Transit-Oriented Development

Presented by the Institute for Public Administration
University of Delaware
What Is Transit-Oriented Design?

Walkable, compact, mixed-use, higher-density development within walking distance of a transit facility.

– Transit-Oriented Design: Illustration of TOD Characteristics, University of Delaware IPA
Key Characteristics of TODs

- **Walkable**: A high-quality pedestrian environment with streetscape elements.
- **Center of A Destination**: Complete communities with a community center/core and the right mix of uses.
- **Compact**: The highest housing densities are located closest to the transit center.
- **Contains** parking that is carefully located, designed, and managed and quality transit facilities/service.

*Source: Jiang, Y., Han, S., 2009*
Benefits of Transit-Oriented Development

Source: MITOD.org
Preparing the Way for TOD

1. Create a Vision
2. Educate, Advocate, Facilitate
3. Remove Obstacles
4. Create Opportunities
Preparing the Way for TOD:

1. Create A Vision

Local Government can allow for TOD by:
- Eliminating parking requirements.
- Reducing or eliminating density restrictions.
- Allowing for mixed-use development.
- Reduce setback requirements.
- Creating more flexible building code requirements.

Other Community Stakeholders can:
- Support community involvement activities.
- Include TOD components in development proposals.
Preparing the Way for TOD:  
2. Educate, Evaluate, Facilitate

**Local Governments can:**
- Identify the benefits and costs of transit-oriented development for the community.

**Communities can:**
- Educate elected officials and stakeholders about the benefits of transit-oriented development:
  - Improved mobility
  - Efficient land use
  - Reduced congestion
Preparing the Way for TOD:
3. Remove Obstacles

Local Governments can:
○ Provide predictable and flexible regulations for an environment that is TOD friendly.
○ Review local development and zoning ordinances for compatibility with TOD.
○ Ensure projects coordinate with transportation agencies and other communities.

Other Community Stakeholders can:
○ Coordinate with other municipalities, transportation agencies, and other public works projects to enhance pedestrian connections.
Preparing the Way for TOD:  
4. Create Opportunities

Local Governments Can:
- Allocate appropriate funding levels for transportation network maintenance and upgrades.
- Partner with the private sector to increase community buy-in.

Communities Can:
- Enter into joint development agreements to fund new stations, direct connections between transit facilities, and adjacent development improvements.
Regional Plans for TOD

- Newark, Delaware
- Dover, Delaware
Plans for Newark, Delaware

• Awarded a $10 million TIGER IV grant by USDOT.
Plans for Newark, Delaware

- Expand train station.
- Provide DART, Unicity, and UD Shuttle buses to Main campus.
- Improve and add upon current bike and pedestrian paths/bridges.
- Introduce mixed-use development that will include commercial retailers and office use.
Plans for TOD in Dover, Delaware

○ A proposed intermodal transit station on West Street.

○ Targets a mixed-use development complex.

○ A civic plaza center will be added on Water Street.

Source: Renaissance Planning Group
TOD Challenges

- Strict and incompatible zoning ordinances and regulations.
- Prohibitive costs associated with TOD enhancements.
Resources

- *Transit-Oriented Development (TOD): Identification of Optimal Site Characteristics in Delaware*


- *Science and Technology Campus Master Plan, 2011*
Sources (Photos)

www.stratusproperties.com/images/photo_crestview.jpg


transitorienteddevelopment.dot.ca.gov/images/photo/45.jpg

bettercities.net/sites/default/files/blair2.jpg

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Thank you!

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