

UPP 594 INTEGRATED DESIGN STUDIO

TRANSIT ORIENTED DEVELOPMENT (T.O.D.)

Urban Planning and Policy Program
University of Illinois at Chicago, Spring 2012

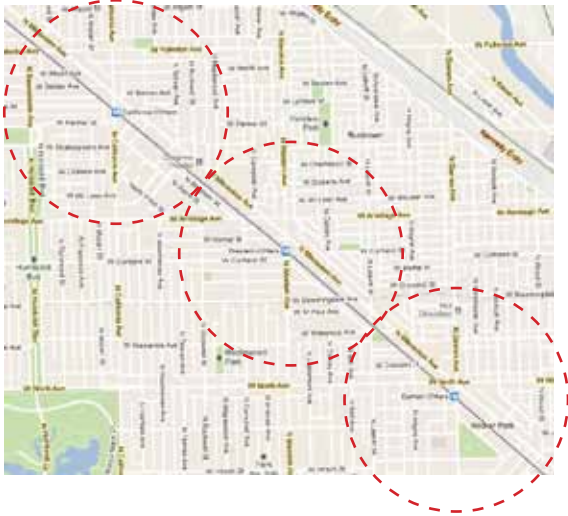
Time: Wednesdays, 6 to 9 pm

Location: Room 2232, CUPPA Hall

Instructor: Ferhat Zerín, AICP
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708-738-7389

SITES

THREE BLUE LINE SITES ALONG MILWAUKEE AVENUE AT DAMEN, WESTERN AND CALIFORNIA



Required Supplies

- White Tracing Paper Roll, 36 inch wide
- White Tracing Paper Roll, 12 inch wide
- 24 inch T Square
- 12" Drafting Triangles 30-60-90
- Triangular Engineering Scale
- Drafting Tape
- Prismacolor Markers: Red, blue, yellow, orange, green and black, (Suggested shades: Crimson Red, Olive Green, Black, Yellowed Orange, Green Tea, Poppy Red, Ultramarine Blue)
- Drawing Pens: Fine, medium and thick point. Suggested pens: Sharpie fine, ultra fine, Pilot precise extra fine V5
- Eraser: Staedler white all purpose eraser

Promoting Transit Oriented Developments (T.O.D.s) has become a familiar goal for planning efforts throughout the United States, in existing urban and suburban areas, as well as new communities in greenfield sites. The expression TOD is now so widely used and abused that many of the fundamental principles of this kind of development are getting lost. The recent economic downturn in the housing market and the lack of adequate funding for transit agencies has further complicated the implementation of successful TODs.

While the term TOD is relatively recent, the concept is time tested and old, and is based on a simple principle: Build our towns and cities around train stations and bus stops, and make sure that our densest neighborhoods are within walking distance of a transit stop. Like the Chicagoland region, most of our cities and small towns grew around the early train stations, with a rich history of transit friendly neighborhoods. It was common sense that it was easier to live and work in areas where you could walk to the station, and that stations were also main anchors of our main streets and urban centers.

Such simple common sense has been lacking in the planning of our post war suburbs and communities. New stations have been built in vacant and greenfield sites with no one living nearby. Existing stations are surrounded by low density areas that do not generate enough foot traffic. Most commuters have to drive to the stations creating the need of very large parking lots. Traditional mixed use walkable neighborhoods have been replaced by single use subdivisions that are completely dependent on auto traffic.

The United States is facing a population growth of an additional 100 million people in the coming decades. We simply cannot continue to build car oriented developments to absorb this growth. We have to re-learn how to build our communities where other modes of travel are viable alternatives to driving. **To that end, this TOD Design studio aims to provide our future planners with an intense comprehensive exposure to the design, master planning and implementation of Transit Oriented Developments.**

Heavy emphasis will be on analyzing and designing transportation frameworks for transit, cars, bikes, pedestrians and other alternative modes of movement. There will be basic assessment of existing markets and opportunities, and an Implementation and Phasing Strategy will be developed. Students will have the opportunity to learn how design, transportation, infrastructure, policy and market analysis are all integrated in the planning process to create one complete TOD Master Plan.

Final submittals will include a Full Master Plan Document and massing models that contain the following:

1. Analysis of existing site conditions, market trends and transportation systems
2. Proposed Transportation Framework for Bus, rail, bike, pedestrian and other alternate modes
3. Illustrative Master Plan at full buildout
4. Land Use and Density Plan
5. Massing Studies
6. Implementation and Phasing Strategies

The Final Presentation of the Full Master Plan with large drawings, models and presentation materials will be in front of a guest jury comprised of consulting firms and agencies involved in Chicago TODs.