



Transit Oriented Development (TOD)

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1 A 10 part TOD finance plan

Stainback J, Reed W

Mass Transit, 2007

Volume 33, Number 4, pages 4-9.

[In a Mass Transit special supplement: "Sustainability concepts : enhancing communities through transit."]

This article describes a ten-part plan directed at private developers which would transform a financially infeasible TOD to a revenue generator for public transportation. The plan's ten parts explain a finance structure including public and private financing and other means of generating income, such as tax revenue and non-tax income; federal, state, and local funding programs and tax and non-tax incentive programs; transit station operating income; public private partnerships ; and, infrastructure funds. The authors explain how TODs are attractive to residents and tenants and why they are willing to spend money to live in TODs which combine aspects of commercial, recreational, and residential areas near public transportation.

2 Building livable communities with transit: planning, developing, and implementing community-sensitive transit

Federal Transit Administration, Washington, DC.

August 2006.

Online [accessed March 2009]. [Click here](#) to view

This booklet presents transportation facility development planning, programming, development and implementation successes in the United States. Techniques are presented to assist transportation agencies, metropolitan planning organisations, local governments and communities to achieve sustainable transportation goals and to reap community quality of life rewards involving the economic, social and environmental benefits of transit investments.

3 CORE 2008: the integration of rail transit and land use in Western Australia: the planning behind Perth's expanded rail system

Martinovich P

31st PATREC Research Forum, Perth, Western Australia, 2008.

Planning and Transport Research Centre (PATREC), Bentley, Western Australia Online [accessed March 2009]. [Click here](#) to view

The topical issue of TOD is addressed in this paper and how that relates to Perth. The paper is a case study of planning a transit system from the City of Mandurah to Perth over a period of ten years beginning in 1992, exploring the application of mass rapid transit rail to low density settlement in a city of just over 1.5 million people and rapidly expanding over a 135 kilometre long, narrow, corridor.

4 Effects of TOD on housing, parking, and travel

Arrington G, Cervero R

Transit Cooperative Research Program report 128, 2008.

Transportation Research Board, Washington, DC.

Online [accessed March 2009]. [Click here](#) to view

This report explores the demographics of TOD residents and employers, and their motives for locating to TODs. It examines the travel characteristics of residents before and after moving to a TOD and ways to increase transit ridership among these residents. The report reviews the potential effect of land use and design features on travel patterns, transit ridership and the decision to locate in a TOD.

5 Evaluating transit-oriented development using sustainability framework: lessons from Perth's Network City

Renne, JL

Transportation Research Board, Washington, DC USA.

87th Annual Meeting 2008.

Transportation Research Board Paper Number 08-0335, 48 pages.

TODs are compact, mixed-use developments that facilitate walking, bicycling, and use of public transport through its urban design. This article presents a method to evaluate the sustainability of TODs based on six aspects of outcomes, including: travel behaviour; the local economy; the natural environment; the built environment; the social environment; and the policy context.

6 Evaluating transit quality of service for transit oriented development

Muley D, Bunker J , Ferreira L

30th Australasian Transport Research Forum (ATRF), Melbourne, Victoria, 2007.
Online [accessed March 2009]. [Click here](#) to view

This paper deals with the evaluation of TODs with respect to the transit quality of service (QoS). Two principal sets of QoS indicators are provided in a framework in the US Transportation Research Boards Transit Capacity and Quality of Service Manual (TCQSM). Kelvin Grove Urban Village (KGUV) in Brisbane is used as a case study of mixed use development to evaluate its transit availability indicators of QoS.

7 Financing transit-oriented development: understanding and overcoming obstacles

Venner, M, Ecola L

Transportation Research Record: Journal of the Transportation Research Board, 2007

Number 1996, pages 17-24.

This paper details the obstacles to financing that TOD developers face, including the increasingly high risk attached to construction lending. Complexity, design, and construction challenges, along with mixed-use and related finance lender concerns, compound the difficulties presented by mixed-use TOD product compared with conventional real estate products that are more commonly underwritten and traded. After a brief review of common sources and structures of financing, this paper reviews strategies to overcome the TOD financing barriers including the structuring of uses to align with existing product categories, value engineering and the use of alternative building methods and materials, use of advanced information management systems, addition of large or experienced partners, and gain of higher-equity, patient investment.

8 Governance and implementation challenges for transit oriented developments: findings from a comparison of South East Queensland and Perth region.

Khan, S, Bajracharya, B

State of Australian Cities National Conference 2007.

University of South Australia, Adelaide, South Australia.

13 pages.

This paper assesses TOD planning policies, governance mechanisms and implementation mechanisms in two metropolitan regions - South East Queensland and metropolitan Perth. Both have urban management strategies in place that promote TOD. West Australian state government has taken a more proactive role in implementing TOD projects through LandCorp and area redevelopment authorities that facilitate public-private partnerships and land assembly. South East Queensland has focussed more on the statutory policy instruments such as the Regional Plan and local growth management strategies, with a greater reliance on market forces for the realisation of TOD projects.

9 Making the connection: transit-oriented development and jobs.

Grady S, LeRoy, G

Good Jobs First, Washington, DC.

March 2006.

Online [accessed March 2009]. [Click here](#) to view

The report describes 25 TOD projects in the United States which can meet the needs of working families, especially those families with low and moderate incomes and provide better access to jobs and affordable housing.

10 Making the most of transit oriented development opportunities.

Hale C, Charles P

29th Australasian Transport Research Forum (ATRF), 2006, Gold Coast, Queensland, 2006.

Queensland Transport, Brisbane, Queensland.

Online [accessed March 2009]. [Click here](#) to view

Many local governments in Australia are pursuing a number of measures to boost personal trips by walking, cycling and high-occupancy bus and rail passenger transit. This paper investigates some of the criteria for successful TOD precincts and proposes a project-oriented approach to moving TOD from theory to delivery, proposing that TOD will lead to a more sustainable mode share between public transit and the private vehicle.

11 Preserving and promoting diverse transit-oriented neighbourhoods.

Belzer D, Bernstein S, Gorewitz C and others

Center for Neighborhood Technology, Chicago, Reconnecting America, Center for Transit Oriented Development, Oakland, California, Ford Foundation, New York, October 2006.

Online [accessed March 2009]. [Click here](#) to view

The report discusses the challenges and benefits to overcome in designing TOD for a mixed income, mixed race, population, recommending a set of practical actions to develop more mixed-race, mixed-income housing in transit areas.

12 Smart growth and transit-oriented development at the state level: lessons from California, New Jersey, and Western Australia

Renne JL

Journal of Public Transportation, 2008

Volume 11, Number 3, pages 77-108.

The States of California, New Jersey, and Western Australia encourage smart growth through the employment of TOD. This article documents each state's approach and highlights the importance of interagency cooperation at the state-level and intergovernmental cooperation between state and local governments. This article discusses the importance of state government participation in the planning and creation of policy to facilitate TOD and recommends elements for a model state TOD program.

- 13 Station area planning: how to make great transit-oriented places**
Reconnecting America, Center for Transit Oriented Development, Oakland, CA, Federal Transit Administration, Washington, DC.
February 2008.
Online [accessed March 2009]. [Click here](#) to view

This planning manual aims to simplify complex decisions that surround planning for TOD projects and train station areas by providing details about the scales of development that are likely to occur in different types of places. The manual begins with a discussion of seven "TOD place types," followed by a self-diagnostic questionnaire to help planners identify a particular station area in a TOD typology. The buildings and open space typologies (mostly plazas and parks) help planners visualise and talk about the possibilities for station area plans. The second section is a discussion of station area planning principles, and includes TOD plan checklists for each principle to help planning partners consider all the options.

- 14 Transit-oriented development versus car-oriented sprawl: the story of Tokyo and Adelaide.**
Soltani A, Kono N
29th Australasian Transport Research Forum (ATRF), Gold Coast, Queensland, 2006.
Queensland Transport, Brisbane, Queensland, Australia.

Adelaide and Tokyo are located in the Asia-Pacific area. Both are selected as TOD case studies because of interactions between urban structure and transport issues. Tokyo is well known as one of largest and densest cities and one of the best public transit serviced cities in the world. In contrast, Adelaide is known as one of the low density cities and one of the most car dependent cities.

- 15 Traveler response to transit-oriented development.**
Evans, J
2007 Rail Conference, Toronto, Canada.
American Public Transportation Association, Washington DC.
3 pages.

This paper presents a high-level overview of some of the key findings from the Transit Cooperative Research Program (TCRP) Report 95/Traveler Response to Transportation System Changes Handbook. The Handbook series provides a synthesis of knowledge on travel behaviour changes (e.g., ridership, trip generation, vehicle-miles-of-travel) that are associated with TOD.

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