located near major offices of several high tech companies

Orenco Station (Hillsboro, Oregon)

Suburban TOD

- Comparable to Robinson Ranch or suburban park-and-ride locations
- Metro Portland area on Max light rail line



www.orencostation.com

Orenco Station (Hillsboro, Oregon)

- At a glance:
 - site area: 199.5 acres
 - total housing: 1,834 houses, condos and apartments (1,200-2,500 sq.ft.)
 - density: 9.2 housing units per acre
 - parking ratio: 1.8 spaces per housing unit
 - retail/commercial: 60,000 sq.ft.



www.uli.org

Orenco Station (Hillsboro, Oregon)

Strengths

- Good diversity of housing types and affordability, relatively dense for suburban location
- Substantial town center retail
- Well connected street network
- Ample sidewalks with street trees



www.orencostation.com

Orenco Station (Hillsboro, Oregon)

Challenges

- Development too distant from rail station
- Busy arterials divide parts of neighborhood



Examples of Successful TODs

Metropolitan Place (Renton, Washington)

- The Seattle area employs a variety of TOD supportive policies and incentives
- Metropolitan Place is a apartment/retail TOD located across from a park-and-ride transit center
 - privately developed, owned and operated
 - replaced a car dealership

Metropolitan Place (Renton, Washington)

Small Downtown TOD

- May be model for park-and-ride
- Park-and-ride shared during non-commuter hours
- King County leases stalls in the parking garage for park-and-ride use
- Housing affordable to a mix of income levels
- One free bus pass for every housing unit



www.djc.com

Metropolitan Place (Renton, Washington)

- At a glance:
 - total housing: 90 apartments
 - retail (ground level): 4,000 sq. ft.
 - parking (underground garage): 240 spaces
 - parking (park-and-ride): 150 spaces



Photo courtesy of Gretchen Flickinger, Ink Plus, Inc.

www.rentonmarket.com

Metropolitan Place (Renton, Washington)

Strengths

- Good transit integration:
 - one free bus pass for every housing unit
 - park-and-ride shared during non-commuter hours

Challenges

- Transfer center across from complex could be more active with adjacent development
- Parking garage lacks street level activity



www.metrokc.gov

Examples of Successful TODs

Dallas

Mockingbird Station:

Urban Destination TOD
North Central Corridor, DART
Opened Spring 2001

- Privately planned and developed
- Some adaptive re-use
- 211 loft apts
- 220,000 s.f. retail (bistros, boutiques, multi-screen film theatre)
- Tenants walk to take LRT downtown and commuter train to airport
- “Train is quiet; station is well lit.” (tenants)



Dallas

Mockingbird Station Area

“Mockingbird Station is a square block of New York excitement. The transit village brings big city density, convenience to residents and visitors.” (*DART*)



“The LRT station is the development’s front door.”
(*Mockingbird Station developer*)

Housing for people looking for an alternative to the suburban tract house.



Mockingbird Station (Dallas, Texas)

Strengths

- Strong sense of place architecturally
- Pioneering financial success
- Strong connection to station through plaza despite grade separations

Challenges

- Abundant surface parking compromises pedestrian experience
- Half auto-oriented, half transit-oriented
- Submerged freeway and rails isolate from adjacent neighborhood



Downtown Plano Station (Suburban DFW)

Suburban Downtown TOD

- At end of North Central DART Red Line
- 1st phase of TOD opened 2002
- LRT service began 2003
- Built around historic downtown
- 225 loft apts. (\$600-\$1,200) above ground floor retail, services, & office



Positives

- Strong connection to transit
- Dramatically revitalized Downtown Plano

Challenges

- Aggressive schedule had unintended consequences



Addison Circle (Suburban DFW)

Suburban TOD

- Comparable to Gateway area
- Introduced residential into largely commercial edge city area
- Better known for New Urban Town Center qualities



Addison Circle (Suburban DFW)

Strengths

- High quality urban design
- Pedestrian-friendly core
- Dramatic introduction of higher density residential in unlikely location
- Good demonstration that quality TOD can be built around bus systems



Challenges

- Separation of transit center and active core by large open space



TOD in Austin

Under Construction



The Triangle - original concept by Calthorpe Associates



Mueller – ROMA Design Group

TOD in Austin

The Triangle (under construction)



The Triangle - original concept by
Calthorpe Associates

Urban Destination TOD

Strengths

- Public / private partnership
- High ridership bus routes
- Two rapid bus routes
- Included in Mueller area circulator study
- 200 park-and-ride spaces

Challenges

- Most active commercial uses internal to site, away from transit

Mueller (under construction)

Large Urban Destination TOD

- 709 acres mixed use
- Public / private partnership
- Two rapid bus lines
- Circulator study could include commuter rail spur



Mueller – ROMA Design Group

Seaholm (development solicitation)



Downtown Destination TOD

- Seaholm Power Plant will be reused for cultural attraction
- Development could include entertainment/ retail/residential
- Active 24 hour live/work/play/shop district in green, waterfront setting
- Partnership between City, Cap Metro, A-SAICRD, private sector likely

Jefferson Center

Suburban Town Center

- Parmer Lane across from Motorola
- Not currently served by transit
- On future Rapid Bus line
- Demonstrates that there is a market for denser mixed use development in unlikely suburban locations



TOD Implementation Strategies

- City-wide TOD Overlay
- Station Area Plans
- All would likely apply to a specific area (1/4 or 1/2 mile radius) surrounding transit facilities excluding single family residential

Station Area Plans

- Custom planning effort with custom boundaries surrounding each transit facility
- Should build on existing neighborhood plans
- Could codify existing and pending master plan studies: Saltillo, ECT Community Test Sites, North Burnet Gateway Studies, Cap Metro Circulator Studies

Station Area Planning

Each station area plan:

- Will establish permitted and conditional uses
- Will prescribe site development regulations
- Will stipulate requirements for street, streetscape and other public area improvements
- May change the location of or omit a gateway, midway or transition zone
- Will include a housing affordability analysis and feasibility review that describes potential strategies for achieving housing affordability goals (refer to ordinance for specifics pertaining to the individual TOD districts)
- Will include an analysis of the need for public parking
- May include consideration of public and civic art in or near transit stations
- Must be included (via the adopted neighborhood plan amendment process) in an adopted neighborhood plan, if any.

STATION AREA PLANNING PROCESS

Sample work flow

