

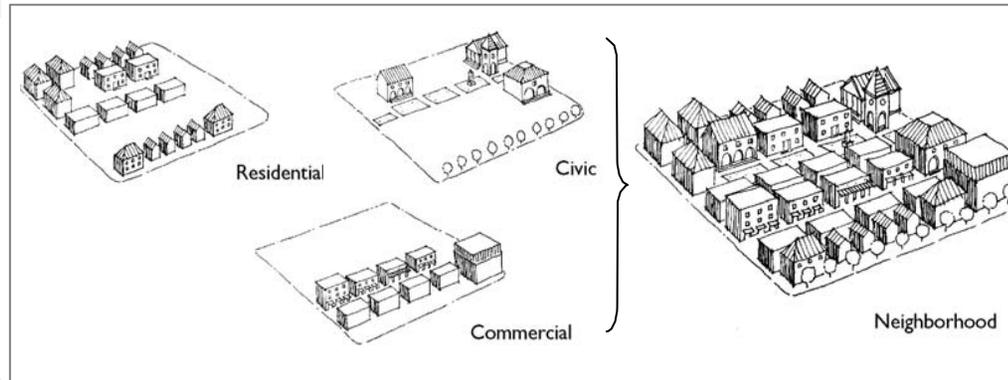
MIX OF USES



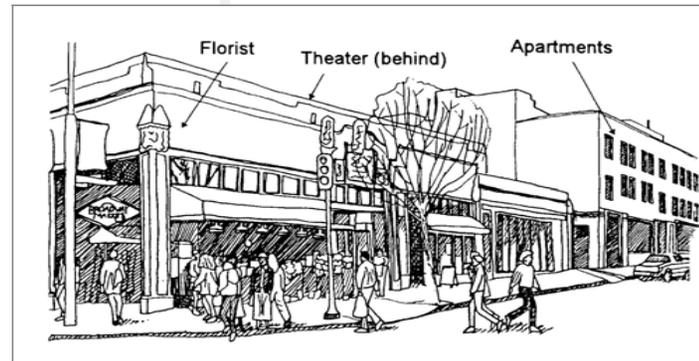
Creating a Destination Magnet

A diversity of uses – such as retail, housing, offices, civic and entertainment within the TOD – creates a destination magnet for transit users and TOD neighbors. A transit station or stop is the focus of the most wide-ranging mix of land uses, an arrangement that allows transit patrons to do errands near the station.

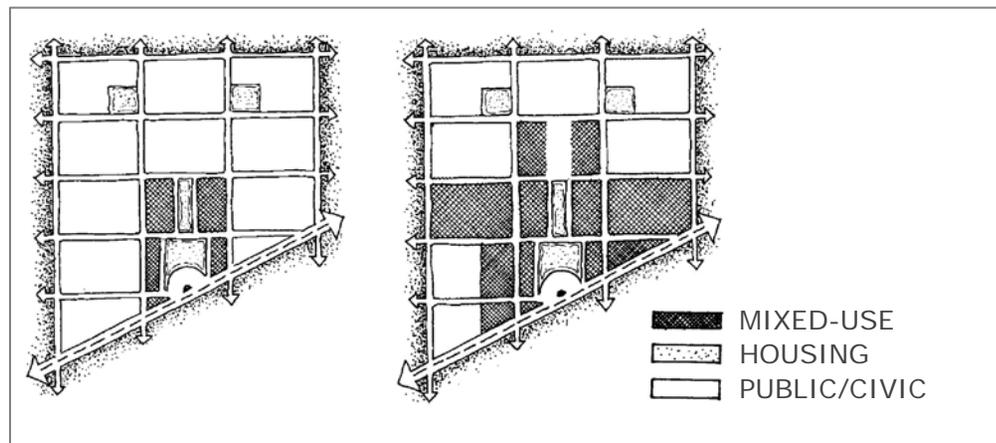
**Achieving balance
and diversity of uses**



TODs usually have a variety of land uses, including civic, commercial (employment and retail) and residential. Together, this mix of uses can create a lively center of activity.



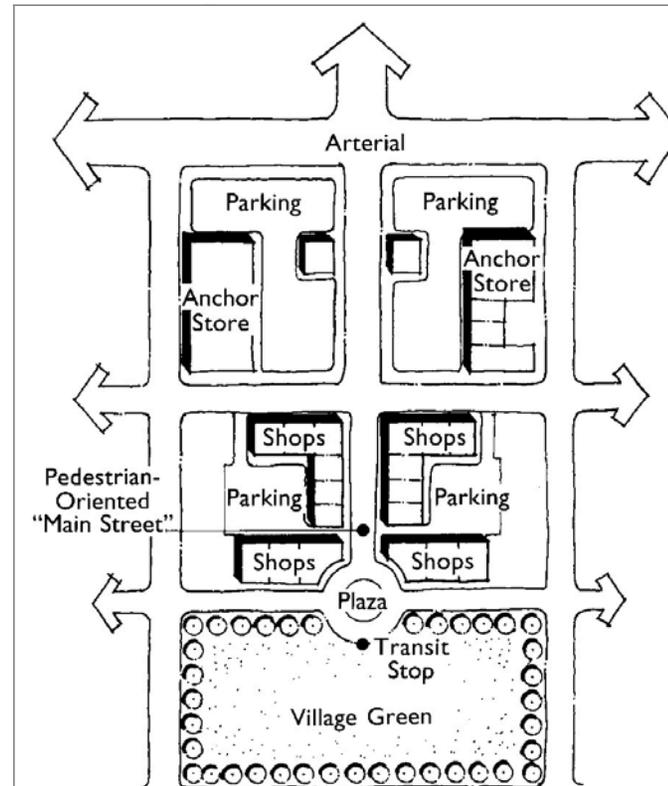
Mixed-use areas with street-oriented buildings encourage walking and foster ongoing activity. (Graphic source: Snohomish County, Washington, *Guide to Land Use and Public Transportation, Volume II, 1993.*)



Balanced, diverse land uses can create a range of opportunities, whether housing or employment, all within the same district.

Left: A small mixed-use center, appropriate to a smaller urban or more suburban TOD.

Right: About 40% of the TOD occupied by a mixed-use center area.



The central area of the TOD has a mix of retail, civic, and other public-oriented uses, such as day care adjacent to the transit stop or station.

Left: The central area of a TOD in a more suburban setting, where parking lots might be necessary. Buildings define a positive public space around the transit stop, and parking lots are sited at the rear of buildings.

Rule of Thumb

- Central area of TOD = 10% to 40% of total TOD area.
- Exception: In Outer Suburban Zone, 5% to 30% of TOD area.

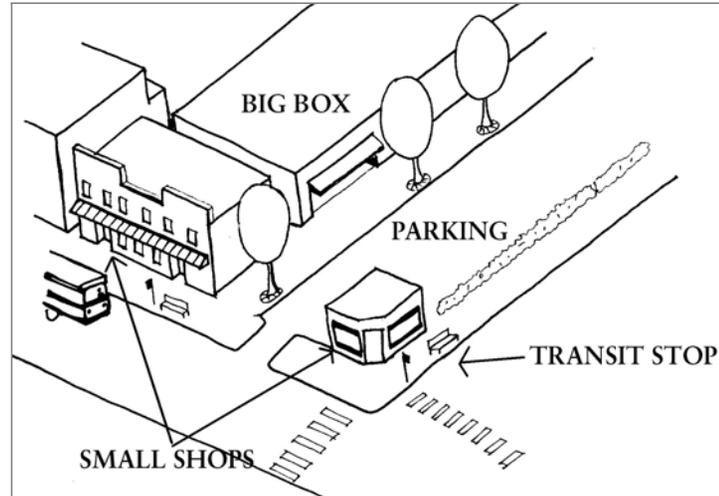
RETAIL

Concentrating retail uses the central TOD area helps focus activity and development there. Retail is essential to creating a high activity level in the TOD's central area.

Retail may not be viable in the TOD, however, if access is poor or if market demand is low because adjacent areas already contain enough retail activity.

Rule of Thumb

- 40% or more of land in central part of TOD in retail.
- Exception: Along local bus arterial corridor, as little as 5,000 square feet of retail.



Smaller shops can be inserted between the sides of “big box” stores and the sidewalk to reinforce pedestrian-oriented streets. Small “outparcel” buildings at the sidewalk in front of parking lots can help provide services and interest adjacent to transit facilities and act as a pedestrian gateway to the development.

RESIDENTIAL MIX

A broad range of housing types is desirable throughout the TOD, both within and outside the TOD’s central area. A mix of residential types offers a wider spectrum of housing opportunities for different households, helps to accelerate absorption rates in new and redeveloping areas, and better responds to a changing housing market.

Residents can provide continuous day and evening activity and “eyes on the street” for enhanced community security. To support transit service and the retail uses in the core, residential use should meet a minimum density that will vary with the type, size, and location of the TOD. The highest density housing should be located in the core of the TOD.

COMMERCIAL

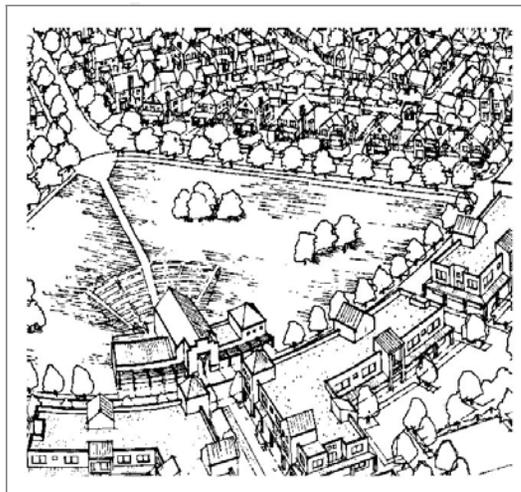
Higher employment intensities within TODs place more jobs within walking distance of transit. Office uses and other moderate-to-high intensity forms of employment are encouraged within TODs, to maximize the number of people having access to jobs via transit. Employment or commercial intensity is measured with Floor Area Ratio (FAR), the ratio of total building floor area to the area of a parcel, exclusive of streets.

CIVIC USES AND PUBLIC SPACES

Attractive public spaces and buildings can become community focal points and help set the “look and feel” of other development in the TOD. Public spaces can also add value to abutting properties. Uses can include parks, plazas, clinics, libraries, government service centers, postal substations and community centers

Small parks and plazas could be distributed throughout the TOD, including adjacent to the transit station, so that no location in the TOD is more than a few blocks away from open space.

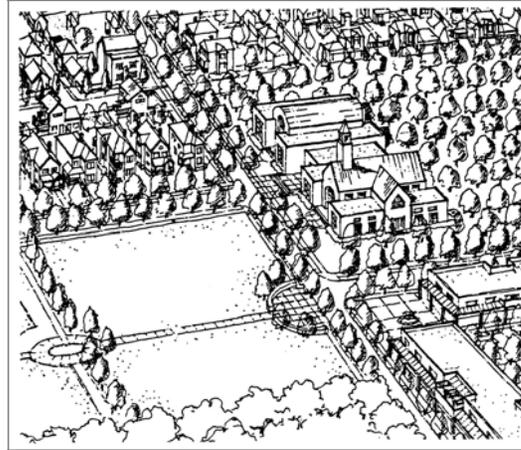
For smaller TODs along bus corridors, public open space can be a small landscaped park or seating area where people might sit to eat lunch or rest.



Rule of Thumb

- At least 10% of total TOD area in civic use, such as parks and plazas.

Parks and civic spaces are an important component of TODs, creating public gathering and recreation places that act as a meeting place for the community.



Civic buildings such as town halls, community centers, churches, and day care, as well as small community parks, help reinforce the sense of a lively public realm in the TOD.

With the Twin Cities' extreme weather conditions, indoor parks and plazas (with, for example, ball courts, running tracks, skating rinks, tot playgrounds, amphitheaters and ample seating) can help provide public recreation and gathering spaces in all seasons.



Food-oriented retail uses, such as cafés adjacent to the public space, encourage gathering and people-watching. These active uses help make public spaces safer by providing "eyes on the street" or informal surveillance.

TRANSPORTATION ELEMENTS

- Transit is the foundation element for transit-oriented development. Transit stations and stops provide the focus for the higher-intensity land uses in a TOD. Also supporting the TOD are the roadways, pedestrian network and parking facilities.

[Top of section](#)

[Back to main section](#)