The Architecture and Urbanism of Transit Oriented Development
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1 The Briefest Ever History of Urbanism Since 1850
Part of Los Angeles.

church
Issues: Compatibility, Scale, identity, frontage
The Architecture and Urbanism of Transit Oriented Development

2 Engineering vs Planning
Sustainable Design Principles

4. Diversity          5. Frugality
TOD Typology by Transect
TOD Typology by Transect

- Natural Zone
- Rural Zone
- Suburban Zone
- General Urban Zone
- Urban Center Zone
- Urban Core Zone
- Assigned District

Platform
Intersection
Square
Plaza / Park
Thoroughfare
TOD Typology by Transect
Ground Level Plan

- Retail
- Civic
- Residential with flex ground floor
- Parks/Gardens
- Parking

Venice Boulevard
Washington Boulevard
Exposition Boulevard
National Boulevard
Section Through Transit Plaza And Park

VENICE BOULEVARD

Block A
Mixed-use Building

Culver Crossings Park

EXPOSITION BOULEVARD

Transit Plaza

Exposition Line
Aerial View of Culver Crossings Model Looking North
Transit Plaza Looking At Park And Mixed Use Beyond
TOD Typology by Transect
TOD Typology by Transect
The Architecture and Urbanism of Transit Oriented Development

3 Architectural Criteria
Is parking concealed from the public realm?
Does blended density promote proper block & street form?
Have a variety of transect-consistent architectural types been considered?
Are a variety of unit types included?

- Flat/Loft
- Townhouse
- Townhouse over Flat/Loft
- Townhouse over Townhouse
- Flats over Townhouse
- Flats over Flat/Loft
Is there a clear integration of the solid (building) and the void (open space)?
Has the ground floor been activated?
Have building fronts (public entries) and backs (service entries) properly matched?
Have industry efficiencies been utilized without becoming dominant ?
Has sustainability been considered at the building scale?
Has architectural style variety been adopted?
<table>
<thead>
<tr>
<th>Housing Unit</th>
<th>Multiple Unit Group</th>
<th>Types</th>
<th>Sub-Types</th>
<th>Defining Conditions</th>
<th>Height, length</th>
<th>defined open space</th>
<th>min. no. of persons</th>
<th>other</th>
</tr>
</thead>
<tbody>
<tr>
<td>I. Individual Entry</td>
<td>A. Mews</td>
<td>Direct from alley</td>
<td>1 or 1 direct garage</td>
<td>max. length equals length of alley</td>
<td>NA</td>
<td>2</td>
<td>only used as an accessory building to another type</td>
<td></td>
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<tr>
<td></td>
<td>B. Shared House</td>
<td>B-1 Duplex, B-2 Triplex, B-3 Quadruplex</td>
<td>Direct from street or common path</td>
<td>1 to 2</td>
<td>2 to 3</td>
<td>max. 8'</td>
<td>3</td>
<td>articulated as a large single family home</td>
</tr>
<tr>
<td></td>
<td>C. Townhouse</td>
<td>C-1 Single, C-2 Double</td>
<td>Direct from street</td>
<td>2</td>
<td>2 to 3</td>
<td>max. length is one city block</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D. Courtyard</td>
<td>D-1 Fragment, D-2 Complete</td>
<td>Direct from courtyard</td>
<td>2 to 3</td>
<td>max. length is 2 lots (128')</td>
<td>max. length is 3 lots (192')</td>
<td>2</td>
<td>2 or 3 sides defined, court is defined on all 4 sides</td>
</tr>
<tr>
<td>II. Common Entry</td>
<td>E. Villa</td>
<td>From common core</td>
<td>4 max.</td>
<td>max. 76'</td>
<td>4 sided building in a field</td>
<td>2</td>
<td>articulated as a large single family home</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F. Wall</td>
<td>From common core or corridor</td>
<td>max. in less than building length</td>
<td>max. 192'</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>G. Tower</td>
<td>From common core</td>
<td>max. x 2 building length</td>
<td>max. half building height</td>
<td>4 sided building in a field</td>
<td>2</td>
<td>could be 8 sided if attached to another type</td>
<td></td>
</tr>
</tbody>
</table>

Housing Prototypes Study

Department of Housing and Urban Development

February 1970
<table>
<thead>
<tr>
<th>Layout</th>
<th>Dwellings/Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bungalow Court</td>
<td>12</td>
</tr>
<tr>
<td>Attached Court</td>
<td>25</td>
</tr>
<tr>
<td>Attached + Stacked Court</td>
<td>35</td>
</tr>
<tr>
<td>Hybrid Court (Single-Loaded)</td>
<td>50</td>
</tr>
<tr>
<td>Hybrid Court (Double-Loaded)</td>
<td>60</td>
</tr>
</tbody>
</table>
Meridian Court
Pasadena, California
25 Dwellings/Acre
Harper Court-7 Fountains
West Hollywood, California
35 Dwellings/Acre
Granada Court
Pasadena, CA
50 Dwellings/Acre
Serra Courts
Ventura, CA
60 Dwellings/Acre
Mission Meridian Village
South Pasadena, California
40 Dwellings/Acre
Del Mar Station Transit Village
Pasadena, California
100 Dwellings/ Acre
SECTION THROUGH PASEO AND HISTORIC STATION

ARROYO PARKWAY

RAYMOND AVENUE
Transit-Oriented Development vs. Development-Oriented Transit

4 Key Issues of Station Area Planning
1 Planning Area Boundaries
2 Integrated Professional Team
3 Public, Participatory Design Process
4 A Flexible Financing Strategy
5 Context-Sensitive Planning
6 Architecture of Expanded Choice
7 Regulation Through a Form-Based Code