Summary of Regional Smart Growth Incentive Programs

1) The Atlanta Regional Commission’s “Livable Centers Initiative"

Program Summary

The Atlanta Regional Commission (ARC) Board adopted policies in the Regional Transportation Plan (RTP) proposal in May 1999 to provide funding for investment studies and transportation projects located in activity and town centers in the region. This program of studies and projects has become known as the Livable Centers Initiative (LCI). The focus of the program is to encourage increased residential development, mixed-uses and connectivity in activity and town centers. The studies also define detailed plans that support the adopted policies of the Regional Development Plan (RDP) to encourage activity and town center development.

Livable Centers Initiative Studies

The ARC Board approved an allocation of $5 million over 5 years to fund the Livable Centers Initiative program. The study projects are awarded on a competitive basis to local governments and non-profit sponsors, such as Transportation Management Associations (TMAs), for producing plans to define future center development strategies and supporting public and private investments. ARC funded fifty-one planning studies over the five years of the LCI program (in 2000 to 2004).

Activity Center/Town Center Project Investments

The ARC Board also approved an allocation of $350 million for priority funding of transportation projects resulting from Livable Centers Initiative studies. $70 million has been allocated in the Transportation Improvement Program in Fiscal Years 2003-05 specifically for LCI related projects. All communities that complete an LCI planning study are not guaranteed to receive implementation money from the dedicated LCI funds in the TIP. In selecting TIP projects for the dedicated LCI money, priority is given to those communities that have completed and approved the planning study, have independently taken local actions as identified in the study's implementation plan and to those transportation projects that meet the basic goals of the LCI program.

Eligibility and Priority Projects

The Livable Centers Initiative program is open for funding to government jurisdictions in the Atlanta region and activity center/town center oriented non-profit organizations. The LCI program utilizes federal transportation program STP 33 (C) funds administered through ARC.

In order for a jurisdiction to be considered for an LCI award, it must:

- Complete and submit the required RDP/Comprehensive Plan Coordination reports, as outlined in the ARC/GRTA Joint Land Use strategy, to ARC by the established timeframe.
- Maintain Qualified Local Government (QLG) status, or show progress toward reinstating QLG status through the Georgia Department of Community Affairs (DCA).
Study areas that will be given priority consideration include:

- Existing or planned transit station areas
- Commuter rail locations (proposed)
- Town centers
- Existing activity centers
- Infill/renovation projects
- Study areas that utilize the products of the ARC Community Choices program

Study proposals that will not be considered include:

- Projects in greenfield areas (for purposes of this program, greenfield is defined as areas with 50% or more of non-improved land)
- Single-purpose studies or incomplete study scopes (e.g. housing study, parking study)
- Inappropriately defined activity centers
- Applicants that demonstrate no local coordination with major stakeholders

**The LCI Supplemental Study Program**

The LCI Supplemental Study program provides communities with additional funding to help ensure a successful outcome to strengthen the key role these communities play in our region's future.

The region's LCI communities have indicated that sometimes additional studies are needed to help implement their plans. The LCI Supplemental Study funds help bridge the gaps between plan completion and implementation.

**Eligibility**

The LCI Supplemental Study program is open for funding to all communities that have completed an LCI study or have been grandfathered by ARC as completing an LCI equivalent study.

The LCI Supplemental Study request should be for a specific project (a follow-up study, plan or analysis; not a capital or operating project) identified in the completed LCI Plan. The intent of this project should be to complete a required action that furthers the implementation of the plan. Examples of eligible projects include, but are not limited to: parking assessments, housing studies, market analysis, overlay districts, and/or design guidelines. The LCI Supplemental Study program is not intended for the expansion of the original LCI study scope or area.

- **2004 Livable Centers Initiative Sample Projects**
2) The San Francisco Bay Area Metropolitan Transportation Commission’s Transportation for Livable Communities Program

In 1998, the San Francisco Bay Area’s Metropolitan Transportation Commission created the Transportation for Livable Communities Program for the purpose of simultaneously promoting transportation/land use integration while expanding transportation options by providing direct financial incentives for cities and counties to support community development and redevelopment projects that encourage pedestrian, transit and/or bicycle trips, and spur the development of housing, downtowns and regional activity centers. Since the program’s inception, $44.6 million dollars has been awarded. Forty-seven capital grants were awarded to fund the design and construction of transportation improvements such as streetscapes, transit villages, and pedestrian plazas; and 31 housing incentive program grants were awarded to cities/counties to build high-density housing within one-third mile of a major transit station or transit corridor.

PROGRAM DESCRIPTION
The Community Design Planning Program funds community design and planning processes to retrofit existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create pedestrian, bicycle, and transit-friendly environments. The key objective of this program is to provide funding support to local governments, transportation agencies, and community-based organizations to explore innovative design concepts and plans through an inclusive, community-based planning process. Community design planning processes often lead to the development of capital projects that can compete for funding at a regional level. The community planning process typically results in transportation/land-use concept plans; streetscape design concept plans; detailed drawings, construction cost estimates, and implementation plans for specific capital projects.

WHO CAN APPLY?
Community design planning grants are awarded on a competitive basis. Local governments, transportation agencies, and community-based nonprofit organizations may receive funding. Non-governmental organizations may act as the lead sponsor, but must partner with a local government agency to carry out the planning project. Grant recipients will be required to enter into a funding agreement with MTC to carry out the project, and attend a workshop on grant administration.

HOW MUCH FUNDING IS AVAILABLE?
MTC allocates Transportation Development Act (TDA) or Surface Transportation Program (STP) funds to this program. Up to $75,000 is available per project. A 20 percent local match is required. Local match is defined as the dollars used to match the planning work. TLC funds cannot be used to fund project sponsor staff time or costs.

ELIGIBLE ACTIVITIES
Project activities eligible for funding include conducting community design and visioning workshops; designing streetscape improvements that promote pedestrian, bicycle and transit activities; preparing neighborhood revitalization plans to strengthen community identity; developing transportation and land-use plans for redevelopment areas or along a Resolution 3434 corridor or preparing concept plans, drawings and design guidelines for capital projects.

HOW WILL PROJECTS BE EVALUATED?

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1 MTC’s Resolution 3434 consists of nine rail extensions throughout the Bay Area, a new regional express bus program, and significant service enhancements to eight existing rail and bus corridors as identified in the 2001 Regional Transportation Plan and amended in the Transportation 2030 Plan (pending).
PART ONE: EVALUATION CRITERIA

1. Study Need
   a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning project along with desired outcomes
   b. Project pertains to a defined physical location
   c. Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied, will provide significant community benefit (e.g., walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure, etc.)

2. TLC Program Goals
   a. Project addresses one or more TLC program goals, and demonstrates how well the goals are met

3. Project Scope
   a. Project describes a collaborative planning process\(^2\) to be undertaken by identifying the:
      - community stakeholders (e.g., residents, business proprietors, property owners, neighborhood associations, nonprofits, community-based organization, etc.), local governmental agency, and the transit operator that will be involved and their roles
      - outreach strategy to solicit input from a diversity of participants to reflect a broad range of ethnicity, incomes and special needs of the community
      - innovative outreach techniques to be used to solicit public input
   b. Intended project outcomes include one or more of the following:
      - Community stakeholder participation and support
      - Plans for improvements to pedestrian, bicycle and transit facilities, and in particular improvements to strategic links between transit nodes and activity hubs to encourage non-automobile use
      - Plans for the development of higher density housing and mixed-use development near existing or planned transit infrastructure

4. Project Administration
   a. Project will result in a discrete and clear work product that will guide the project to the next level of planning, and/or form the basis to compete for funding for capital projects identified in planning process.
   b. Project will be completed within one year. Project sponsor commits to begin the project immediately once the Commission approves the project. Note: once projects are underway, MTC will consider time extensions if the project sponsor demonstrates progress on the planning process, and demonstrates a real need for additional time to adequately conduct community outreach or technical analysis.
   c. Project sponsor commits to pursuing the project recommendations, including subsequent planning activities, and to pursue preliminary engineering and construction funds for capital projects as feasible.

PART TWO: ADDITIONAL FACTORS

If a project meets the evaluation criteria listed above, MTC will use the following factors to further evaluate competing projects for TLC assistance:

1. Project Innovation: To what degree does the project demonstrate innovation in project scope and community outreach techniques? Is this project different in scope and type than other candidate projects?

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\(^2\) At the conclusion of the planning effort, MTC requires project sponsor to demonstrate how well the outreach process was implemented in terms of accessibility of outreach process to serve diverse geographic, language and ability needs; impact of public outreach and involvement on community project; and satisfaction of outreach process as expressed by participants.
2. **Land Use Links**: To what degree does the project support the building of higher density housing and mixed uses developments, particularly in existing downtowns, commercial cores, neighborhoods, and transit stops/corridors?

3. **Local Match**: To what degree is the local match beyond the required match offered as part of the proposed project’s total cost? To what degree does the project use TLC funds to leverage other funding? To what degree does the sponsor provide in-kind services (staff time or costs) towards the project?

4. **Low-income Community**: Does the project serve a low-income neighborhood, as demonstrated by Census data on income and/or poverty level compared to the city or county as a whole?

**Application Process**

**Step 1**: MTC issues a “call for projects” on an annual basis.

**Step 2**: Applicants submit a project proposal to MTC for funding consideration. The planning proposal should include the amount of TLC funds requested, amount and source of local match, brief description of sponsor and study partner(s), how project fulfills evaluation criteria shown above, preliminary scope of work that describes each itemized task to be undertaken and the resulting work product(s) per task, project budget and schedule for the project by itemized task/work product, and project area map and existing conditions photos.

**Step 3**: MTC evaluates project proposals with assistance from representatives from MTC’s Advisory Council\(^3\) and the Bay Area Partnership\(^4\).

**Step 4**: Based on the recommendations of the evaluation team, and funding availability of the overall program, MTC’s executive director will make a funding recommendation to the Commission.

**Step 5**: Following the Commission’s approval, grant recipients will enter into a funding agreement with MTC and attend a special workshop on community planning and grant administration.

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\(^3\) MTC’s Advisory Council is comprised of citizens of diverse backgrounds and interests in the development of transportation plans and programs. The Advisory Council directs its viewpoints to the Commission.

\(^4\) The Bay Area Partnership is comprised of representatives from the 9 county congestion management agencies, transit operators, Bay Area Air Quality Management District, etc.
3) City/County Association of Governments of San Mateo County
Transit Oriented Development (TOD) Incentive Program

To address a housing shortfall, reduce congestion, and improve environmental quality, the City/County Association of Governments of San Mateo County (C/CAG) provides incentives for land use agencies (20 constituent cities as well as the county) to create housing near transit stations. C/CAG allocates up to 10 percent of State Transportation Improvement Program funds for the San Mateo County TOD Incentive Program. The program provides a financial incentive for local land use authorities to develop housing near transit stations.

Under the program, a jurisdiction receives incentive funds based on the number of bedrooms in the housing units. Typically, eligible projects receive up to $2,000 per bedroom. In order to be eligible for the program, housing must be within one-third of a mile of a rail transit station, and density must be at least 40 units per acre. In the event that the program is oversubscribed, C/CAG may reduce the funding per bedroom or provide additional funding to the program. Land use agencies only get the funding once the units are built or are under construction. Funds are then used to support improvements either on- or off-site as determined by the land use agency. In addition to direct transportation improvements, some general improvements such as landscaping, lighting, sidewalks, plazas, and recreational projects are allowed.

For the first cycle, October 1999 to September 2001, C/CAG programmed $2.3 million to the TOD Incentive Program to support development of 1,282 bedrooms in five projects. The second cycle, February 2002 to February 2004, has programmed over $2.9 million for 10 projects to facilitate the creation of 2,407 bedrooms.

Highlights

Interest from Other Jurisdictions
The success of C/CAG’s TOD Incentive Program has encouraged other jurisdictions to implement similar programs. The Metropolitan Transportation Commission, the metropolitan planning organization for the San Francisco Bay Area, adopted a Housing Incentive Program based on C/CAG’s model. Legislation being considered at the state level would create a similar program. Sacramento, Fresno, and Monterey Counties (in California) are also considering similar programs.

Integration with Transportation Planning
The TOD Incentive Program recognizes that coordinating land use and transportation is critical to achieving an efficient transportation system and making the best use of tax dollars. C/CAG’s approach is an innovative use of transportation funds that provides incentives to land use decision-makers to achieve transit-oriented development.

4) The Sacramento Area Council of Government’s Community Design Grant Program

The Community Design grant program supports the implementation of smart growth in the Sacramento region. Smart growth is this region’s approach to reducing congestion and air pollution while improving the region’s livability. Financial incentives are awarded to cities and counties with specific projects that conform to SACOG’s seven smart growth principles: transportation choices, housing diversity compact development, mixed land uses, use existing assets, natural resource conservation and quality design.
With the Sacramento region adding 1.7 million people to its population by 2050, SACOG has led the effort to manage the anticipated growth effectively, notable through its Blueprint Project. Community Design is another important component of that effort. The Metropolitan Transportation Plan for 2050, adopted in 2002, set aside $500 million in federal funds over a 23-year period for Community Design. The SACOG Board of Directors authorized the first round of the funding for the 2004-05-program cycle. Subsequent program cycles will be for two years.

SACOG received a total of 31 applications for the Community Design funding program. Two multi-disciplinary committees reviewed the applications and made funding recommendations based on diversity of project types, equitable distribution within the region, and above all, on how well the projects demonstrated the seven smart growth principles noted above.

5) San Diego Area Council of Governments Transportation Enhancement Activities (TEA) Program

The Transportation Equity Act for the 21st Century (TEA-21) requires that ten percent of the Surface Transportation Program (STP) funds be available on a statewide basis be set-aside for the TEA program. For the San Diego region, an estimated $22.6 million is available for the period FY 1998 to FY 2004.

SANDAG, as the Metropolitan Planning Organization (MPO), allocates the TEA funds within the San Diego region. The SANDAG Board of Directors awarded the entire $22.6 million in one cycle through a Call for Projects process in March 2000. Out of 52 applications, nine projects were selected for funding. Project sponsors submit quarterly progress reports to the Transportation Committee.

**General Eligibility for Transportation Enhancement Activities (TEA)**

Transportation enhancement funds are to be used for transportation-related projects that enhance the quality-of-life in or around transportation facilities. Projects must be directly related to the transportation system and must provide a level of improvement above and beyond any required mitigation. The program should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.

Transportation enhancement activities provide a means to integrate transportation facilities into their surrounding communities in a more creative and sensitive manner. Transportation enhancements may protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system for the communities and people adjacent to transportation facilities.

Under federal law, there are twelve eligible categories for Transportation Enhancements:

1. Provisions of facilities for pedestrian and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites.
4. Scenic or historic highway programs.
5. Landscaping and other scenic beautification
6. Historic Preservation
7. Rehabilitation and operation of historic transportation buildings, structures or facilities.
8. Preservation of abandoned railway corridors.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums

**TEA Program Emphasis Areas for San Diego Region**

Under the Enhancement program revisions adopted by the CTC, each regional agency has the flexibility to establish its own guidelines for allocating the Enhancement funds available to the region. The SANDAG Board has decided to focus on projects that will help implement the already adopted Regional Transportation Plan, the Regional Growth Management Strategy and other regional plans and programs.

While SANDAG will accept applications within any of the twelve eligible categories, the TEA program will focus on the following four areas of emphasis: Transit Oriented Development, Regional Corridor and Feeder Bikeways, Scenic Viewsheds or Wildlife Corridor Acquisitions, and Corridor/Gateway Enhancements. These emphasis areas are further described below.

**Transit Oriented Development**

Transit Oriented Development is recommended in both the Regional Transportation Plan (RTP) and the Regional Growth Management Strategy as an effective approach to local growth management. Since SANDAG is currently allocating planning funds for these types of developments, Enhancement funding could support the implementation of eligible Transit Oriented Development projects.

Based on criteria previously approved by SANDAG for setting priorities among Transit Oriented Development projects, the following would apply to projects proposed under this emphasis area.

1. Projects located along existing, funded, or potential transit corridors. Highest priority will be given to projects that are located along existing transit corridors. Projects that are proposed along funded, but not yet implemented transit corridors will be given the second highest priority. Projects that are proposed along potential transit corridors will receive the lowest priority.

2. Projects that are consistent with goals outlined in the Land Use Distribution Element of the Regional Growth Management Strategy. The goals and objectives include minimum employment and residential densities near transit stations.

3. Projects that provide a catalyst for neighborhood revitalization in economically disadvantaged areas. Projects within redevelopment areas, enterprise zone, or other economic development areas will be given higher priority.

4. Projects proposed by jurisdictions committed to (through existing general plans or amendments to general plans) implementing the Transit Oriented Developments will be given priority. Implementation of TOD projects may require amendments to local general and community plans. A participating jurisdiction should commit to amending the appropriate plans that would enable the TOD plan to be implemented.

**Regional Corridor and Feeder Bikeways**

The region's transportation system contains more than 847 miles of bikeways. The Regional Transportation Plan recommends that the bikeway system be expanded by 50 miles a year over the next several years. However, only about 25 miles to the system each year is currently being added. Of the three levels of bikeway development identified in the RTP (see below), it is recommended that projects in the first two levels be given greater emphasis for the Enhancement program. Levels one and two provide direct benefit to the entire region. These major regional facilities tend to be more difficult to fund through annual Transportation Development Act (TDA) and TransNet bicycle fund allocation process. The Enhancement program funding would be for
capital facilities only. On-going maintenance or operating expenses would not be eligible. The three levels of bikeway development are:

1. **Regional Corridor Bikeways**
   a. Traverses three communities or two communities and the unincorporated area
   b. Serves high-activity centers
   c. Spacing of several miles between regional corridor bikeways
   d. Includes state highway corridors when possible

2. **Regional Feeder Bikeways**
   a. Traverses two communities or connects a major community with a Regional Corridor Bikeway
   b. Serves education and employment sites
   c. Serves high-density residential areas

3. **Local Service Routes**
   a. Identified on local bikeway plans

**Scenic Viewsheds or Wildlife Corridor Acquisitions**
Over the past several years, local agencies have worked to develop the Multiple Species Conservation Program (MSCP) and the Multiple Habitat Conservation Program (MHCP). These plans recommend assembling valuable habitat lands into a regional preserve system.

The plans also have identified habitat core areas and key habitat linkages. Funding from the Enhancement Program would be used to purchase eligible portions of the preserve where scenic easements also serve as wildlife habitats or corridors. The preserve areas should have a close proximity to major transportation corridors such as highways, major arterials or major transit corridors.

**Corridor/Gateway Enhancements**
When the federal government developed the federal Enhancement Program, one of its goals was to provide funding for projects that improve the interface between the transportation system and surrounding communities.

Under the Corridor/Gateway Enhancements emphasis area, the projects to be considered would be those that are a part of or adjacent to major transportation corridors such as highways, major arterials or major transit corridors. Such projects would provide a sense of character (i.e., landmarks, scenic views, etc.) and community identity along major transportation corridors. The projects also would improve the “Gateways” to the communities within the region. Projects such as those proposed in the State Route 78 Urban Design Study are examples of projects to be considered in this category.

**Newly adopted Regional Plan**
The San Diego Association of Governments recently adopted a new Regional Comprehensive Plan, which culminated a two-year-long, $2.3 million effort that involved thousands of residents attending more than 40 workshops and forums. The primary focus of the new RCP is the goal of better connecting San Diego’s land use and transportation plans to promote “Smart Growth” areas. In an effort to combat urban sprawl and unfettered growth, the concept of “Smart Growth” refers to new and redeveloped areas that are compact in nature, situated near existing employment, and offer convenient access to efficient and viable transportation choices and public facilities.

SANDAG allocates incentive funds, such as those generated from TransNet, to cities and communities that follow the RCP’s principles and underlying planning philosophy. TransNet is this region’s ½-penny sales tax dedicated to transportation improvements which will be up for renewal as “Proposition A” in November. Money generated from this tax helps pay for highway, transit, and local street improvements, as well as bicycle and traffic safety projects throughout the
region. Specifically, $250 million is allocated to area smart growth projects and $850 million to acquire and maintain open space.

The RCP emphasizes the need for smart, planned and more concentrated growth with integrated and reliable transportation, permanent open space, more affordable housing, and improved collaboration.

6) City of Austin Smart Growth Incentive Program (Non-MPO)

The City of Austin Smart Growth Incentive Program is designed to promote three major goals: 1) Determine How and Where Residents Live, 2) Improve Quality of Life, 3) Enhance the Tax Base.

There are several levels, or tiers, of Smart Growth Incentives. With the exception of the Smart Housing program, these incentives are available only within the Desired Development Zone (DDZ). A brief summary of the incentives is included below.

The Smart Growth Zone Specific Incentives

The Smart Growth Zone Specific Incentives refer to changes in fees the City charges for zoning, subdivision, and site plan applications, and for water and wastewater capital recovery fees. Within the DDZ these fees are reduced on a sliding scale based on where the project is located. Within the Drinking Water Protection Zone (DWPZ) development application fees are not reduced and capital recovery fees are slightly increased. The Zone Specific Incentives are available to all projects within the DDZ.

The Smart Growth Matrix Incentives

The Smart Growth Matrix is a tool to assist the City Council in analyzing development proposals within the Desired Development Zone. It is designed to measure how well a development project meets the City's Smart Growth goals such as: 1) the location of development; 2) proximity to mass transit; 3) pedestrian-friendly urban design characteristics; 4) compliance with nearby neighborhood plans; 5) increases in tax base, and other policy priorities.

If a development project, as measured by the matrix, significantly advance the City's goals, financial incentives may be available to help offset the high cost of developing in urban areas. These incentives may include waiver of development fees and public investment in new or improved infrastructure such as water and sewer lines, streets or streetscape improvements, or similar facilities. Incentives available under the Smart Growth Matrix require City Council review and approval.

Primary Employer Incentives

Primary Employer incentives are intended to guide large employers to the Desired Development Zone. In many cases, these types of employers generate significant levels of growth, both within their specific project and in the surrounding area, as new residences, commercial and retail services and other related businesses follow. By directing these employers to the DDZ the City can have a significant impact on long-term growth patterns.
A variety of incentives may be considered under the primary employer incentives. These include fee waivers, new water and sewer lines, transportation improvements and expedited processing of development application. All Primary Employer incentives require City Council review and approval.

**SMART Housing Incentives**

SMART Housing stands for Safe, Mixed-Income, Accessible, Reasonably-Priced, Transit-Oriented Housing. It is designed to stimulate the construction of affordable housing within the City of Austin. Projects that provide affordable units may qualify for fee waivers from City of Austin development fees and receive expedited review for development permits.

**Revised Water and Wastewater Reimbursement Policies**

The City of Austin has recently changed its policies for reimbursing private developers for the construction of major water and wastewater facilities. Previously, the City provided reimbursement for certain water and wastewater facilities over a three year period. Under the new policies, major water and wastewater facilities located in the DDZ will be reimbursed in a single payment. Within the DWPZ, reimbursement for wastewater facilities will be discontinued and the reimbursement schedule for water facilities will increase from three years to four.

**Traditional Neighborhood Development (TND) and Transit-Oriented Development (TOD)**

Determining how and where Austin will grow is a major goal of the Smart Growth Initiative. The Desired Development Zone as shown on the Smart Growth Map, illustrates where we want to grow. How we want to grow is defined by two emerging development models: Traditional Neighborhood Development (TND) and Transit-Oriented Development (TOD). Both models are based on patterns found in older neighborhoods and towns. Austin has many examples of traditional neighborhoods such as the Bouldin Creek neighborhood, Clarksville, Hyde Park and the neighborhoods in central east Austin and surrounding the University of Texas.

Traditional neighborhoods and transit-oriented development differ from current suburban development patterns in a number of significant ways.

*For example, current suburban development has the following characteristics:*
The creation of segregated, single use zones such as single-family subdivisions, multi-family projects, shopping centers, and office parks.

The rigid separation of housing based on residential type and cost.

A street network that funnels traffic from numerous disconnected cul-de-sac streets to a few larger streets (collector and arterial streets) concentrating traffic congestion on the larger roadways.

Wide streets that are designed primarily to accommodate the automobile and are inhospitable and frequently dangerous places for pedestrians.

Almost total dependence on the automobile due to large distances between housing, work, shopping and recreation, and the lack of other transportation options.

In contrast, traditional neighborhoods have the following characteristics:
• The creation of neighborhoods with a range of uses and housing types (i.e. mixed-uses). Commercial uses and more intensive residential uses are frequently located in a neighborhood center.
• Limits on the size, location, and design of buildings as opposed to the strict separation of uses.
• An interconnected network of narrow streets that are safe and pleasant for pedestrians and which provide a variety of routes for local traffic.
• A range of transportation options are available due to the pattern of streets and the proximity of various land uses.
• High quality public space (greenbelts, parks, plazas and streets) are an organizing feature and gathering place for the neighborhood.

Examples of traditional neighborhoods in Austin include Bouldin, Clarksville, Hyde Park, many parts of east Austin and the neighborhoods surrounding the University of Texas.

The City of Austin is actively promoting new traditional neighborhoods by revising our development regulations to make it easier for these projects to be approved and by offering financial incentives for new TND’s. Two of the most prominent examples of the city’s commitment to the TND concept are the plan for redevelopment of Robert Mueller Municipal Airport and the Morse Community plan in northeast Austin. The redevelopment of RMMA is a public project that will largely be implemented by the private sector, while the Morse Community plan is a private venture that will receive city incentives. Both projects exhibit the characteristics described above and when completed will offer the amenities of some of Austin’s best loved neighborhoods.
Transit-oriented development (TOD) has many of the same characteristics as traditional neighborhood development. For example, TOD usually includes a mix of land uses and should be designed to encourage walking and transit as alternatives to the automobile. However, a transit-oriented project will, by definition, have immediate access to frequent transit service, and may have a more diverse and intensive range of uses. The best example of a transit-oriented development is the plan for the Triangle. The plan for this project includes office, retail, residential and open space. The site is located along two major bus routes and is adjacent to a proposed light rail station.
| **Building A** | 4 stories, Ground level retail on 47th street, Apartments above |
| **Building B, C, D** | 4 stories, Ground level retail on 47th street, Flex space on Guadalupe, Apartments above |
| **Building E** | 8 stories, loft apartments |
| **Building F** | 4 stories, loft apartments |
| **Randall's** | Grocery with 3 stories of office along east side |
| **Retail @ Randall's** | 3 stories, Ground floor retail, office above |

7)