A COMPARISON OF TOD PRINCIPLES WITH SOME CURRENT LOCAL LAND USE DEVELOPMENT PRACTICES

The ultimate source of bias in land use planning and the difference between "Smart Growth" and currently common development practices that began in the mid-20th Century is the role of the automobile and its accommodation. When there is minimal land use regulation, as in many counties in the U.S., automobile-oriented development allows wide dispersal of settlements, favors random development and relatively unstructured growth, and is supported by some developers because of the wide variety of development choices it allows. In contrast, the "Smart Growth"* approach emphasizes carefully and purposefully structuring growth to provide transportation choices and to support public transit. Below is a comparison to show the predictable outcomes based on the two different land use development approaches designed to accommodate the separate transportation emphases. The frame of reference is for a county or region. *(One aspect, **Transit Oriented Dev.)**

Exclusively Automobile Oriented Development	**Transit Oriented Development**
1. The urban transportation system accommodates only private automobiles. Traffic is directed to arterials. Ultimately, this creates massive traffic congestion that urban residents flee in order to avoid the noise and air pollution; but the incurable car-dependence of these rural and suburban ex-urbanites exacerbates the urban traffic congestion.	1. The urban transportation system accommodates choices: public transit, pedestrian, bicycle, & private cars. Sidewalk-lined streets with internal neighborhood origin-destination routes keep neighborhood car traffic confined, reducing arterial use; and facilitate pedestrian access to neighborhood centers and public transit, lessening traffic congestion.
2. Communities are developed as clusters of unrelated **projects**, usually contiguous but not interconnected, all oriented to automobile use.	2. Communities are designed as contiguous internally interconnected **neighborhoods**, each connected externally at planned locations.
3. Urban street patterns are designed exclusively for automobiles with the hierarchy from garage ÿ local street ÿ collector street ÿ minor arterial ÿ major arterial. Single family lots are wide because distance between units doesn't matter--residents don't walk or bike anywhere except for exercise. Garage doors are the most obvious features on local streets. Some contemporary planners characterize this as "suburban" type growth.	3. Urban street patterns are designed for pedestrians, bicycles, and automobiles: garages may open onto alleys so that local streets are not lined with driveways and garage doors. This allows greater flexibility in neighborhood street patterns and connections, even though local streets still must not intersect with arterials. Single family lots are narrower to allow increased density and facilitate walking to neighborhood activity centers and to bus stops.
4. Residential street patterns favor cul-de-sacs and exclusiveness, with no connections between local streets or provision for street extensions. This is based on the fear that interconnecting local streets may eventually become collectors or arterials caused by the lack of advance planning for traffic circulation. Gated communities are favored. PUDs need not be connected to other projects.	4. Residential street patterns favor interconnectedness within a neighborhood that facilitates access between areas both for pedestrians and slow-moving automobiles. If cul-de-sacs are used, the closed ends allow pedestrianway interconnection. A new street category–the sidewalk-lined connector street–connects non-residential centers within a neighborhood.
5. Projects are all one use: All single family detached houses, all duplexes, all apartments, all townhouses, all commercial, etc. Each project will have separate access to a collector street, sometimes directly to an arterial.	5. Neighborhoods include variety in housing types, designed and located for compatibility. Non-residential uses are specifically designed as a part of the neighborhood for use by the residents. Such areas are planned ahead and reserved until needed. Local streets almost always interconnect.
6. Project size depends strictly on the specialty of the developer, the amount of land he controls, and his perception of market demand.	6. Neighborhood size is designed to accommodate walking distance to non-residential uses and depends on the neighborhood plan. (Some are planned as mile-square areas, others may be smaller.)
7. Non-residential uses are separated, isolated, and accessible only by automobile. They can be located anywhere and need not be supported by a near-by population.	7. Non-residential uses and higher density residential uses are clustered for synergism and to support public transit by pedestrian concentrations (transit-oriented developments or TODs) designed as part of the neighborhood.
8. Non-residential uses are generally located at high intensity intersections where they cannot be reached by walking. Access by automobiles is from the arterials.	8. High intensity uses may be located at intersections with access to arterials, but also have interior access to the neighborhood by connector streets lined with sidewalks.
9. Schools, parks, and community centers are located on arterials or arterial-collector intersections to give automobile access and are not located for pedestrian access, nor for proximity to residences.	9. Schools, parks, and community centers are designed into neighborhoods for pedestrian access, often grouped together, and located to be within walking distance of all neighborhood residents.
10. Individual non-residential uses are concentrated, massive, and emphasize parking. This includes grade schools which are built increasingly larger to facilitate school busing. Push is for regional-sized centers, including "big box" retail. Employment centers can be widely dispersed and located anywhere along major arterials.	10. Activity centers are designed as a part of neighborhoods and sized according to the neighborhood population. Neighborhood schools tend to be smaller. Neighborhood shopping centers are sized to the neighborhood market. Employment centers outside of neighborhoods are clustered to enable access by public transit.
11. Projects do not require advance area planning except for locating arterials. Incremental project development is favored and is relatively unlimited in choices.	11. Neighborhoods require advance planning in detail, especially for internal street patterns. Incremental development must fit into the overall neighborhood pattern.
12. City future land use plans can be limited to text description and based exclusively on very general policies.	12. City future land use plans are both mapped, text, and specific; and where mixed uses are encouraged, development plans must be site specific.
13. Rural and suburban development is encouraged by lower initial land costs. This unincorporated growth is subsidized by cities and federal and state governments and facilitated by public policy. Without this public support the higher costs of dispersed growth patterns would not be economically feasible.	13. Urban development is supported and promoted because, for one reason, ultimate community costs are less: for services, loss of resources and environmental degradation.
14. Quality of life is dependent on low density development and individual residences. Open space is exclusively in privately-owned yards. Life is primarily home-to-work centered because of isolation and time spent commuting.	14. Quality of life is dependent on compact urban development, variety and accessibility of public parks and open space, convenience of non-residential uses, and transportation choices. Aesthetics matters. Life can be more community-centered because of increased choices.
15. Lack of predictability in development is an accepted feature of growth. Development can occur anywhere because the only infrastructure needed is access to roads. Rural residential lots benefit from availability of rural water and electricity, originally for farm use. Rural sprawl is the outcome of emphasis on automobile transportation. Eventually pollution from septic tanks and need for services require remedies at public cost.	15. Growth is directed by advance planning, annexation, and provision of urban utilities and infrastructure. Rural and suburban development is avoided: rural sprawl is the antithesis of "Smart Growth." A major goal is to protect farmland and rural open space, but also to protect the public from burgeoning but dispersed urban-type development in the rural county and the public costs to provide the inevitably-needed services.