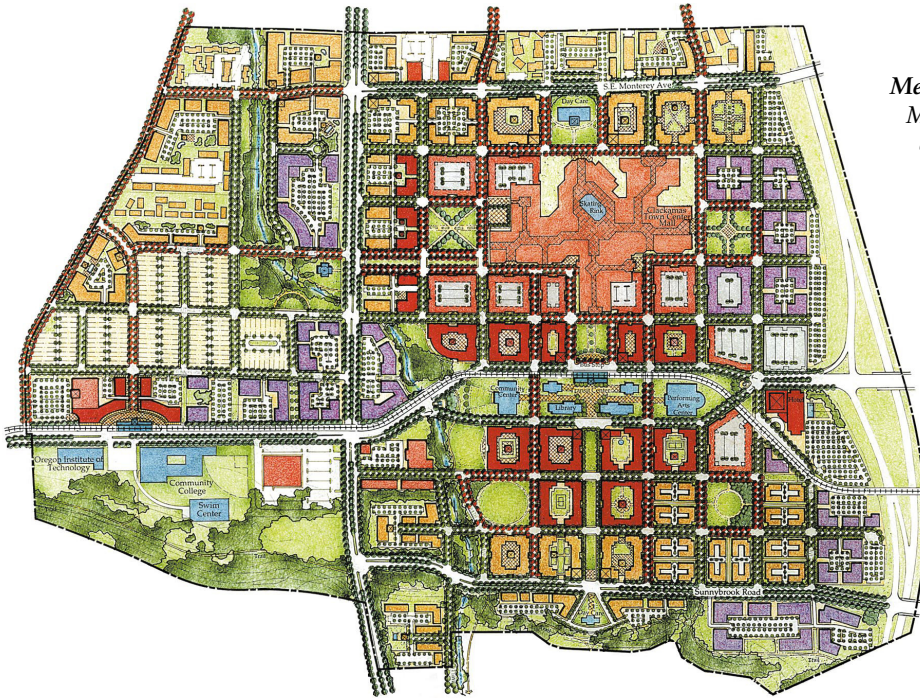


# Transit-Oriented Development Guidelines

*Various Jurisdictions*

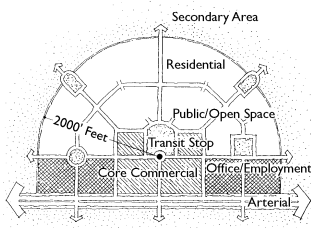


**Metro Vision 2040.**

*Metro Vision 2040 studied the correlation between the region's Urban Growth Boundary, transit investments, and land use at the pedestrian scale. Calthorpe Associates examined eight sites within the Portland region and illustrated how they would look 50 years from today under three different growth concepts. The Transit-Supportive scenario (left) transforms a suburban mall into a new urban center, with a block pattern at the scale of downtown Portland.*

Calthorpe Associates is a leader in Transit-Oriented Development (TOD) Guidelines. Our TOD guidelines communicate principles linking land use and transportation in a variety of settings. These principles emphasize a pedestrian-oriented street network, street facing architecture, a mix of complimentary uses, and the

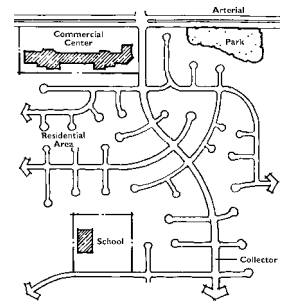
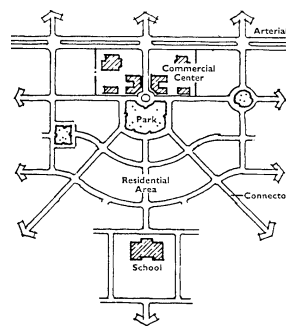
use of public transportation. We have developed guidelines for Portland, Oregon's Tri-Met, the City of San Diego, Sacramento County, and the Santa Clara County Transportation Agency, and most recently, the Metropolitan council of the Twin Cities.



**Basic TOD Diagram.**  
TOD's are mixed-use districts within a comfortable walking distance of a transit stop and core commercial area (about 2,000-feet). A walkable environment makes it attractive for residents, visitors, and employees to travel on foot to transit and conveniences.



**Building Design.**  
Buildings in TODs address the street and sidewalk with entries and windows, not blank walls or parking lots. Parking is placed to the rear of buildings.



**Direct Paths.**  
Street alignments should not isolate surrounding uses from local conveniences, as is the case with circuitous street networks (at right). Instead, street alignments should provide direct and inviting routes to local destinations (as at left).