

Bibliography

ANNOTATED KEY REFERENCES

Cervero, Robert and Michael Bernick. *Transit Villages in the 21st Century*. San Francisco: McGraw-Hill, 1997.

This comprehensive study of transit-oriented development (TOD) provides historical perspectives on TOD, analyzes the conditions necessary for TOD, and presents case studies of transit-supportive projects both in the United States and abroad. U.S. case studies include the San Francisco BART system, the Washington D.C. Metro, and transit villages in on the Los Angeles and San Diego light rail systems. The study includes good summaries of major research on the relationship between land uses, density, market trends, and transit ridership. Case studies provide thorough background on specific TOD projects and include representative site plans and photographs.

Cervero, Robert; Carlos Castellanos; Wicaksono Sarosa; and Kenneth Rich. *Land Use and Development Impacts in BART @ 20 Series*. Berkeley: University of California Transportation Center, 1995.

This study updates the 1978 BART Impact Study and analyzes the changes in land use and development around BART stations in the San Francisco Bay Area over a 20 year period. The analysis traces the changes in the square feet of space by major land use category along each segment of the BART system. Changes in developed square feet were traced over time, and they were compared across different station types. Land use and development trends were also compared between BART stations and freeway interchanges.

Cervero, Robert; Peter Hall; and John Landis. *Transit Joint Development in the United States*. Berkeley: University of California at Berkeley, Institute of Urban and Regional Development, August 1992.

This report provides historical perspectives on joint development around transit stations, profiles of current joint development programs, and recommendations for creating ideal joint development processes. Includes a survey of joint development programs in the United States, as well as statistical analysis of the square feet of development attributable to joint development at various transit stations.

Dyett, Michael V. *Site Design and Its Relation to Urban Form*. (Proceedings of the Conference, "Transportation, Urban Form, and The Environment," Beckman Center, Irvine, California, December 9-12, 1990) Transportation Research Board Special Report #231 (1991) 117-126.

This conference resource paper focuses on site design and its relationship to urban form and transportation. From the site planning and design perspective, the challenge is to heighten awareness of how different transportation solutions can be incorporated into physical plans for new residential, commercial, and industrial development. Local streets also need to be planned to be more than just automobile oriented. Provision for pedestrians, bus routes, and, where appropriate, rail transit needs to be made early in the planning process. This will require rethinking traditional subdivision design and layout of nonresidential areas. Research needs in this area are identified.

Landis, John and David Loutzenheiser. *BART Access and Office Building Performance in BART @ 20 Series*. Berkeley: University of California Transportation Center, 1995.

This report analyzes the four BART stations in downtown San Francisco in order to determine whether major office building within 1/4 to 1/2 mile of the stations are renting at premium prices. The findings indicate no gradient, but limitations on office construction and a strong economy partly contributed to the lack of a rent gradient. The study updates price and rent analysis conducted for the 1978 BART Impact Program, although it does not look beyond downtown San Francisco and it does not distinguish Class A from other types of office space.

Metropolitan Transportation Commission. *Land Use and Urban Development Impacts of BART in BART Impact Program*. Prepared by John Blayney Associates and David M. Dornbusch & Co. Oakland: Metropolitan Transportation Commission, 1978.

This study provided the first comprehensive analysis of the impacts of transit on urban development for San Francisco's BART, the first urban rail project in the United States after World War II. The analysis includes statistical studies of construction activity, price and rent changes, and retail sales. Also, surveys were conducted in order to determine whether BART had any influence on the location decisions of workers, households, or employers, or on shopping patterns. Parts of the statistical analysis have been updated in subsequent studies.

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation for Snohomish County, Washington, v. 1&2*. Lynnwood, Washington: Sno-Tran, 1991.

This first volume of this two-volume series establishes a framework for tailoring land use to public transportation networks. The document presents a set of criteria to judge compatibility of land use with transit, as well as model community plan goals and policies to encourage such development. It also describes how to achieve compatibility through zoning ordinances, transportation management plans or requirements, the design of residential subdivisions, and site design for other types of plans or requirements. The second volume includes case studies of exemplary transit-oriented development (TOD) and illustrations of good prototypical development. The report includes a series of worksheets to assist readers in establishing whether development projects are compatible with public transportation.

Transportation Research Board, National Research Council. Transit Cooperative Research Program Report 16: Transit and Urban Form, v. 1&2. Prepared by Parsons Brinckerhoff Quade & Douglas. Washington D.C.: National Academy Press, 1996.

This two-volume report analyzes the connection between land use and light rail transit ridership, provides guidelines for land use planning along light rail corridors, and looks at case studies of TOD throughout the United States and abroad. Guidelines are mostly conceptual, implementation measures discussed only briefly. Case studies provide general background on planning concepts and how concepts are linked to transit demand.

Tri-County Metropolitan Transportation District of Oregon. Planning and Design for Transit Handbook: Guidelines for Implementing Transit Supportive Development. Portland: Tri-Met, 1996.

This report uses prototypes of development to show how site plans can be made transit-supportive and pedestrian-friendly. Guidelines are discussed with the help of photographs taken within the region. Illustrations compare “typical” plans with plans that are “revised” to serve transit and pedestrians.

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TRANSIT ORIENTED DEVELOPMENT: GENERAL REFERENCE

Cervero, Robert. America's Suburban Centers: The Land Use-Transportation Link. Boston: Unwin Hyman, 1989.

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Nelessen, Anton and Linda Howe. Flexible Friendly Neighborhood Transit: A Solution for the Suburban Transportation Dilemma.

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Urban Land Institute. Joint Development: Making the Real Estate-Transit Connection. 1979.

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RAIL TRANSIT IMPACT STUDIES

Metropolitan Transportation Commission. *The Impact of BART on Land Use and Urban Development*, prepared by John Blayney Associates and David M. Dornbusch & Co. 1978. (multiple volumes)

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