



Washington State
Department of
Commerce

TOD draft guide

Early option to review and comment

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ECONOMIC DEVELOPMENT

TOD guide – a walk through

- **Section 1:** Introduction
- **Section 2:** Steps in TOD Planning
- **Section 3:** Implementation of TOD
- **Section 4:** TOD planning best practices

Please share your thoughts and comments ahead of the public review

Section 1: introduction



Section 1: introduction

Why

What

Who

When

Requirements

How to approach



Section 2: steps in planning TOD



Section 2: steps in planning TOD

1. Define study area for TOD station(s)
2. Analyze existing conditions
3. Areas of exclusion
4. Finalizing station boundaries
5. Addressing zoning and regulation requirements
6. Adopting policies and zoning



Step 1: define station area

- **Defining the station area is any parcel “fully or partially” located within**
 - one-half mile walking distance of a rail stop, for larger cities (15k +)
 - quarter-mile walking distance of a rail stop, for smaller cities
 - quarter-mile walking distance of bus rapid transit (BRT) - high-capacity service with fixed assets such as elevated platforms
- **Measure walking distance: WAC 365-196-875(1)(c)**
 - Typically measured as the distance traveled by roads, paths, and sidewalks, or by the direct distance between two points
 - Conditions that can constrain walkability may include terrain, water bodies, missing pedestrian routes, or infrastructure barriers

Step 2: analyze existing conditions

Recommended assessment topics:

- Environmental (critical areas, shorelines)
- Environmental and Health hazards
- Land use and urban form
- Transportation (should include walkability evaluation)
- Utilities: stormwater, electricity, and wastewater, parks, and public services
- Development market
- Displacement risk analysis
- Overall assessment (such as SWOT)

Step 3: address TOD requirements

- **FAR zoning density**
 - Rail station areas: allow 3.5 FAR
 - BRT station areas: allow 2.5 FAR
 - Option BRT station areas to allow 3.0 FAR when exempting up to 25% of area
- **Required uses**
 - Multifamily and mixed-use development
- **Density bonuses**
 - Mass timber increase in height and FAR
 - Increase with affordable dwellings
- **Parking requirements**
 - May require ADA and delivery parking
- **Affordable housing requirements**

Step 4: adoption of TOD regulations

- **Transportation impact fees**
 - Reduce to 50% or less
- **Must modify or repeal inconsistent regulations**
- **SEPA options including non-project action**

Step 5: monitor TOD achievements

- **Recommend monitoring for:**
 - Development patterns
 - **Change of land uses**
 - Level of density and intensity of uses
 - Changes in transportation use
 - Level of demand for street parking
 - Displacement occurrences
 - **Loss/gain of services**
 - **Loss/gain of housing**

Addressing zoning options

Create an overlay district(s)

Modify current zoning district(s)

Create new TOD zone(s)

Or, use a combination of options

Section 3: implementation of TOD



Section 3: implementation of TOD

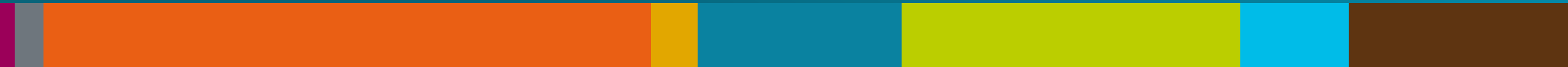
Permitting considerations

Definitions

Monitoring progress



Section 4: best practices



Section 4: planning best practices

Anti-displacement
planning

Multimodal transportation
considerations

Design considerations

Key TOD ingredients



Next Steps



Case Study Pictures. Top: The Cleveland bus stopped on the street at a station. Bottom: Depot Square Plaza, located at the Bluff Street in Boulder, Colorado. Sources: Source: John Greenfield, Wikimedia Commons, 2011; JVA Consulting Engineers, 2022

- **Schedule for Deliverables:**

- Public Review Draft TOD Guidebook: *Summer*
- Affordable Housing & Infrastructure Factsheet: *Fall*
- Webinar #2 / Public Review Draft of Code & Guidebook: *Fall*
- Implementation Tools and Videos: *Fall*

Engagement to take place throughout project

Thank you!

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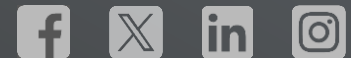
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