

## **EXHIBIT A**

### **Process to Determine TOD Streets**

#### **Step 1: Determine the street segments which are undesirable or incompatible for transit-oriented development**

Identify all public street segments (excluding alleys) within a ½ mile walking distance from the end of an existing or proposed transit station platform.

Is the street segment meeting one or more of the following criteria?

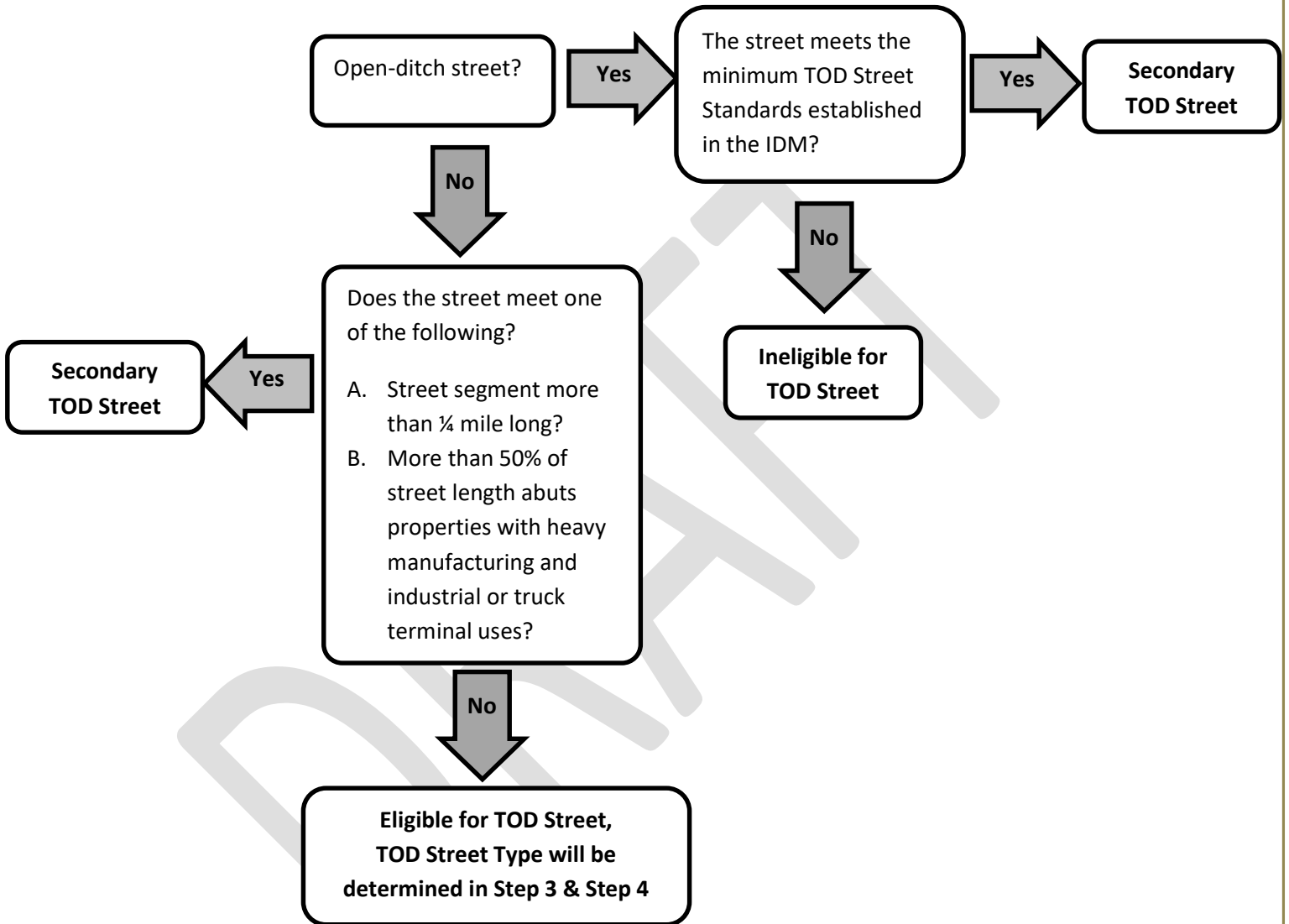
- A. More than 75% the street length abuts property in use for or restricted to single-family residential (Excludes Transit Corridor Streets and Major Thoroughfares)
- B. More than 50% of street length abuts single-family residential (SFR) lots that are 3,500 SF or larger that front on the street (Excludes Transit Corridor Streets and Major Thoroughfares)
- C. Designated as Special Minimum Building Line or Special Minimum Lot Size
- D. Grade-separated or limited access roadway
- E. Freeway or freeway frontage road (except where the freeway is below-grade and covered by an at-grade cap structure)
- F. There is no connection to the transit station via a Transit Corridor Street or other eligible TOD Street for the transit station after evaluating for criteria A. through E.

If **Yes** → Ineligible for TOD Street designation

If **No** → Continue to Step 2

**Step 2: Determine eligible TOD Streets adjacent to each transit station**

Use the following process to determine TOD Street eligibility:



### Step 3: Determine transit station eligible for Primary TOD Streets

Based on the TOD Streets found in Step 1, determine if the transit station meets one or more of the following criteria:

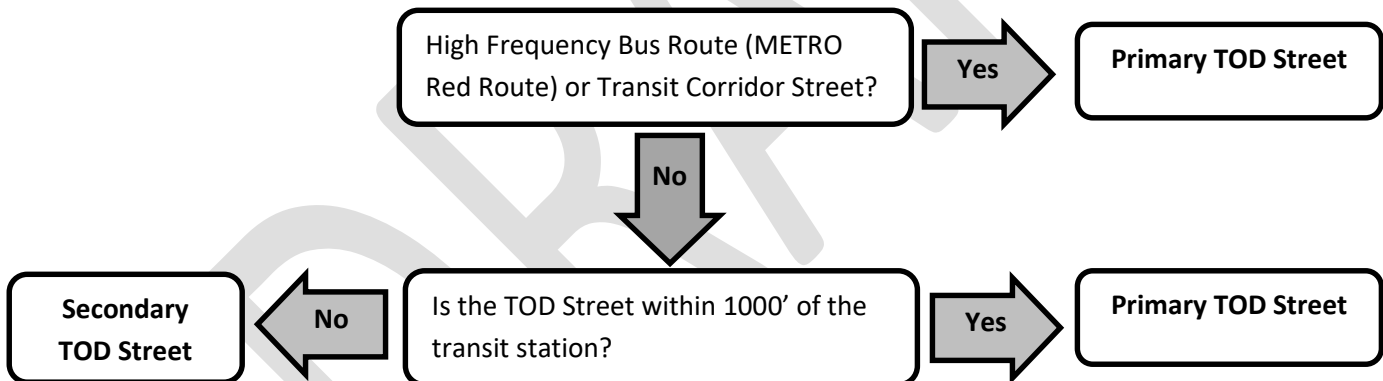
- A. Within a designated Major Activity Center<sup>1</sup>
- B. Within a census tract where car ownership is 80% or less
- C. Within an area with high Activity Population Density<sup>2</sup>
- D. Within an area with high Intersection Density<sup>3</sup>
- E. Within 1000 feet of a college or university campus

If **Yes** → TOD Streets around station are eligible for both Primary TOD Street and Secondary TOD Street designation [*Continue to Step 3*]

If **No** → TOD Streets around the station are only eligible for Secondary TOD Street designation

### Step 4: Determine the type of TOD Streets

Use the following process to evaluate TOD Streets around a transit station identified in Step 2.



- Any TOD Street that is street segment less than 300 feet in length and connects two Primary TOD Streets is automatically designated as a Primary TOD Street.
- If portion of a street segment is eligible for TOD Street designation, the whole street segment will be designated as a TOD Street.

<sup>1</sup> As defined by Chapter 42 of the Code.

<sup>2</sup> 7,200+ activity population/square mile

<sup>3</sup> 76+ intersections/square mile