



Transit-Oriented Development (TOD) District

First reading: December 8, 2008
Second reading: January 12, 2009
Effective date: February 21, 2009

City of Aurora

Planning Department
15151 E. Alameda Pkwy
2nd Floor
Aurora, CO 80012
Phone: 303-739-7250
Fax: 303-739-7268

The Transit-Oriented Development (TOD) Zoning District was developed as a **new mixed-use district** that emphasizes urban form over land uses and provides a flexible approach to encourage compact developments around transit stations. This mixed-use zoning district identifies building height and form, residential density, land use, parking, and public art requirements for coordinated development of office, residential and commercial uses near existing and future transit stations. This proposed zoning district continues the modifications to City of Aurora standards initiated through the Urban Street Standards and the Small Urban Parks standards, which are referenced in this zoning district.

Recognizing that each station area is unique, the goal was to devise a method to craft, where desired, a unique zoning approach for each transit station. Within the TOD zoning district, the **station area plan** can modify the zoning based on the unique characteristics and vision for the station areas. The station area plan is to be adopted by ordinance as an amendment to the **Aurora Comprehensive Plan**. A section in the station area plan will identify any modifications to the TOD zoning district as well as the boundaries of the sub-districts. If there is a conflict between the standards provided for in the **Building and Zoning Code** and the station area plan, the standards of the station area plan shall apply.

DIVISION 6. TRANSIT-ORIENTED DEVELOPMENT (TOD) DISTRICT

Sec. 146-725. Purpose.

Transit-oriented development (TOD) will provide special places in Aurora that will be sustainable because they include places to live, work, shop, and recreate within close walking distance of each other and transit stations. This will reduce reliance on the automobile and encourage the use of public transit. These developments will have easy access to locations throughout the region and will readily attract visitors and workers from throughout the metropolitan area. Because of this, transit-oriented developments will provide new gateways to Aurora and opportunities for new great places. Transit-oriented developments will provide ideal opportunities for job creation and economic growth because of their accessibility by transit. These places will provide citizens of Aurora with a new lifestyle choice not currently available that will include a high level of amenities and social interaction.

Sec. 146-726. Administration and Interpretation

(A) *Implementation of the TOD District.* The TOD zoning district shall be applied to TOD areas through a rezoning of the subject area. Where there are conflicting standards between the TOD district and the subsequently adopted station area plan, the standards of the station area plan shall take precedence. Conflicting standards between the TOD district and the master plan shall be addressed as waivers to the TOD district standards through the master plan approval.

(B) *Adoption of Station Area Plan.* The City Council may, by ordinance enacted after a public hearing, adopt a station area plan as a supplement to the Comprehensive Plan for an identified area surrounding a transit station. The station area plan shall identify the boundaries of the TOD district and the corresponding sub-districts, and may additionally describe the form and intensity of development. The station area plan may also additionally define development concepts and standards for the TOD. The station area plan shall serve as a guide to development of the area.

(C) *Site Plan Review.* Within the TOD zoning district, the adoption of a station area plan or master plan is required before a site plan may be approved. A master plan may be approved for the site in accordance with Article 4, Division 2.

(D) *Design Review.* A TOD design review panel shall be established to provide impartial and professional advice to the Director of Planning and Planning Commission on development proposals or policy affecting the physical environment of TODs. The objective and structure of the panel is as follows:

1. The design review panel will evaluate those elements of development, redevelopment or preservation that affect the visual and functional quality of TODs.
2. The design review panel will consist of five members appointed by City Council for a term of three years.
3. A majority of the Design Review Panel members shall be design professionals.
4. The Design Review Panel will meet as needed to review development applications.
5. The Design Review Panel will provide recommendations to city staff and Planning Commission. Evaluation criteria used by the panel will include the approved station area plans and section 146-405(F) of this code.
6. If an area is under the jurisdiction of an existing design review board, there shall be no requirement for review by the city's TOD design review panel.

(E) *New Construction and Changes to Existing Development.* Any new exterior construction or landscaping, or any exterior changes to existing development including changes to building façades,

signage, streetscape, landscaping, public rights-of-way, parking areas, drives, or other site plan changes shall meet the design requirements of this section subject to the following provisions:

1. *Touch Rule.* In the case of existing development, only the items or site plan features changed or proposed to be changed need conform to the district design standards. Those items or features left untouched do not need to conform except where property changes include a net increase in building area of 10% or more. In such a case the entire existing site shall be brought into conformance with TOD zone district requirements to the maximum extent feasible and practical.

Sec. 146-727. Sub-Districts.

(A) *Principle.* Sub-districts may be defined for each TOD. All sub-districts shall have development intensity higher than in areas outside of the TOD but the sub-districts will have varying levels of intensity and mixes of uses. The most intense areas shall be in the core of the TOD, close to the transit station, with some reduction of intensity typically found toward the edge of the TOD district.

(B) *Sub-District Framework.* Sub-districts shall be determined by the station area plan. The following is a general framework for sub-districts that can be used in station area plans. This framework shall be used if no station area plan has been adopted. Figure 7.4 illustrates the sub-district framework.

1. *Core Sub-District.*
 - a. *Location.* This sub-district will typically be adjacent to the rail station and may extend farther than one-quarter mile from the station.
 - b. *Uses.* This zone includes high intensity businesses and high density residential uses. The variety of uses is often greater than the other sub-districts, and may include civic and entertainment uses. Ground-floor commercial uses will occur along most street frontages.
2. *General Sub-District.*
 - a. *Location.* This sub-district will be between the Core and Transition sub-districts.
 - b. *Uses.* Less dense than the Core, uses will be mixed but primarily residential.
3. *Transition Sub-District.*
 - a. *Location.* This sub-district lies between the General sub-district and the adjacent non-TOD developments and neighborhoods.
 - b. *Uses.* This sub-district contains mixed-use development, but is primarily characterized by residential uses. This zone provides a transition of density between existing suburban development outside the TOD district and the higher-density development closer to the core of the TOD. Development at the edge of this sub-district has a scale that is complementary to adjacent development, and will typically include residential uses fronting the street and commercial uses at major intersections.

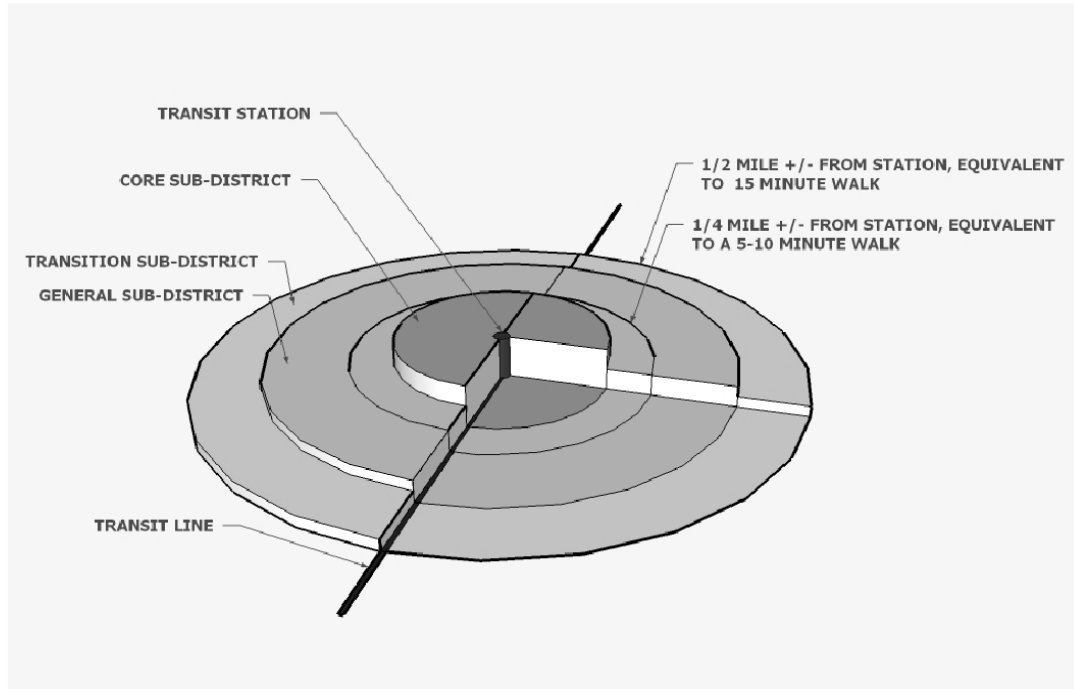


Figure 7.4 Sub-District Framework

Sec. 146-728. Development Standards.

(A) Block Size and Street Grid.

1. *Principle.* To encourage compact and mixed-use development and provide direct access for pedestrians and bicyclists, transit-oriented developments have an urban street grid and city-size blocks. This provides for a legible street pattern with smaller blocks, frequent intersections and convenient pedestrian travel, and multiple choices for automobile travel.
2. *Desired Sizes.* Blocks shall typically be between 300 feet and 660 feet in length, and no more than 1,800 feet around the perimeter.

(B) Streets.

1. *Principle.* Designing a dense TOD requires the introduction of pedestrian-friendly streets, where people can easily walk along sidewalks and safely cross streets as they move within the development. TOD streets shall connect with streets in adjacent areas. Bicycle transportation shall be integrated into the development and the street cross-sections.
2. *Desired Streets.* Streets in a TOD shall conform to the urban street standards in section 126-36.5 of this code. These standards address the overall network of streets, rights-of-way width, travel lanes, sidewalks, and on-street parking configurations.

(C) Residential Density.

1. *Principle.* Residential densities in TODs are higher than in surrounding areas, and usually transition from higher densities near the transit station to lower densities adjacent to surrounding neighborhoods. Higher densities provide increased numbers of transit riders within walking distance of rail stations and provide for lively, interesting

places. There shall be no upper limit for residential densities in the core sub-area and those densities shall generally exceed 60 units per acres.

2. *Required Densities.* Residential densities shall be determined by the station area plan. Where no station area plan has been adopted, minimum densities shall be as follows:

Core Area: 60 units per acre
General Area: 40 units per acre
Transition Area: 20 units per acre

(D) *Building Heights.*

1. *Principle.* Taller buildings are encouraged in the Core sub-district in order to provide for density, a mix of uses, distinctive architecture, active public spaces, and a continuous wall of buildings along streets.
2. *Desired Heights.* Building height standards will be established by the station area plan. In relation to the sub-district framework, within the Core, buildings shall have at least three stories, and in the General sub-district, at least two stories. Figure 7.5 illustrates the general framework of building heights within the three sub-districts.

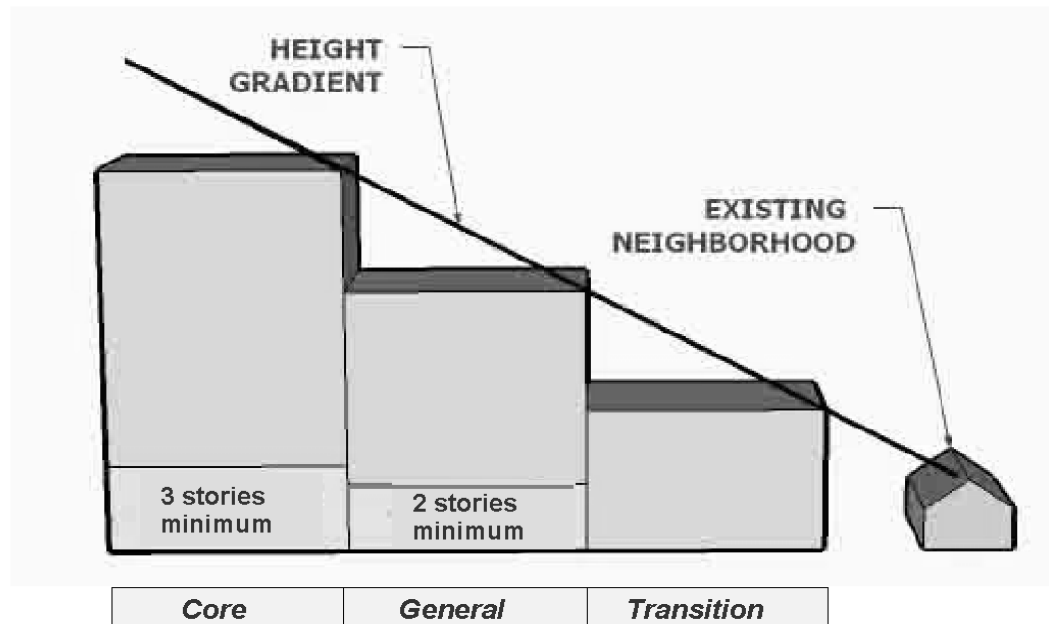


Figure 7.5 Building Height Framework

(E) *Urban Form.*

1. *Principle.* In order to create environments that are comfortable, attractive and interesting for pedestrians, the street frontages have buildings close to the street with active ground-floor frontages. Buildings are set at or near the public right-of-way. Each building has a principal entrance that faces the street. Parking lots do not occupy street frontages. Glass store fronts, outdoor activities, walkways, gardens, and plazas are used to activate the street.

Elements of building form desirable in TODs include regular wall openings (such as window and door placement), building façades (length of frontage along streets), rooflines, and façade detailing.

2. *Building Setbacks.* Setback standards may be established by station area plans. Otherwise, setback standards for each TOD sub-district are:
 - a. Front. Setback not more than 10 feet in the Core and General sub-district, and no more than 18 feet in the Transition sub-district.
 - b. Side. No greater setback than required for an adjacent residential area.
 - c. Rear. Setback not more than three feet in the Core and General sub-districts, where adjacent to an alley, and a minimum of 5 feet where there is no alley. In the Transition sub-district, no greater setback than is required for the adjacent residential or commercial area.
3. *Desired Building Forms.* Form provisions concern the relation of the building to the street, and include the following:
 - a. Façades are built to the property line along most of the property line's length.
 - b. Façade openings are no larger than necessary to allow pedestrian and automobile access.
 - c. Street screens line the property frontage in the absence of a building wall.
 - d. First-floor residential façades are raised above the average grade of the adjacent sidewalk, except live-work units.
 - e. Retail façades are detailed as storefronts with significant glazing on the sidewalk level story.
 - f. Principal pedestrian entrances to buildings are placed along a street frontage and/or a corner location.
4. *Utility Boxes.* Along all public streets within the TOD zone, all utility boxes and above-ground utility installations shall be located to the side or rear of buildings. Where a side or rear location is infeasible, the box or installation shall be set back a minimum of three feet from the public street right-of-way including sidewalk. The three foot minimum setback shall be landscaped with shrubbery or walls that will provide adequate screening of the utility structures. Such landscaping shall be installed such that access to the utility structure is unimpeded.

(F) *Public Spaces.*

1. *Principle.* Plazas, main streets, squares or open space are used to create enduring and memorable public spaces. These spaces are part of a highly integrated system of streets, walkways, and buildings that create a sense of enclosure on the street where citizens walk, recreate, congregate and interact. These spaces use interesting entryways and features. Intense uses around these spaces will activate them and make them lively. The public spaces are adjacent or well-connected to the transit station. Outdoor commercial activities, such as outdoor restaurant seating, will be encouraged as part of the transition between wholly public outdoor space and wholly private building space.
2. *Desired Public Spaces.* Any public space intended to satisfy land dedication requirements of section 147-48(b) of this code shall conform to the criteria set forth in the Parks and Open Space Dedication and Development Criteria Manual. Small Urban Park (SUP) is a park classification that may be used to advance the above principles of public spaces while concurrently serving park needs of an urban population in a TOD.

Main streets shall be designed as attractive public areas with quality streetscaping, provision of space for sidewalk cafés, and at the appropriate width for the volume of pedestrians.

(G) *Architecture.*

1. *Principle.* The character and quality of architecture in a TOD creates the sense of a special place. Architecture throughout the development shall be linked by design themes but shall also include a great deal of variation and creative design. The architecture provides three-dimensional interest, shadow lines, repetitive forms, and durable materials that contribute to the sense of place.
2. *Desired Architecture.* Buildings engage the street through fenestration, materials, awnings, and store signage and lighting. Wall openings will be square or vertical in proportion, including porches, galleries, and arcades. Brick, stone, cultured stone or stucco is predominant on building façades facing onto or across from a park, plaza or equivalent public space. The use of synthetic stucco and wood is discouraged. Materials will be durable over time.

(H) *Landscaping.*

1. *Principle.* The development provides landscaping that will strengthen the streetscape, provide a tree canopy, and adorn the public meeting spaces. Landscaping will be used to create comfortable and interesting places throughout the TOD. Sidewalks will be lined with quality landscaping materials.
2. *Desired Landscaping.* Landscaping shall be provided according to the requirements of Article 14 of the Zoning Code. The station area plan may be used to define a unified approach to landscaping.

(I) *Lighting.*

1. *Principle.* Provide lighting for people, through a series of pedestrian-scaled light fixtures that complement building lighting. Use fenestration and exterior lighting to create an attractive nighttime public realm. Intensely bright lighting shall be avoided.
2. *Desired Lighting.* Street lighting is to be a zero or partial cutoff type and be no taller than 25 feet in height for roadways and no taller than 15 feet for pedestrian areas. Lighting may be used to enhance important architectural features of the building it serves as long as it is not intended to advertise a use or business and it does not adversely impact surrounding properties. Landscape lighting is to enhance the landscape features it serves, and not draw unnecessary attention to it. Parking lot lighting is to be a zero or partial cutoff type and be no taller than 25 feet in height.

(J) *Signs.*

1. *Principle.* Signs shall be oriented and sized to complement building architecture and enhance the experience of pedestrians in the TOD. They shall be made of durable materials and creatively designed to promote the sense of a special place.
2. *Desired signs.* All signs shall comply with the sign requirements of Sec. 146-712, Table 7.8, Sign Standards for Fitzsimons Area Boundary Zoning district, including by reference Chapter 146 Article 16. Where TOD district regulations conflict with section 146-712, TOD district regulations shall apply.

(K) *Art.*

1. *Principle.* Art in public spaces and within private development that is visible from streets and public areas contributes to creating the identity of TODs. In this context, public art includes a wide variety of elements, ranging from free-standing artworks in parks to creative architectural elements incorporated into streetscapes and building façades. Art elements in differing materials, size, and subject matter should be incorporated throughout a TOD. A public art master plan that identifies themes and artwork placement is encouraged.
2. *Art Requirement.* Each development application for any development within the TOD district with a project valuation of \$100,000 or more is required to provide public art. A public art plan shall be submitted along with the first site plan or contextual site plan for the development. Alternatively, if the first site plan has been approved as of the effective date of this ordinance, the public art plan shall be submitted along with the next ensuing site plan or the first application for a building permit, whichever is appropriate as determined by public art staff. At the time of submittal, each applicant shall pay to the city a review fee in an amount established by the director of Library, Recreation, and Cultural services in accordance with the provisions of section 2-587 of this code. The public art plan shall provide for the acquisition of outdoor works of art in compliance with the rules and regulations promulgated by the director of Library, Recreation, and Cultural Services.
3. *Minimum Expenditure.* This public art requirement for development within a TOD zone district supersedes the Title 32 District contribution requirements per city code sec. 146-411(D) Public Art Plans. All other standards under the city's Title 32 District public art requirement apply within a TOD.

The total minimum amount to be expended by the property owner on such art shall be calculated by multiplying the total project valuation included in any building permit application, by the amount of one percent (1%). The total amount to be expended by property owners who are registered non-profits (any 501(c)(3) organization) shall be one-half of one percent (0.5%) of total project valuation.

4. *Exemption.* Nothing in this subsection shall apply to any development located within a TOD district where the district is obligated by virtue of the district service plan or an intergovernmental agreement with the city to provide for public art.

(L) *Development Phasing.*

1. *Principle.* The TOD shall be designed so that intensities of development can increase over time. Blocks and utilities shall be sized to accommodate a variety of possible future uses. In the first phase, and every subsequent phase, sufficient development shall be provided to establish a sense of place. The first phase shall be a viable project in itself, and establish the area as a growing center.
2. *Phasing Requirements.*
 - a. Locate buildings and surface parking on the lot so that the layout will accommodate future structured garage buildings.
 - b. Design drives within commercial parking lots so they could eventually conform to urban street standards.
 - c. Develop both sides of the major pedestrian streets to establish the streetscape character and pedestrian connections.
 - d. Develop important public parks and plazas in the initial phase of development to establish a public amenity and the area's identity.

Sec. 146-729. Parking.

(A) *Principle.* Parking shall be provided on a shared parking basis for the project as a whole rather than on a use by use basis. This will reduce reliance on the automobile and encourage the use of public transit. Walking, bicycling and other modes of travel are encouraged. Large amounts of free parking have been shown to encourage automobile use and are not appropriate in a TOD. On-street parking will be an important source of parking and structured parking shall be provided to allow most land in the TOD to be used to increase the intensity of development. Parking structures facing the public realm shall be integrated into the architecture of surrounding buildings.

Minimum parking requirements in the TOD are reduced by one-third to one-half of that required elsewhere in the city. Maximum parking requirements are identified in the Core and General sub-districts. Maximum parking limits may be exceeded provided that all parking supply over the maximum is located within a parking structure. In addition, on-street parking use is encouraged in all sub-districts, and shared parking is required within the Core sub-district and strongly encouraged within the General and Transition sub-districts.

(B) *Parking Plans.* Off-street parking requirements for land uses shall be based upon a district plan for shared parking rather than for each individual use. The plan shall include an upper limit on parking supply.

(C) *Minimum Supply Requirements Prior to Rail Transit Service.* The parking requirements contained in Sec. 146-1504 Table 15.1 shall be met for all development constructed two or more years prior to the commencement of rail transit operations.

(D) *Minimum Supply Requirements Upon Commencement of Rail Transit Service.*

1. Table 7-11 sets forth parking supply requirements for general categories of land use once the rail transit is under construction or operational.
2. Within the Core sub-district, shared parking facilities are required.
3. Bicycle Parking Requirements:
 - a. All non-residential developments shall provide bicycle/moped parking facilities at a ratio of at least one off-street bicycle/moped parking space for every 20 automobile parking spaces.
 - b. Multi-family developments shall provide bicycle/moped parking facilities at a ratio of one space for every five multi-family units. No residential development shall provide fewer than three bicycle/moped parking spaces.

TABLE 7-11: PARKING REQUIREMENTS WITHIN THE TOD DISTRICT			
Use Group^{/1/}	TOD Zoning Sub-District		
	Core	General	Transition
Retail & Personal Service Uses ^{/2/}	1.5 spaces / 1,000 gfa Minimum 2.5 spaces / 1,000 gfa Maximum^{/3/}	2.0 spaces / 1,000 gfa Minimum 4.0 spaces / 1,000 gfa Maximum^{/3/}	2.0 spaces / 1,000 gfa Minimum 4.0 spaces / 1,000 gfa Maximum^{/3/}
Restaurant ^{/2/}	3.0 spaces / 1,000 gfa Minimum 5.0 spaces / 1,000 gfa Maximum^{/3/}	1 space / 300 gfa Minimum 6.0 spaces / 1,000 gfa Maximum^{/3/}	1.0 space / 150 gfa Minimum 8.0 spaces / 1,000 gfa Maximum^{/3/}
Office ^{/2/}	1.0 spaces / 1,000 gfa Minimum 2.0 spaces / 1,000 gfa Maximum^{/3/}	2.0 spaces / 1,000 gfa Minimum 3.0 spaces / 1,000 gfa Maximum^{/3/}	3.0 spaces / 1,000 gfa Minimum 4.0 spaces / 1,000 gfa Maximum^{/3/}
Residential	0.5 space / dwelling unit Minimum	1.0 space / dwelling unit Minimum except 0.5 space / dwelling unit minimum for senior housing	1.0 space for each multi-family unit & 2.0 spaces for each single-family dwelling unit Minimum except 0.5 space / dwelling unit minimum for senior housing.
Short-Term/ Loading	N/A	1.0 space / 20,000 gfa or 10 dwelling units Minimum	

^{/1/} **Parking requirements for permitted land uses will be reviewed on a case-by-case basis. These are generalized categories reflective of the Permitted Uses table in the Code and not inclusive of all uses.**

^{/2/} **Square feet is gross square feet**

^{/3/} **Maximum parking limits may be exceeded provided that all parking supply over the maximum is located within a parking structure.**

- (E) *On-Street Parking.* On-street parking spaces may be utilized to meet up to 25% of the parking required for the adjacent building's non-residential uses in all sub-districts. This parking shall be on the same side of the street as the building. On-street spaces counted toward the requirement of one use or building may not also satisfy the requirement of a second use or building.
- (F) *Shared Parking.* Shared parking can enable people to park at one convenient location for access to multiple commercial and civic destinations, via safe and comfortable pedestrian environments.
1. Shared parking is required within the Core sub-district (except for residential uses) and strongly encouraged within the General and Transition sub-districts.
 2. One hundred percent (100%) of the parking requirements of public, civic, institutional, and commercial uses may be provided in off-street shared parking areas provided they are within 660 feet of the main entrance to the building served.

3. If the shared parking area(s) and the buildings to be served are under more than one ownership, permanent improvement and maintenance of such parking facilities must be guaranteed by one of the following:
 - a. Covenant or contract between property owners, duly recording an appropriate covenant running with the land;
 - b. Creation of special districts and imposing special assessments as prescribed by law;
 - c. Utilizing the authority vested in a parking authority as permitted by law; or
 - d. Dedicating such common parking area to the city for parking purposes subject to the acceptance of such dedication by the city council.
4. A parking demand study may be required for shared parking facility proposals per the process in section 146-1504 Table 15.2.

(G) *Parking Design Standards.* Off-street parking facilities shall be located to the rear or interior side of the site, within the principal building, within a garage structure, or entirely below grade. Figure 7.6 shows a layout with parking behind a building.

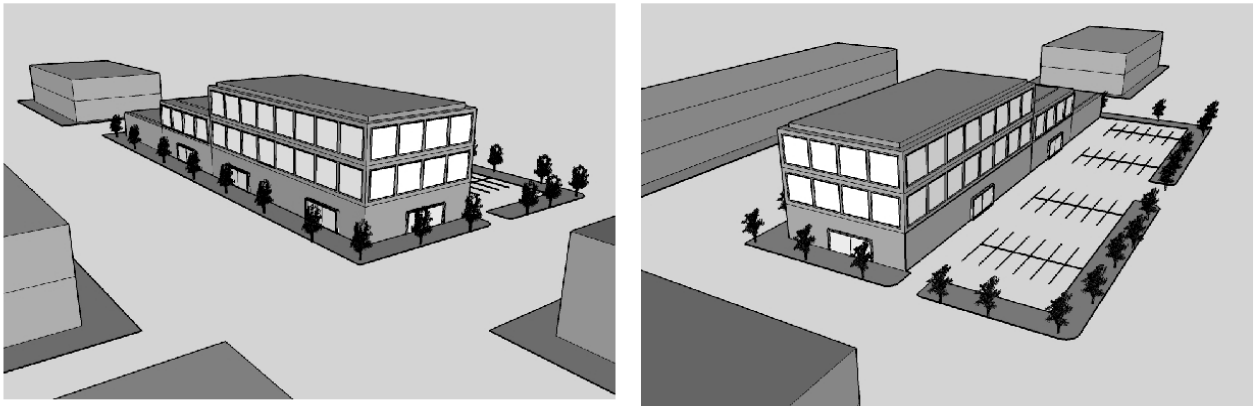


Figure 7.6 Illustrations of Parking Located at the Rear of a Building

(H) *Design Standards for Parking Structures.*

1. Parking structures shall be designed to blend in with adjacent development. Emphasize design features that minimize the obtrusiveness of the parking use and encourage architectural compatibility with adjacent development.
2. Structured parking facilities shall be designed to complement street-level pedestrian activity and shall be designed so that motorized vehicles parked on all levels are screened from public view.
3. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public or private street shall minimize views into the parking structure interior through landscaping that includes screening materials in a landscaping strip, or decorative trellis work and/or screening as architectural elements on the parking structure façade.
4. Elements such as decorative grillwork, louvers or translucent materials shall be used on the upper floor façades without compromising the open parking structure requirements of the Building Code, and/or the upper parking floors shall be designed with a pattern of window-like openings on the parking structure façade.

5. Wherever possible, commercial uses shall be incorporated into the ground floor of parking structures or liner buildings should enclose the structure on the street frontages.
- (I) *Loading Areas.* Loading spaces shall be incorporated into the design of vehicular areas, be located adjacent to an alley, or be identified if on a street. Loading areas for larger vehicles, requiring a loading dock, shall be completely off-street.

Sec. 146-730. Permitted Uses.

(A) *Principle.* The TOD district standards focus on building form instead of permitted uses. Consequently, the list of permitted uses is less restrictive than in traditional zone districts. The prohibited and restricted uses are limited to those that may not further the TOD principles. A broad range of uses is permitted with the intention of promoting a mix of uses in the TOD and its sub-districts.

(B) *Permitted Uses.* Categories of use and their permissibility in the Core, General, or Transition sub-districts are listed in Table 7-12. Any individual station area plan ordinance may further restrict permitted land uses beyond the listings in Table 7-12.

TABLE 7-12: PERMITTED USES WITHIN THE TOD DISTRICT SUB-DISTRICTS			
Use Group	TOD Zoning Sub-District		
	Core	General	Transition
Commercial Uses			
Artspaces	P	P	P
Banks, savings, and financial institutions	P	P	P
Banks, savings and financial institutions with drive-through facilities	C	C	C
Bars, taverns and night clubs	P	P	P
Child or adult day care center, small or large	P	P	P
Drive-up or drive-through facilities (located to the side or rear of the building and not at street corners).	NP	C	C
Entertainment & Recreation, Indoor	P	P	P
Extended stay lodging	P	P	P
Hotels	P	P	P
Indoor recreational facilities	P	P	P
Medical and dental clinics	P	P	P
Meeting, banquet and conference facilities	P	P	C
Motor vehicle, indoor showroom	P	P	P
Offices	P	P	P
Parking facilities, commercial	P	P	P
Personal services	P	P	P
Photocopying and printing	P	P	P
Repair, rental and servicing (automobile)	NP	NP	C
Repair, rental and servicing (with no outside storage and maximum of 7,500 gfa on ground floor)	P	P	P
Retail sales	P < 60,000 gfa on ground fl. C > 60,000 gfa on ground fl.	P < 60,000 gfa on ground fl. C > 60,000 gfa on ground fl.	P
Restaurant	P	P	P

TABLE 7-12: PERMITTED USES WITHIN THE TOD DISTRICT SUB-DISTRICTS			
Use Group	TOD Zoning Sub-District		
	Core	General	Transition
Studios, including television and radio broadcasting stations, excluding antenna towers	P	P	P
Theaters	P	P	C
Uses operating between the hours of 12:00 midnight and 6:00 a.m.	C	C	C
Veterinary clinics	P	P	P
Veterinary hospitals	C	C	C
Industrial Uses			
Restricted light industrial use	NP	NP	C
Public, Civic and Institutional Uses			
Civic, cultural facilities	P	P	P
Hospitals, licensed nursing homes, sanitariums and convalescent hospitals	P	P	C
Parks, open space, playgrounds, plazas and art parks	P	P	P
Places of worship	P	P	P
Public uses or facility	P	P	P
Schools, elementary, secondary and post-secondary	P	P	P
Transit facilities	P	P	P
Utilities, minor	P	P	P
Residential Uses			
Assisted living facility	P	P	P
Bed and breakfast residences	P	P	P
Continuing care retirement facility	P	P	P
Day care home, child or adult	P	P	P
Dwellings, accessory	P	P	P
Dwellings, live/work	P	P	P
Dwellings, multi-family	P	P	P
Dwellings, single-family attached	P	P	P
Dwellings, two family	P	P	P
Nursing homes	P	P	P
Senior housing	P	P	P

Sec. 146-731. Special Definitions.

The following words or phrases used in the TOD District regulations shall have the following meanings:

(A) *Accessory Dwelling Unit.* Accessory dwelling units are independent living units located on the same lot as a single family detached dwelling, either within the same structure or as a separate building.

(B) *Frontage.* The frontage is that lot line abutting a legally accessible street right-of-way. The principal frontage is the frontage providing the main pedestrian entry into a building or site within the lot. The secondary frontage is the frontage providing limited or no pedestrian access.

(C) *Live/Work Residential.* Live/work residential use is a combination of residential occupancy and commercial activity located within a dwelling unit. The commercial activity shall not exceed fifty (50) percent of the gross floor area of the dwelling unit and shall not have more than two (2) employees or regular assistants on premises at any one time. Signs are limited to not more than two (2) non-illuminated wall or window signs not exceeding ten (10) square feet in total area. The work activities shall not adversely impact the public health, safety, or welfare of adjacent properties.

(D) *Liner Building.* A building or part of a building with habitable space specifically designed to front a public space, masking a function such as a parking lot, parking garage or storage facility.

(E) *Street Screen.* A freestanding wall built along the property frontage, or parallel to the building façade, for the purpose of masking a parking lot from a public street.