

Purpose Statement

(1) TOD-A Transit Oriented Development District

The purpose of the TOD-A Transit Oriented Development District is to encourage the location of uses and forms of development conducive to and accommodating of increased transit usage. The TOD-A District is intended to promote well-integrated, mixed-use development around transit stations, ensuring that development occurs in the form of compatible, high intensity, transit-friendly design in close proximity to transit stations. The regulations encourage a highly walkable neighborhood, decreased reliance on motor vehicles, and mixed-use development that provides settings for social interaction and active community life.

Discussion Note:

The TOD-A District is intended to be the most intense urban TOD district. It is anticipated that there will be a series of TOD Districts that are context sensitive, therefore regulations will be scaled down from the intensity of TOD-A to be more sensitive to the character of surrounding areas. Based on initial observations, as well as knowledge of the place types approach, a preliminary structure of additional TOD Districts to consider is as follows:

- » **TOD-B for urban neighborhoods**
- » **TOD-C for “edge” areas**
- » **TOD-D for suburban neighborhood**

Applicability

(1) TOD-A District Applicability

TOD-A may be applied to lots within 1/4 of a mile of an existing rapid transit station. It may also be applied to lots within 1/4 mile of a funded and adopted Metropolitan Transit Commission alignment station location. This distance may be modified to accommodate existing parcel boundaries surrounding the transit station or a rapid transit facility (e.g., extending more than 1/4 mile to designate the entire lot to prevent split lot zoning). TOD-A may not be applied when fronting or abutting a single family residential district.

Discussion Note:

We will further refine the applicability in subsequent drafts, such as identifying specific transit facilities.