Transit-Oriented Development

TOD projects have three fundamental characteristics that enhance transit ridership:

§ A mix of moderate to high intensity land uses
§ A physical or functional connection to the transit system
§ Design features that reinforce pedestrian relationships and scale

Two factors that most influence ridership: density & proximity.
Surface Parking - the deathstar of density
The Relationship between Density and Parking: Parking Type
Tuck Under

Type 2: Tuck under parking and wood framed units

Buckman
Tuck Under

Least Expensive structured parking
Works best with low parking ratio
80 units/acre possible
Not as efficient as podium
Site size and shape dictates how this is used
Bearing Walls Aligned

Less expensive
Separation is not bearing
Compromises parking and apartment layout
Bearing Walls Aligned

24 foot access driveway

18 foot parking span with 2 cars per bay

Rigid steel frame structure

TGIs attached to 2x6 plate bolted to steel frame

Load bearing for floors but not for walls
Podium - parking at grade

Allows for maximum efficiency for 2 or more buildings vertically stacked

Post Tensioned Slab can be expensive on small applications
Underground parking

Very expensive
Allows full retail depth
Allows separation of commercial and residential parking

The Crossings
Double Podium - at grade/underground parking

Expensive

Maybe needed when 1.0 or higher parking ratio is desirable in densities over 130 units/acre
Non communicating levels

Warped site to make 2 levels possible
Inexpensive structure with no concrete ramp
In residential violates the “50 foot” rule
Works best in retail and office
Doesn’t add much density

Russellville
Retail wrap

Lakeview Village
Retail wrap

Lakeview Village
Retail wrap

Parking very close
Allows easy access to upper levels
No vertical firewall separation required because no building above parking
Density is less because unused area above parking
May compromise the most efficient layout for parking and may result in higher parking cost
Better alternative than a stand alone parking garage
Relationship between Density and Parking
17-22 units/acre

3 stories surface parking

Type 1: Surface parking and wood framed units
35 units/acre  Gresham Central

3 stories reduced parking ratio
50 units/acre  Gateway

3 stories
no parking
60 units/acre  172nd and E Burnside

3 stories
structured
parking, low
parking ratio
82 units/acre  Central Point, Gresham

4 stories, tuck under parking, low parking ratio
137 units/acre Buckman Terrace

5 stories, structured parking, low parking ratio

Type 4: Mid rise with a concrete podium and wood framing above
198 units/acre Merrick, Lloyd District

6 stories
structured parking, low parking ratio
Interesting....

It's all about reducing parking ratio and structuring it.....most centers still have high parking ratios - all centers need to reduce to 1.0 and allow as low as 0.7

50 du/acre
3 stories
no parking

35-40du/acre
10 stories
2:1 parking ratio (surface)
Low Parking Ratio Support

When you go below 1.0 Parking Ratio consider

1. Charge for all covered parking
2. Try to get Flexcar in your building or nearby
3. Provide first rate bicycle facilities (lockers, wash areas, secured bike parking, etc)