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## **TRANSIT-ORIENTED DEVELOPMENT**

### **Description:**

Development planned in conjunction with the convenient use of public transportation (such as rail and bus) is known as transit-oriented development (TOD). In its simplest form, transit-oriented development might consist of a rail line built out from a city center, with stops in mixed-use and residential neighborhoods, and with the land around station stops zoned for intensive development—making the development around the rail line "transit-oriented."

A community developed according to a transit-oriented plan would be built with a mixed-use core of about a quarter to a half-mile in size (which is sometimes considered a traditional village scale), incorporating the design elements of New Urbanism—that is, pedestrian-friendly (walkable and bikeable), with buildings constructed close to the street on small lots with parking in back. Residents of places that have been developed with access to transit as a priority need not be completely dependent on their cars. A result of building around transit hubs is usually a vibrant, diverse community with a strong sense of place and convenient access to amenities.

### **Benefits:**

- TOD provides:
  - A greater sense of place and of community identity;
  - Mobility options, such as walking, biking, and, of course, the transit around which the community is developed;
  - An increased number of public gathering spaces;
  - More efficient use of land; and
  - A variety of housing types, which addresses the diverse needs that characterize a typical community, and which promote age- and income-integrated neighborhoods.
- Easy access to transit allows all residents, including older adults and people with disabilities, to rely less on automobile travel while still remaining independent and mobile.
- Increased use of public transit, walking, and biking decreases automobile use and, therefore, auto emissions.
- The density that accompanies nodes of public transportation creates vibrant communities and increases the value of properties around those nodes.

**Impediments or barriers to development or implementation:**

- In most suburban areas with conventional zoning, implementing transit-oriented development would require significant changes to the zoning regulations.
- TOD usually requires a substantial public investment in the assemblage of land for stations and infrastructure, and construction of stations and parking garages.

**Resource—examples and ordinances:**

- Vancouver, WA—Transit Overlay District:  
<http://www.law.pace.edu/>:
  - Type "Vancouver, WA—Transit Overlay District" in the Law School's search tool;
  - Select "Transit Overlay District, City of Vancouver, WA TOD Ordinance"; right click to "Open in New Window";
  - View City of Vancouver Transit Overlay District code.
- Charlotte, NC—Transit Supportive Overlay District:  
<http://www.law.pace.edu/>:
  - Type "Charlotte, NC—Transit Supportive Overlay District" into the Law School's search tool;
  - Select "Transit Oriented Development (TOD)-Ben Sosne-Charlotte, NC"; right click to "Open in New Window";
  - View City of Charlotte code.
- Nashua, NH—TOD District:  
<http://www.law.pace.edu/>:
  - Type "Nashua, NH—TOD District" into the Law School's search tool.
  - Select "City of Nashua, NH, TOD District; right click to "Open in New Window";
  - View City of Nashua code.
- (March, 2009), *Case Studies for Transit-Oriented Development: Case Studies of Tools that Work*, Briefing Report #3. Washington, DC: Reconnecting America.  
<http://policy.rutgers.edu/vtc/tod/newsletter/vol6-num1/CaseStudiesforTOD.pdf>.
- Sarah Grady with Greg LeRoy (March, 2006), *Making the Connection: Transit-Oriented Development and Jobs*, a report describing 25 case studies. Washington, DC: Good Jobs First.  
[http://www.community-wealth.org/\\_pdfs/articles-publications/tod/report-grady-leroy.pdf](http://www.community-wealth.org/_pdfs/articles-publications/tod/report-grady-leroy.pdf).
  - Article of the same name, by Greg LeRoy (Summer, 2010), published in *Community Investments*, Vol. 22, No. 2, which is an update of the 2006 report.  
[http://www.frbsf.org/publications/community/investments/1008/G\\_LeRoy.pdf](http://www.frbsf.org/publications/community/investments/1008/G_LeRoy.pdf).

- *Examples of Codes That Support Smart Growth Development: Transit-Oriented Development*. Washington, DC: U. S. Environmental Protection Agency.  
[www.epa.gov/livablecommunities/codeexamples.htm](http://www.epa.gov/livablecommunities/codeexamples.htm).
- Neighborhood Planning and Zoning Department (April, 2006), *Transit-Oriented Development Guidebook*. City of Austin, TX.  
<http://www.community-wealth.org/pdfs/tools/tod/tool-city-of-austin-guidebook.pdf>.

**Resource—written and web:**

- Pace University Land Use Law Center: <http://www.law.pace.edu/>.
- June, 2009), *Transit Oriented Development*, Municipal Research and Services Center, Seattle, WA: <http://www.mrsc.org/subjects/transpo/transitdev.aspx/>.
- "Building Transit-Friendly Communities: A Design and Development Strategy for the Tri-State Metropolitan Region," Regional Plan Association, August 2007, [www.rpa.org](http://www.rpa.org).
- Regional Plan (NY, NJ, CT) Association and BFJ Planning (June, 2007), *Literature Review of Transit Supportive Development for the New York State Association of Metropolitan Planning Organizations*:  
[http://www.rpa.org/pdf/TOD\\_Literature\\_Review.pdf](http://www.rpa.org/pdf/TOD_Literature_Review.pdf).
- Reconnecting America—Center for Transit-Oriented Development:  
[www.reconnectingamerica.org](http://www.reconnectingamerica.org).
- *Transit-Oriented Design for Chittenden County: Guidelines for Planners, Policymakers, Developers and Residents (2002)*, Chittenden County Regional Planning Commission, Burlington, VT.  
[http://www.ccrpcvt.org/library/transit/TOD\\_for\\_ChittendenCounty\\_2002.pdf](http://www.ccrpcvt.org/library/transit/TOD_for_ChittendenCounty_2002.pdf).
- Huntersville, NC—TOD Code: [www.huntersville.org](http://www.huntersville.org).
- (2008), *Better Coordination of Transportation and Housing Programs to Promote Affordable Housing Near Transit*, a report to Congress. Washington, DC: U. S. Department of Transportation and U. S. Department of Housing and Urban Development.  
[http://www.fta.dot.gov/documents/FTA-HUD\\_Action\\_Plan\\_-\\_Report\\_to\\_Congress\\_2008.pdf](http://www.fta.dot.gov/documents/FTA-HUD_Action_Plan_-_Report_to_Congress_2008.pdf).
- Great Communities Collaborative: [www.greatcommunities.org](http://www.greatcommunities.org).
- Andy Katz, Christopher Kost, and Christina Cherif (2004), *It Takes a Transit Village: How Better Planning Can Save the Bay Area Billions of Dollars and Ease the Housing Shortage*:

Executive Summary: <http://www.transformca.org/resource/it-takes-transit-village>.

Full Report: <http://www.transformca.org/files/reports/it-takes-transit-village.pdf>.

- Marya Morris, AICP (November, 2002), "Smart Communities: Zoning for Transit-Oriented Development," *Campaign for Sensible Growth*, Volume 2, Number 4. [http://www.fltod.com/research/general\\_tod/smart\\_communities\\_zoning\\_for\\_transit\\_oriented\\_development.pdf](http://www.fltod.com/research/general_tod/smart_communities_zoning_for_transit_oriented_development.pdf).
- Transit Oriented Development—Design for A Livable Sustainable Future, Alexandria, VA: [www.transitorienteddevelopment.org](http://www.transitorienteddevelopment.org).