



Transit-Oriented Development

A transit-oriented development (TOD) is a residential, commercial or mixed-use development project, made up of one or more buildings, that has been designed to take advantage of nearby transit and includes features that encourage walking, biking and transit ridership. A TOD project is characterized by:

Compact, traditional building and site design

- Buildings are located close together and face wide sidewalks.
 - Building entrances are oriented towards transit stops.
 - Buildings are normally three stories or higher.
 - No blank walls where pedestrians walk.
 - At street level, walls are at least 75 percent windows and doorways.
 - Short block lengths are preferred.
- Mid-block pedestrian cut-throughs are provided on long blocks. Parking lots are located to the rear and sides of buildings.



A high quality walking and biking environment

- Ease of walking or biking to the transit station is a top priority.
- Pathways are clear and direct with no barriers.
- Sidewalks are wide, crosswalks are well-marked and lighting and landscaping are ample.
- Covered bicycle parking is available.

A mix of transit-supportive uses

- The project includes a complementary mix of uses including housing, offices, shops, markets, hotels, restaurants, salons, services, coffee shops and boutiques.
- The mix can be in the same building or within the same neighborhood.
- A desirable combination consists of retail on the first floor and residential use of the upper floors.
- A wide variety of housing types is available to a range of ages and incomes.
- Immediately adjacent to the transit station, shops are open until 8 p.m. or later.
- Auto-dependent uses such as gas stations, tire and automotive service shops, big appliance stores, motels and big box stores are inappropriate.

Attention to place making and the pedestrian realm

- The transit station is the prominent feature of the town center.
- Small parks or plazas are created near the transit station.
- Comfortable and safe places to sit are provided near building entrances.
- Cues regarding orientation are conveniently located.
- Landmarks that help to identify a place or provide orientation are preserved.
- Street fairs and community celebrations make streets vibrant.

Tallest buildings are located closest to transit station

- Highest density uses are clustered immediately around the transit station.
- The transition between higher- and lower-density neighborhoods is managed by stepping down building heights.

Transit-supportive parking

- Parking lots are located to the rear and sides of buildings.
- Parking space requirements become lower the closer you are to transit.
- Parking decks should be "wrapped" or otherwise hidden. First floors should be retail whenever possible.
- Parking should be carefully located, designed and managed.



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[DIRECTIONS](#)
[DIRECTORY](#)
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[EXECUTIVE STAFF](#)
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[INSPECTOR GENERAL](#)
[MISSION STATEMENT](#)
[ORGANIZATION CHART](#)
[NEWS RELEASES](#)
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[PUBLICATIONS](#)
[STATUTORY AUTHORITY/RULES & REGULATIONS](#)
[VIDEOS, YouTube](#)
[WINTER READINESS](#)
[STORMWATER MANAGEMENT TRAINING VIDEOS](#)

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[PLANNED ADVERTISEMENTS\(SIX-MONTHS\)](#)
[PROCUREMENT](#)

[RESEARCH AND INNOVATION](#)
[RIGHT OF WAY](#)
[FOOD, GAS, LODGING AND TOURISM SIGNS](#)
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[VENDOR HELP](#)

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[ELECTRICAL](#)
[FORMS](#)
[MARKOUT REQUESTS](#)
[MANUALS](#)
[OPERATIONS](#)
[PERMITS AND LICENSES](#)
[POLICY](#)
[PROCEDURES](#)
[PROJECTS](#)
[SPECIFICATIONS](#)
[SUPERSEDED](#)
[VENDOR/CONTRACTOR ASSISTANCE](#)

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 - COMMUTER LINKS
 - CONSTRUCTION LINKS
 - ENGINEERING LINKS
 - PLANNING LINKS
 - REFERENCE LINKS
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- SITE MAP

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