TOD Framework

• **Connectivity:**
  – Expand transit access, increase mobility options
  – Integrated system of pedestrian, bicycle, and auto facilities

• **Density:**
  – Compact development
  – Concentrate jobs, housing, shopping, and services close to transit

• **Diversity:**
  – Locate a mix of transit-serving uses, services, activities, and destinations conveniently near transit and limiting uses that only serve automobiles.
  – Accommodating a range of ages, incomes, and lifestyle preferences,
  – Connect transit to those who need it, and provide opportunities for those who use it.

• **Design:**
  – Enhances the desirability of transit
  – Provide a comfortable and inviting environment
Transit-Oriented Development Is:

- Connected
- Dense
- Diverse
- Designed

Transit-Oriented Development Is Not:

- Isolated
- Sparse
- Homogeneous
- Uncoordinated
Typologies

Typical Relative Density of TOD Typologies

<table>
<thead>
<tr>
<th>High</th>
<th>Moderate-High</th>
<th>Moderate</th>
<th>Moderate-Low</th>
<th>Preservation</th>
</tr>
</thead>
</table>

- **Urban Center**: Main Street at 12th Street
- **Urban District**: Main Street at 19th Street
- **Urban Community**: Main Street at 39th Street
- **Urban Neighborhood**: Independence Avenue at Prospect Avenue
- **Suburban Center**: North Oak Trafficway at Briarcliff Parkway
- **Town Center**: Knobtown

Figure-Ground

- Typical Relative Density
- Typical Relative Density
- Typical Relative Density
- Typical Relative Density
- Typical Relative Density
- Typical Relative Density
Diversity

- **Zoning for a Mix of Uses** allow multiple uses in a district.
- **Incentivizing Mixed-Use Development** incentive policy to focus on TOD locations
- **Requiring Active Ground Floor Uses** generate more pedestrian activity
- **Limiting Incompatible Uses** Prohibit uses that are not transit supportive
- **Crafting a Housing Plan** Establish a housing policy and affordability goals in TOD areas
- **Promoting Housing Variety** to accommodate diverse population
- **Incentivizing Affordable Housing** using available incentives in areas where affordable housing is needed.
- **Requiring Affordable Housing in Designated Areas** where affordable housing lacking
- **Recognizing Historic Resources** incent preservation and reuse
- **Limiting Demolition Permits** prevent irreversible or gratuitous demolitions.
- **Recreational and Cultural Amenities** Incorporate parks, public art, and other cultural facilities
Main Street Overlay Steering Committee Meeting #3

September 20, 2017
Transit Nodes

Transit nodes are centered around a rapid transit stop. Transit nodes encourage an appropriate mixture of density and uses around rapid transit stops to increase ridership and support transit investments. These nodes are characterized by compact development that facilitates access between rapid transit stops and nearby residential, commercial, civic, recreational, and institutional uses.

<table>
<thead>
<tr>
<th>MINIMUM FLOOR AREA RATIO</th>
<th>MINIMUM FRONTAGE</th>
<th>MAXIMUM FRONT YARD SETBACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>70 percent</td>
<td>0 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAXIMUM STREET-SIDE SETBACK</th>
<th>MINIMUM REAR YARD SETBACK</th>
<th>HEIGHT</th>
</tr>
</thead>
</table>
| 0 feet                      | • Abutting non-residential district: 0 feet  
• Abutting residential: 15 feet for first 3 Stories. The fourth story and above shall be setback an additional 10 feet | • Minimum: 3 stories  
• Maximum: 15 stories |
What is an Area Plan?

- Most areas of the City have existing area plans.

- Previously 46 “areas” – became out of date and layered.

- Now, 18 “areas”:
  - 14 Complete
  - 4 Underway
Walkability Recommendations

Major and Collector Street Sidewalks

- **Major Street**
- **Collector Street**
- **Activity Center**
- **Park**

Construct Sidewalks On Major/Collector Streets In “High Need” Areas To Better Connect To Activity Centers/Transit

- **No Sidewalks**
- **Sidewalks One Side**
- **Indicates Activity Center, Park or School Connection**
- **Indicates High Need Area**
Pedestrian Connection Opportunities

- Major Street
- Collector Street
- Potential Pedestrian Connection

- Areas With Large Block Size
- Areas With Poor Street Connectivity
- Areas With Long Block Lengths