

What is Transit Oriented Development?

TOD is not just individual buildings or projects. TOD is a neighborhood.

The TOD neighborhood has:

- An easy walk to transit stop
- An easy walk a mix of jobs, shops, services, entertainment and recreation.
- All the land within a half mile radius of a transit stop
- A variety of housing types for people of all ages, abilities and incomes.
- Compact, higher density buildings
- A wealth of transportation choices so no one has to be dependent on a car to get around.

TOD's are complete neighborhoods or have plans to become a complete neighborhood. The half mile area surrounding a transit station is integrated with shops and services as well as a highly quality walking environment that allows for healthier and more active lifestyles.

Within TOD's, the streets connecting our communities create community and safety with more people out and about, running their daily errands on foot, more hours of the day.

How Big is a TOD?

A TOD neighborhood is the 1/2 mile circle surrounding a transit station. A half mile is about a 10 minute walk and is a distance most people are willing to walk for a trip. A TOD neighborhood can also stretch along a corridor where many bus routes travel, creating a high service area.

One Size Doesn't Fit All

Getting the right design, building heights, and number of homes or shops depends on where the station is and what currently surrounds it. With help from national experts on the issue, the Bay Area's Metropolitan Transportation Commission created a system of TOD "place" types with examples of different Bay Area communities to illustrate each category. The purpose of these TOD place types is to help communities identify the appropriate scale of future development to fit the community's own vision for the future. MTC identified the following place types:

- Regional Center
- City Center
- Suburban Center
- Transit Town Center

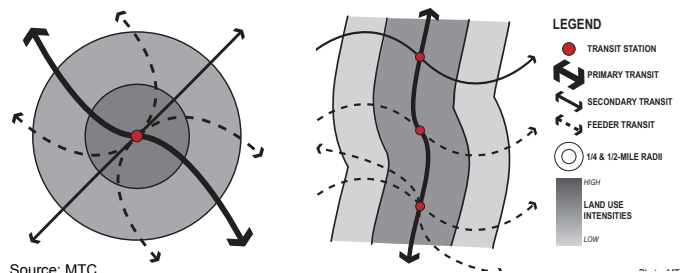


Photo: MTC

The Fruitvale Transit Village includes higher density homes directly adjacent to the BART station. In addition the International Boulevard Corridor is undergoing a streetscape transformation and local economic development strategy that has revitalized the mainstreet corridor.

- Urban Neighborhood
- Transit Neighborhood
- Mixed Use Corridor

Refer to MTC's website for a *Station Area Planning Manual*: <http://tiny.cc/UFhOj>



Source: MTC

Station area types: Transit Town Center and a Transit Corridor. Each includes concentrating development near the transit station and tapering down land use intensities as you move away from the station.

What makes a good TOD?

- **AFFORDABLE HOUSING** - A variety of housing types and homes that are affordable to people of all incomes.
- **COMPACT DEVELOPMENT** - More space efficient building types. The density of TOD is at least double the density of the surrounding areas outside of a half mile buffer of the station.

- **LESS TRAFFIC** - With a rapid transit station as a hub for getting out of the neighborhood, there needs to be safe and convenient ways to get around within the neighborhood. Car sharing, bicycle parking, wide sidewalks, and quality bus shelters make it easier for people to get around without a car.
- **RATIONAL AMOUNT OF PARKING** - People living in TODs drive 50% less than people in typical neighborhoods without transit, a mix of uses, or good pedestrian connections. They also own fewer cars and need fewer parking spaces. Parking requirements for TOD neighborhoods should reflect this reduced car use and have a specialized set of parking requirements that are different than the typical standards applied throughout the city.
- **PREVENTING DISPLACEMENT** - As TOD plans are created, new investments will raise property values. Good TOD plans ensure that existing residents or businesses are not priced out of their neighborhoods. These plans should include strategies to prioritize the presence of existing community, using tools such as inclusionary housing or low-interest business loans.
- **COMMUNITY BENEFITS** - Good TOD plans include thorough community involvement and help identify what is needed. This can include anything from grocery stores, job training, to new parks or schools.

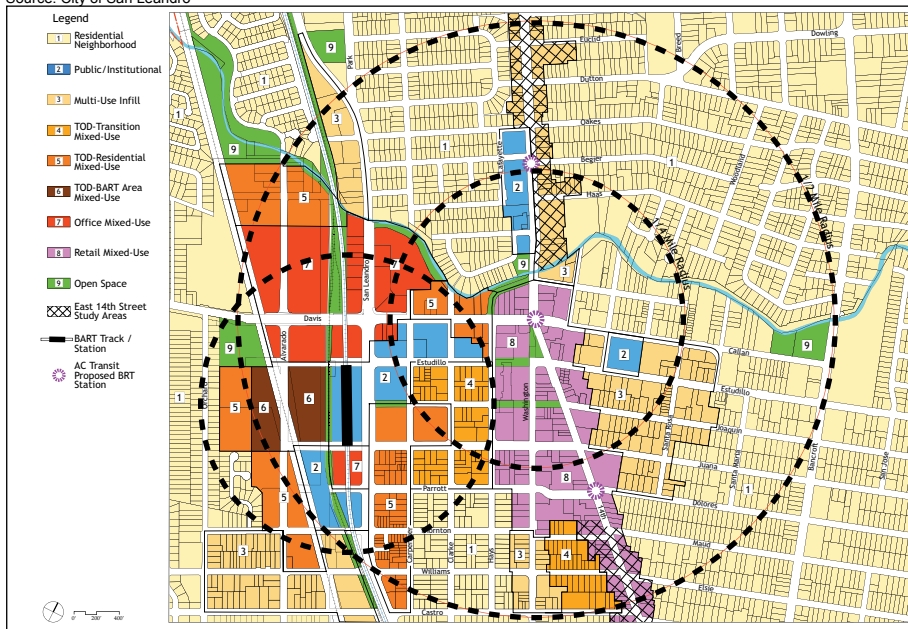


Photo: Reconnecting America

The Ohlone Chenoweth Station of Caltrain is an example of a Transit Neighborhood. These areas have a rail connection and local buses. Transit Neighborhoods are lower to moderate density with some local retail with the potential to become Urban Neighborhoods.

- **DESIGN FOR WALKING AND BIKING** - The corner stone of good TOD is the presence of a safe, convenient and enjoyable network of sidewalks, paths and crossings to connect all the essential destinations. It allows people to easily get to their daily errands without a car, reducing their transportation costs while improving health through physical activity.
- **QUALITY PUBLIC SPACES** - Good TOD needs to create high quality public parks, squares or recreational spaces. Every resident should be no more than a 5 minute walk from a park. And there should be a variety of spaces for all ages and interests.

Source: City of San Leandro



The City of San Leandro adopted in 2007 a *Downtown San Leandro Transit Oriented Development Strategy*. The Downtown is designed around the existing San Leandro BART station and the future Bus Rapid Transit Station. The intensity of development is concentrated within the 1/4 mile circle surrounding the BART station and future BRT corridor and tapers down to fit within the surrounding residential areas.

For More Information:

See the Great Communities Toolkit: at www.greatcommunities.org Click on Tools and Resources.

The Toolkit has single page handout sheets for each of the components described above and there are 10-15 page in-depth policy fact sheets that summarize best practices for policies that carry out these principals of good TOD.