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*Transit oriented development, or TOD, is the functional integration of land use and transit to create compact and walkable mixed use communities.*

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### **Opportunity for Transit Oriented Development**

Transit oriented development (TOD) is a prevalent planning concept that holds great potential to shape communities, or at least a portion of them, in a way that merges the best land use and transportation planning principles. Although the Study Area is occupied by a variety of established uses, many properties are vacant or under-utilized and hold strong potential for redevelopment. Combined with access to the BNSF railroad and close proximity to Montgomery's Village Center and the Fox River, the Study Area's potential for redevelopment creates an exceptional location for TOD.

One of the better definitions of TOD and key associated planning principles are found in the City of Austin's (TX) Transit Oriented Development Guidebook, which was published by the City's Neighborhood Planning and Zoning Department in 2006. The highlights of this guidebook are summarized in Figure 5 (below) and are appropriate to considering TOD in Montgomery.

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Figure 5  
**TOD Definition & Principles**

Source:  
*City of Austin, TX, Transit Oriented Development Guidebook, 2006.*

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#### *Definition*

*Transit oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit stop or station. A TOD brings together people, jobs, and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.*

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#### *Principles*

*The following principles serve as a guide and provide an understanding of the essential elements and characteristics of a TOD. They will serve as the foundation for the station area planning.*

- Create a compact development within an easy walk (typically ½ mile) of public transit and with sufficient density to support ridership.*
  - Make the pedestrian the focus of the development strategy without excluding the auto.*
  - Create active places and livable communities that service daily needs & where people feel a sense of belonging & ownership.*
  - Include engaging, high quality civic spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.*
  - Encourage a variety of housing types near transit facilities available to a wide range of ages and incomes.*
  - Incorporate retail into the development if it is a viable use at the location without the transit component, ideally drawing customers both from the TOD and a major street.*
  - Ensure compatibility and connectivity with surrounding neighborhoods.*
  - Introduce creative parking strategies that integrate, rather than divide the site and reduce the sense of auto domination.*
  - Create TOD plans that are flexible so they can respond to changing conditions.*
  - Strive to make TODs realistic, yet economically viable and valuable from a diversity of perspectives (Village, transit agencies, developer, resident, employer).*
  - Recognize that all TODs are not the same; each development is located within its own unique context and serves a specific purpose in the larger context.*
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