

Transit Oriented Development District

Purpose

The Transit Oriented Development (TOD) District intends to encourage the development and redevelopment of key parcels of land within 3,0003,500 feet of a MARC station. Development in the TOD District should provide for multistory office centers that are located and designed for safe and convenient pedestrian access by commuters using the MARC trains and other public transit links. For larger sites of at least three acres, well-designed multi-use centers combining office and high density residential development with ground floor retail are encouraged.

Land Use Goals

1. Encourage redevelopment on select sites that are near MARC stations so that workers and residents will use the commuting potential of the MARC line. Create attractive multi-use centers combining multistory office and residential uses.
2. Promote multistory buildings by allowing certain retail and service commercial uses in multistory buildings.
3. Preclude intensive truck-oriented uses and highway-oriented commercial uses.
4. Encourage land assembly by allowing more commercial uses for redevelopment projects that exceed 15 acres.
5. Allow residential development on up to 50% of the TOD land with a 15% moderate income housing unit requirement.

Design Concepts

1. Orient buildings and sites to the major pedestrian-oriented streets, especially those that give access to the MARC station.
2. Bring buildings close to the street through 10-foot building setbacks along public and private primary circulation routes and along public and private roads that serve as major pedestrian access routes to MARC stations. Elsewhere, including along secondary circulation routes, the setback may be zero feet.
3. Require wide sidewalks on main routes. Encourage pedestrian-oriented first floor retail uses.
4. Encourage the development of attractive and comfortable public amenity areas for workers, residents and visitors.
5. Use height, setback and parking regulations to limit density rather than establishing a maximum density.
6. Encourage safe and convenient pedestrian travel between the TOD uses and the MARC station.

The photographs in Figure 2.7 show several examples of desirable building types for the TOD District. To take advantage of the location next to MARC stations, the buildings are multistory, thus allowing denser development. The buildings have articulated facades that increase their visual interest to passers-by. Figures 2.8 and 2.9 show before and after illustrations, and give an example of how a property could be transformed to a TOD District pattern. The conceptual site plan, Figure 2.10, illustrates elements of this pattern such as reducing the building's setback from the street and placing the parking in structures or away from the street. The TOD building types, before and after images, and site plan were developed with consultant ERM, Inc.