



Transit Friendly Development

What Is Transit Friendly Development?

Transit-friendly development is a mix of residential, retail and office uses that is accessible to public transit services and encourages walking and bicycling in the community. Conventional euclidian zoning¹ techniques, including the segregation of land uses, and low density suburban development patterns, limit peoples' transportation options. Transit-friendly development and design techniques make public transit, pedestrian and bicycling facilities convenient and easy to use. These techniques create attractive alternatives to automobile use that help reduce automobile-oriented trips.

The notion of transit friendly development differs somewhat from transit oriented development. The goal of transit friendly development is to plan for a multi-modal environment, including a mix of uses that enables residents and visitors to have transportation options, is. Transit oriented development specifically promotes transit as the major mode of transportation. Many of the techniques used to implement the two types of development are similar.

Where Should Transit Friendly Development Be Used?

Communities considering transit friendly development ordinances should have studied and planned for it at several different levels. To effectively achieve transit friendly development, tools that go beyond zoning and subdivision regulations may be needed, such as market studies, programs to streamline permitting processes or tax incentives for redevelopment.

Characteristics of transit and development patterns will differ from place to place. These characteristics should dictate the type of regulations and programs that are adopted. Some areas may need to plan for new transit hubs or to serve major employment centers; others may need to focus on infill development around existing urban centers, or for park and ride facilities in suburban areas. These types of characteristics should be evaluated when deciding on the type and extent of regulations that are to be adopted. Much research, planning and coordination with the private sector should accompany the consideration of transit friendly development regulations

Why Is Transit Friendly Development Important?

Transit Friendly Development can...

- ...increase tax revenues and property values.
- ...create transportation, housing and retail opportunities.
- ...revitalize urban and suburban areas.
- ...reduce commute times.
- ...provide a better balance between jobs and housing.
- ...provide air quality, safety and energy benefits.
- ...consume less land.
- ...provide lifestyle options for an aging population.
- ...reduce household transportation and parking costs related to.
- ...support economic development.
- ...provide financial benefits for the public sector, transit agencies, and private developers.

Communities should determine how transit friendly development will work best in their locale by establishing specific transit area plans that respond to the characteristics of the site rather than

¹ **Euclidean zoning:** traditional zoning technique that features the segregation of residential, commercial, and industrial uses into specified geographic districts and dimensional standards, such as bulk and height controls are imposed to limit the scale of the development activity.

adhering to a rigid formula. However, a typology for land uses that accounts for different scales and different transit types may be developed for the planning area as a whole.

Transit friendly development should be planned at the system wide scale. Plans should be made not only for the area around each transit station or major transit stop, but should look at the relationships between the areas and how the transit system demands may change. Research should be done regarding how the land uses are balanced from location to location and how they relate with the transportation on a system wide scale, with a regional perspective. Developing a process for interagency coordination among the relevant transit operators will advance the project toward the set goals.

Small area plans, transit development plans or transit area plans, are necessary to implementing transit friendly developments. These plans are most effective covering a radius of ¼ to ½ mile surrounding each transit station, or major transit stop. These plans should serve as blueprints for the implementation of transit friendly development. Their purpose is to integrate land use, urban design, market incentives, regulatory tools and tax policies.

The types of employers or real estate that are best suited to locate near transit should be considered by the transit area plan, including the role of the station as an employment center, the types of vehicular trips that may be generated, and the need and acceptance for the uses within neighborhood. The appropriate density, mix of uses, amount of parking, level of bus service, and other aspects of the station should be considered. The planning and design of the area should vary depending on the characteristic of the place. Public private partnerships are also valuable to ensure adequate investment in the appropriate market conditions.

Public participation must be included in the creation of transit area plans, especially if aesthetic guidelines are being considered. Public consensus should be achieved to include these standards as values for the community. Plans must be inclusive and responsive to the demographics of the area. Public participation using techniques like design charrettes can also help gain political and public acceptability on density, traffic, mixed use configurations, and developer issues. Public participation strategies should include property owners, local planners, elected officials, developers and other stakeholder groups.

The basic elements typically included in this type of transit area plan are: 1) land use; 2) layouts of public streets and open spaces; 3) vehicular, pedestrian and bicycle circulation; 4) parking design; 5) parks and green space; 6) station-specific design guidelines; 7) capital improvements programming; 8) transit service details; 9) market feasibility studies; and 10) phasing.

How Can Transit Friendly Development Be Implemented Effectively?

A comprehensive plan that contains measurable goals, objectives and policies that address transit and supporting development is essential. Comprehensive planning can assist communities in determining where transit friendly development is appropriate and is also a necessary step in establishing zoning regulations that protect the health, safety and welfare of the public. Once the comprehensive plan is in place to serve as a basis for future actions, the community can create standards for reviewing these types of developments. Establishing the public goals and the bases for standards up front gives both citizens and developers certainty in the actions of the local

government. This process can also help to discover if sufficient political will exists for the program.²

Several essential approaches should be used within a transit friendly development ordinance. There are key differences between the requirements in a transit friendly development and those of conventional zoning. Transit friendly development should allow and encourage a mix of uses and supporting amenities to meet the daily needs of residents and employees of the area. Although many communities have certain desires to include specific businesses in new development (such as sit down restaurants or office uses), permitted uses should be based on what the market calls for, and transit usage alone should not be the driving factor for real estate investment. Appropriate residential density should be included to support businesses in the development area as well as the type of transit that is present.

The planning area should include a ¼ to ½ mile radius surrounding the station, and a clear vision of the desired outcomes of the area should be established. This should focus not only on a transit node but also on place-making, i.e. taking advantage of all of the characteristics of the area to create a vibrant neighborhood.

Design elements for transit friendly development may differ from conventional zoning by eliminating requirements for one principal use per parcel, buffers between dissimilar uses, setbacks, minimum lot sizes, and minimum street widths. Potentially the most controversial but most important difference is a reduction of the required number of parking spaces. Transit friendly development design should be pedestrian friendly, including the establishment of short blocks, compact development, and diverse types of housing oriented toward the street. Provisions for street connectivity and traffic calming also encourage pedestrian activity.

What are some challenges of Transit Friendly Development?³

There are distinct challenges to instituting transit friendly development. No one model ordinance or plan will suit the needs of every location. Projects are sometimes implemented without a clear vision of the desired outcomes. Differing goals from different project partners may lead a project to fall short of the potential of transit friendly development. Balancing the housing, office and retail equation is essential to a project's success or failure. It is particularly important to ensure that the market conditions are supportive of the types of development envisioned for the area.

Changes in the ordinance from conventional zoning regulations should be debated. Removal or reduction of parking requirements is essential in order to promote the neighborhood as a place to live, not just a place to catch the bus. Parking lots take up valuable space that could become higher valued uses that contribute to the community by bringing tax value and services to the residents. Comprehensive parking strategies that include unbundling parking from other land uses (for example, when charging rent for residential or office space, parking would not be included and would be priced separately or "unbundled" from the cost) should be created.

² Duerksen, Christopher J., and R. Matthew Goebel, *Aesthetics, Community Character, and the Law*, Chicago IL: American Planning Association, 1999.

³ Belzer, Dena and Gerald Autler, "Transit Oriented Development: Moving from Rhetoric to Reality" A Discussion Paper Prepared for The Brookings Institution Center on Urban and Metropolitan Policy and The Great American Station Foundation, June 2002.

Housing is another key element for transit friendly development. When done properly, transit friendly neighborhoods can create housing units with lower than average parking ratios where the cost savings from parking reductions are passed on to consumers. There is a housing density threshold that is thought to be essential to promoting the use of transit based on community characteristics; however, transit friendly development is not meant to necessarily prescribe the type or density of housing.

Transit friendly regulations should also be distinguished from aesthetic controls, and unless there are unique needs based on community character or historic preservation, communities should avoid imposing an architectural style on developments. Transit friendly development principles should be much more concerned with generating a good public infrastructure of streets and open space, promoting walkability, and creating an appropriate human scale for buildings.

Sample Regulations

The communities represented in this document use various techniques to achieve transit friendly development that meets the needs of the specific characteristics of their communities. At the same time, they all make use of overlay districts for transit friendly development. The following example ordinances are presented as a starting point in considering transit friendly zoning provisions. This model is intended to be modified by a community to reflect locally defined priorities and issues. The included text is only a portion of a much larger ordinance that can be consulted for additional information. The appropriate local planning and legal staff should craft any new zoning language proposed to be adopted within a community to reflect local priorities and implement local goals and objectives.

Purpose and Intent

An explicit purpose and intent statement helps to clarify the legal and policy basis of site and design standards for transit friendly development if they are challenged in court. These statements tie together the policy intent of the regulations. They also provide direction for interpretation and discretionary decisions. These purpose statements should be tailored to support the community's vision and its objectives for transit friendly development.

Problem Statement: Transit friendly development standards should be based on sound data, the characteristics of a community and the goals and objectives that have been established for the community. These items should dictate the type of regulations and programs that are adopted. Some areas may need to include regulations pertaining to new transit hubs or major employment centers that are to be served. Others may need to focus on infill development around existing urban centers, or for park and ride facilities in suburban areas. These types of characteristics should be evaluated when deciding on the type and extent of regulations that are to be adopted. Projects are sometimes implemented without a clear vision of the desired outcomes. Differing goals from project partners may sometimes work at cross purposes that can lead to transit friendly development that falls short of its potential.

Objective: To clearly establish the purpose and intent of the transit friendly development ordinance.

Code Writing Strategy: List purpose and intent statements that are clearly linked to the goals established in a comprehensive plan or other policy document.

Purpose and Intent - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

Section 2.0 Purpose

The purposes of the Transit Oriented Development (TOD) Overlay District are to:

1. Encourage a mix of moderate and high density development within walking distance of transit stations to increase transit ridership;
2. Create a pedestrian-friendly environment to encourage walking, bicycling and transit use;
3. Provide an alternative to traditional development by emphasizing mixed use, pedestrian oriented development;
4. Create a neighborhood identity that promotes pedestrian activity, human interactions, safety and livability;
5. Encourage building reuse and infill to create higher densities;
6. Reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance of one another;
7. Provide a range of housing options for people of different income levels and at different stages of life.

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

G. Purposes

The purposes of the TOD Zoning Overlay District are the following:

1. Encourage and direct development that is transit supportive.
2. Reinforce the use of public transportation by locating higher-density mixed-use development, including employment oriented businesses and higher density residential uses, adjacent to transit stops.
3. Reduce automobile dependency and roadway congestion by combining trips and locating destinations within walking and biking distances – all interconnected with transit.
4. Provide an alternative to traditional development by emphasizing mixed-use development that is pedestrian oriented.
5. Encourage infill and redevelopment along transit corridors in existing neighborhoods.
6. Enhance neighborhood identity by creating more choices such as walking, biking and shopping to residents that promote safety, friendliness and livability.
7. Provide a mix of housing types, costs and densities.

H. Intent

The area subject to the TOD Zoning Overlay District shall encompass an area surrounding a transit station or located along a transit line, as determined by a development plan (*see Section K or as determined below*).

The Zoning Overlay may be comprised of any of the following four subdistricts:

3. Core Sub-District: This sub-district is defined by a center core area of about one-eighth mile radius focused around the transit station. The intent of the Core Sub-District is to provide immediate access to high-density development associated with the transit station. The sub-district contains jobs, commercial services and housing that will generate high levels of pedestrian activity and transit use, supporting multiple trips. The highest development densities occur within the core area and include commercial, office and integrated residential uses. All land uses are pedestrian oriented and well connected to the transit station.
4. Mixed Use Sub-District: This sub-district encompasses about one-quarter mile radius of the transit station, surrounding the Core Sub-District. The intent of the Mixed Use Sub-District is to provide easy and convenient access to the transit station. Development should contain a combination of retail, office, services and various types of housing within easy walking distance of transit stations. The district has slightly lower densities than the Core Sub-District. Land uses are predominantly residential with supporting commercial and office uses. A pedestrian network provides a link to the transit station.

6. Medium Density Sub-District: The Medium Density Sub-District surrounds the mixed-use center and is defined by an approximate one-half mile radius surrounding the transit station. The intent of the Medium Density Sub-District is to provide modest, yet walkable access to transit stations for surrounding medium density residential uses. Retail and office uses should support the local housing population. The dominant land use is medium density residential. A pedestrian network connects residential developments with supporting land uses and the transit station.
7. Low Density Sub-District: This sub-district extends outward from the medium density sub-district (*this district is optional*). The intent of the Low- Density Sub-District is to provide general accessibility to transit stations for low-density development on the outlying areas of a TOD. A focus is placed on single-family residential uses with some neighborhood convenience centers serving the local neighborhood.

Title 17 Zoning Code, Chapter 17.66 Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.010 Purpose.

The purpose of the Transit Oriented Development (TOD) Overlay District is to encourage property owners to develop their property using transit oriented design principles through the use of incentives while preserving rights under the existing district designation.

The TOD District is established:

1. to promote new, well-integrated residential, commercial, office, institutional and other employment center development close to TRAX and transit stations, while protecting and enhancing existing development;
2. to ensure that new development takes advantage of compatible, higher density, transit friendly, design opportunities in close proximity to transit systems in order to provide options for economic development and diversity;
3. to encourage pedestrian orientation and human scale in new development and provide public infrastructure that supports transit use and mixed-use development;
4. to manage parking and vehicular access utilizing shared parking and driveway access to avoid pedestrian conflicts; and
5. to encourage, through design, configuration, and mix of buildings and activities, a pedestrian-oriented environment which provides settings for social interaction and active community life.

Discussion:

The purpose statement should be tailored to support the community's particular characteristics and reflect goals and objectives in the community's comprehensive plan or transit area plan regarding transit friendly development. The above examples include similar language relating to promoting mixed uses, pedestrian orientation, parking, and densities.

Applicability

Transit friendly development regulations included within an overlay zoning district as an overlay necessitates the determination of applicability. Where and under what circumstances the overlay is to be used must be clearly identified and indicated in the zoning ordinance. Additionally, as an overlay to an existing underlying zone, it must be clear which regulation will govern if a conflict arises.

Problem Statement: Occasionally when overlay zoning is used, conflicts can occur between it, and the underlying zone. It is necessary to determine which regulations apply. If the transit friendly development overlay is meant to be used in specific areas of the community or under certain conditions, or if it is an optional regulation, these details should be clearly stated in the ordinance.

Objective: To clarify when, where and how the overlay is to be used.

Code Writing Strategy: Include a specific statement in the zoning ordinance or subdivision regulations that identifies the applicability of the overlay zone with specific references if appropriate.

Applicability - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

Section 4.0 Applicability

The TOD Overlay District consists of those areas shown on [INSERT TITLE OF MAP] on file with the Town/City Clerk and dated [INSERT DATE MAP IS ADOPTED BY THE CITY/TOWN].

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

I. Scope of Authority

The TOD Zoning Overlay District is an overlay district and shall be superimposed on the existing zoning districts established by the community zoning ordinance/resolution. All regulations of the zoning ordinance/resolution applicable to such underlying districts shall remain in effect. Where a conflict occurs between regulations, the TOD Zoning Overlay District shall govern.

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.020 Applicability.

A property owner may elect follow the provisions of the TOD zone to develop property. In doing so, the property may be entitled to more permitted and conditional use options, increased densities and building height, decreased setbacks and decreased parking requirements. To take advantage of such increased entitlements, additional design-related criteria will be required.

Although the underlying zoning remains in place, the TOD District designation encourages mixed-use development close to TRAX and transit systems while enhancing and complementing existing and adjacent development.

An applicant must follow the provisions of either the underlying district or the TOD District. All applications are subject to design review.

Discussion:

The applicability statements may vary based on the use of the overlay zone in a given community. The conditions under which the overlay is used will depend upon the goals set forth by the community. The above examples include different scenarios for applicability: for a specific area on a map; for dealing with conflict between the underlying zone and the overlay zone; and for an optional use of the overlay which comes with certain opportunities and conditions.

Permitted Uses

A diverse mix of uses may be permitted within an area designated for transit friendly development. Permitted uses typically include those that encourage pedestrian travel and activity at all times of the day. The goal is to provide uses that will be supported by the market, which will reduce the number of trips that are necessary for a customer, and to provide, where appropriate, housing, employment, recreational and shopping opportunities through the provision of mixed uses.

Problem Statement: Conventional euclidian zoning techniques, including the segregation of land uses and low density suburban development patterns, provide limited transportation options. A mix of uses and a proper balance of housing, office and retail is essential to a project's success.

Objective: To provide opportunity for appropriate uses that will enhance transit oriented development and encourage a mix of uses and supporting amenities to meet the daily needs of residents and employees of the area.

Code Writing Strategy: List the land uses that are permitted in the transit friendly development area. Any special exceptions to typical land uses should also be noted.

Permitted Uses - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

Section 7.1 Allowed Uses: The uses listed below in Table 1 are allowed in the TOD Overlay District

Table 1. Uses Allowed By Right in the TOD Overlay District

Apartments <above ground floor in active business districts>
Townhouses
Service-oriented office uses
Non-service oriented office uses on upper floors only
Mixed uses with ground floor retail, personal services and/or service-oriented offices
Banks
Retail under 10,000 square feet
Government buildings
Hospitals
Hotels
Transit stations
Restaurants (except fast food establishments which may only be authorized by Special Permi
Civic, cultural and community facilities
Theaters, except drive-ins
Dry cleaners stores with cleaning facilities outside the TOD Overlay District
Buildings and uses accessory to the above, such as parking garages, gift shops, cafeterias and day care facilities

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

1. Permitted Uses

The following uses are permitted, as indicated on the table, provided that they comply with the Development Plan (*see Section K*). Permitted uses are subject to the applicable development standards of the overlay. Unless otherwise prohibited, the following uses are consistent with this intent.

Table 1: Permitted Uses

Permitted Use	Sub-District			
	Core	Mixed Use	Medium-Density	Low-Density
High density multi-family dwellings	Yes	No	No	No
Medium density multi-family dwellings, including townhouses and podium apartments	No	Yes	No	No
Low density multi-family dwellings, including garden apartments, quads and duplexes	No	No	Yes	No
Elderly housing meeting the density standards of the sub-district	Yes	Yes	Yes	Yes
Duplexes and single-family residential	No	No	Yes	Yes
Ground floor retail, personal services and offices are required in office and multi-family structures and parking structures fronting along pedestrian pathways and public streets, opposite transit stations, in structures two stories and higher, and along transit streets	Yes	Yes	No	No
Neighborhood retail, personal services and offices	No	No	Yes	Yes
Office buildings, administrative facilities and employment centers	Yes	Yes	No	No
Hotels and entertainment establishments (excluding adult-oriented entertainment)	Yes	Yes	No	No
Government and institutional offices	Yes	Yes	No	No
Educational institutions meeting density standards of the sub-district	Yes	Yes	Yes	Yes
Adult and child day care facilities, location at transit station encouraged	Yes	Yes	Yes	No
Hospitals	Yes	Yes	No	No
Parking structures	Yes	Yes	No	No
Surface parking lots	No	Yes	Yes	Yes
Plazas, courtyards and major recreational facilities	Yes	Yes	No	No
Neighborhood parks and recreational facilities	No	No	Yes	Yes

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.040 **Uses.**

The TOD area should contain a mix of complementary uses. Complementary land uses are those that offer goods and services at different times of day, and provide a consolidated “one-stop” area for people to live, work, shop and participate in entertainment and community activities in close proximity to one another. Complementary land uses are located in a neighborhood that has been designed to accommodate pedestrians, bikes, busses and trains, reduces dependence on the automobile, thereby reducing traffic congestion and the need for additional parking areas. The TOD illustrative plan should be used as a guideline for determining what uses are most appropriate. All permitted and conditional uses in the base district shall be considered conditional uses under the TOD Overlay District, unless specified as permitted below:

1. Permitted Uses: The following uses are permitted within the TOD Overlay District:
 - a. single family, duplex, and multiple family dwellings;
 - b. single family accessory dwellings;
 - c. child care;
 - d. retail and service commercial without drive-up window, and not exceeding 15,000 square feet;
 - e. home occupations;
 - f. parks and trails;
 - g. general office;
 - h. financial institutions without drive-up window;
 - i. health care and dental offices and clinics, not including hospitals;
 - j. art galleries;
 - k. restaurants without drive-up window;
 - l. transportation facilities;
 - m. parking structures that do not front directly onto a public right-of-way; and
 - n. mixed use developments that include otherwise permitted uses.

Discussion: The transit area plan or other guiding document should include a determination of what types of land uses are least likely to generate car trips yet still match the services that are most important to the neighborhood. The types of employers or real estate types that are best suited to locate near transit should be considered, including the acceptance of the uses within neighborhood.

Conditional Uses

Conditional uses are those that are not explicitly permitted within a zoning district. Typically these uses will require special approval by the Planning Commission, Board of Adjustment or the Board of Zoning Appeals. These types of uses usually have some characteristics that may have a negative impact on a community if not addressed. Restrictions on location, size and extent of these conditional uses may be necessary to reduce any adverse impacts that might occur.

Problem Statement: Some uses have special characteristics that may need special restrictions in order to be appropriate in certain locations. These uses, which may be beneficial to transit friendly development, should be addressed.

Objective: To provide opportunity for conditional uses that may enhance transit friendly development and encourage a mix of uses, without causing negative impacts on the surrounding community.

Code Writing Strategy: List the land uses that are required to have additional review and approval by the Planning Commission, Board of Adjustment or the Board of Zoning Appeals in order to be developed within the transit friendly development area.

Conditional Uses - Sample Code Language

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

2. Conditional Uses: The following uses are conditional uses within the TOD Overlay District:
 - a. package agency;
 - b. animal hospitals;
 - c. entertainment centers;
 - d. hotels and motels;
 - e. master planned developments;
 - f. municipal facilities;
 - g. hospitals
 - h. intensive office;
 - i. private clubs;
 - j. religious institutions;
 - k. any private or public parking lot or structure not otherwise permitted or associated with a permitted use under Permitted Uses;
 - l. radio stations;
 - m. commercial recreational facilities;
 - n. retail and service commercial with drive-up windows or 24 hour use, and not otherwise permitted under Permitted Uses;
 - o. theaters, auditoriums and assembly halls; and
 - p. shopping centers.

Discussion: These uses typically have unique characteristics that may increase traffic at specific times of the day or week, that have associated accessory uses that may be disruptive, that may need additional location consideration or buffering from other uses within the district, or that may have other impacts based on the specific location of the use.

Prohibited/Restricted Uses

Prohibited or restricted uses should include businesses, public services and housing types that are not appropriate to achieve the purpose of transit friendly development. These uses tend to be those that are customarily auto-oriented or that have low levels of visitor activity or low employment to floor area ratios.⁴ The uses listed under this heading may vary based on the need and characteristics of a community.

Problem Statement: Some land uses are inherently biased toward the automobile. It is important for the uses within a transit friendly development to encourage multi-modal transportation opportunities. Limited land uses of this nature may be appropriate.

Objective: To provide opportunity for appropriate land uses that enhance transit friendly and pedestrian friendly development and to encourage multi-modal transportation that will reduce the number of automobile trips.

Code Writing Strategy: List the land uses that are restricted or prohibited in the transit friendly development area.

Prohibited/Restricted Uses - Sample Code Language

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

2. Restricted Uses

The following uses are allowed in the Zoning Overlay sub-districts only as indicated:

Table 2: Restricted Uses

Restricted Use	Sub-District			
	Core	Mixed Use	Medium-Density	Low-Density
Warehousing or distribution facilities	No	No	No	No
Freestanding retail, automobile sales, washing and repairs, bulk retail, drive through facilities, commercial surface parking lots, strip commercial developments, nurseries, and mini-storage facilities	No	No	Yes	Yes
Low-density housing units, including single-family and two-family dwelling units	No	No	No	Yes
Large public parks and golf courses	No	No	Yes	Yes
Retail uses larger than 10,000 square feet unless part of a multi-use development	No	No	Yes	Yes
Freestanding retail uses larger than 40,000 square feet	No	No	No	No

⁴ Insert Mass bylaw reference

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

3. **Prohibited Uses:** The following uses are prohibited, even if allowed in the base district, to encourage compact development, to facilitate pedestrian activities, and to minimize land-expansive use:
- a. commercial parking lots;
 - b. storage facilities;
 - c. storage or salvage yards.

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

Section 7.2 Prohibited Uses: The uses listed below in Table 2 are prohibited in the TOD Overlay District

Table 2. Prohibited Uses in the TOD Overlay District

Auto sales, auto service and repair, auto storage and auto rental uses
Gasoline sales
Heavy equipment sales and service
Manufactured home sales
Salvage yards
Industrial uses
Towing services and vehicle storage yards
RV mobile home sales yards and storage
Car wash
Strip Commercial Development
Mini-storage and self-storage facilities
Commercial laundries with dry-cleaning operation on site
Warehousing and distribution facilities
Low density housing (less than 7 units per acre)
Golf Courses
Cemeteries
Boat sales and storage yards
Freight terminals
Amusement parks
Building contractors
Retail uses, except grocery stores, larger than 10,000 square feet, unless part of a mixed use development
Drive-in theaters
Drive-through facilities
Commercial parking facilities

Discussion: The characteristics of the community will determine the need for restricted or prohibited uses within the transit friendly development area. The need for this category will differ between suburban centers and dense suburban settings.

Density

Appropriate residential densities should be accommodated to support the businesses in the development and the type of transit that is present. A housing density threshold is essential to promote the use of transit based on the community's characteristics. Providing for medium to high density residential development in concert with employment opportunities, shopping and entertainment reduces the number of automobile trips that are required for day to day activities, and provides for nodes of activity that promote transit use.

Problem Statement: Low density residential development does not foster efficient use of transit. Areas where there are diverse land uses including opportunities for housing and employment are focal points for increased transit use, providing service to many users at one stop.

Objective: To provide for appropriate housing density based on the characteristics of the community and the distance from a transit hub.

Code Writing Strategy: Identify and require the desired housing density to promote efficient transit use and to meet market needs.

Density - Sample Code Language

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

J. Density

The following density requirements shall apply to all uses allowed by right located in the Zoning Overlay sub-districts as indicated.

1. Builders are required to build to a specified density within each subdistrict.
2. The following minimum and maximum residential density requirements and minimum floor area ratios shall apply:

Table 3: Density

Sub-District	Minimum Residential Density	Maximum Residential Density	Minimum Non-Residential Density¹
Core Sub-District	30 units per acre	75 units per acre	120,000 square feet per acre
Mixed Use Sub-District	15 units per acre	30 units per acre	60,000 square feet per acre
Medium Density Sub-District	12 units per acre	24 units per acre	20,000 square feet per acre
Low Density Sub-District	5 units per acre	12 units per acre	10,000 square feet per acre

¹ Provided height requirements are met.

Discussion: The requirement of mixed use developments with higher densities can be a controversial issue for communities. It is important that consensus is achieved by stakeholders so that the market's needs and the community's goals can be met effectively.

Height, Yard and Area

Site planning elements for transit friendly development differ from conventional euclidean zoning by eliminating many of the typical height, yard and area requirements. Transit friendly design should also be pedestrian friendly, including compact development patterns, diverse types of housing, and uses oriented toward the street. More typical to transit friendly development is the use of “build to” lines, maximum setback requirements, minimum height requirements, floor area ratios and lot coverage requirements. The purpose of these is to bring the buildings closer to the street, to make efficient use of the land within the development area, and to create a pedestrian scale environment.

Problem Statement: Development that encourages the separation of uses, large setbacks with parking in front and single story buildings spread over large land areas do not make efficient use of the land and do not provide for the intensity and density required to support transit.

Objective: To provide for regulation that creates compact and higher intensity development that will attract pedestrian activity and encourage the use of transit.

Code Writing Strategy: Reduction or elimination of setbacks, requirements of multiple story buildings and high percentages of lot coverage, and standards to create aesthetic appeal.

Height, Yard and Area - Sample Code Language

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

6. Building Height

- a. Building height within the sub-districts shall be defined by the Development Plan (*see Section K*).
- b. At a minimum, building height shall be limited to six stories in the Core Sub-District, four stories in the Mixed Use Sub-District, and three stories in the Medium Density Sub-District, unless modified by an approved Development Plan.

7. Building Setbacks

- a. Buildings shall be setback a maximum of five feet from a public right-of-way. A setback may be increased to a maximum of 20 feet from a public street if a courtyard, plaza or seating area is incorporated into the development adjacent to the public street.

Section 9.0 Dimensional Requirements

1. Building Setbacks

- a. A building shall have a minimum front yard setback of 0 feet and a maximum setback of five feet from the front property line. A setback may be increased to 25 feet from the front property line if a courtyard, plaza or seating area is incorporated into the development adjacent to the public street.
- b. The minimum setback for a side yard shall be zero feet. Where deemed appropriate by the Planning Board, alleys between buildings may be encouraged for the provision of beneficial public connections between buildings, open spaces and streets. The maximum side setback shall be determined by the Planning Board, and shall not exceed 25 feet.
- c. The minimum setback for a back yard shall be 15 feet.
- d. The setback provisions in section 1.a-c may be waived with a Special Permit issued by the Planning Board where such waiver would further the purposes of this Bylaw as listed in Section 2.0.

2. Bulk and Lot Coverage

- a. Minimum lot coverage is 60 percent of the net lot area. This minimum may be reduced if a minimum of 40 percent of the lot is developed as improved public open space or if ingress, egress or other building code requirements would otherwise make the development infeasible. The Planning Board shall have final discretion in deciding if land constitutes improved open space for the purposes of this provision.
- b. Maximum lot coverage is limited to 85 percent. This lot coverage may be increased to 100 percent for mixed use buildings, or for renovated historic structures.
- c. The maximum by-right floor-to-area ratio (FAR) is 1.5. The maximum FAR shall be 2.5, upon the discretion of the Planning Board. The Planning Board may issue a Special Permit to grant additional FAR beyond 1.5 up to 2.5 for affordable housing or for mixed use developments if it finds that such an increase furthers the purposes of this bylaw.

3. Building Height Requirements

- a. The minimum allowable building height is 28 feet above grade.
- b. The maximum building height is 78 feet above grade.
- c. Notwithstanding the building height provisions noted above, no building shall exceed by more than two stories or thirty feet, whichever is less, the height of the tallest building or buildings that front on the same street and are located within 150 feet of such building.
- d. No portion of a building locate within 50 feet of an existing one or two family dwelling in a residential zoning district shall be permitted to exceed three stories or 45 feet, whichever is less.

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.060 Regulations.

1. **Setbacks:** Certain setbacks are indicated as area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines*. In the absence of specific referenced standards for any setback condition, the following shall apply:
 - b. **Front:** The front yard setback shall comply with the standards outlined through the design review process, but shall not exceed 20 feet.
 - i. **Corner Lot Rule:** Corner lots have 2 front yards.
 - ii. For setbacks less than 10 feet, an additional setback of up to 5 feet may be allowed for the inclusion of an outdoor dining area, up to 40 percent of the building frontage
 - iii. Off-street parking is not allowed in the front yard setback, except for private residential drives. Parking is not allowed in landscaped setbacks.
 - iv. Setbacks must be landscaped and maintained.
 - v. Setbacks may incorporate tree wells, street furniture and planter boxes.
 - vi. Street-facing courtyards are exempt from setback requirements.
 - c. **Rear:** The minimum rear-yard setback shall comply with the standards outlined through the design review process, but not less than 6 feet. Rear Setbacks are subject to the following provisions:
 - i. **Corner Lot Rule:** corner lots have no rear yard, except irregular shaped corner lots, which shall have setbacks as approved by Planning Commission
 - ii. **Stairs and Balconies:** outside stairways and balconies may be allowed to project into the rear yard under the design review process.
 - iii. **Projections:** skylights, sills, cornices, chimneys, flues, eaves, and ornamental feature may project into the rear yard upon design review approval.
 - iv. Setbacks must be landscaped and maintained.
 - d. **Side:** There is no side-yard setback.
 - e. **Build-To Line:** The front yard setback is the build-to-line.
2. **Height:** Buildings within the TOD Overlay Zone are subject to the following height limitations, except as approved by Planning Commission:
 - b. **Commercial Buildings:** Commercial buildings shall be two to three stories. Heights measured from the average finished grade shall not be less than 25 feet to the eave or cornice, nor greater than 45 feet to the eave or cornice or more than 55 feet to the ridge of a sloped roof.

- c. **Residential Buildings:** Residential buildings shall be two to four stories. Heights measured from the average finished grade shall not be less than 20 feet to the eave or cornice, nor greater than 45 feet to the eave or cornice or more than 55 feet to the ridge of a sloped roof.
- d. **Mixed-Use:** Mixed-Use buildings shall be two to five stories. Heights measured from the average finished grade shall not be less than 25 feet to the eave or cornice, nor greater than 65 feet to the eave or cornice, or more than 75 feet to the ridge of a sloped roof.
- e. **Height Relative to Adjacent Residential Uses:** Notwithstanding any other provision of this section, no building within 50 feet of an adjacent single-family or duplex dwelling shall be more than three stories or 35 feet higher than such dwelling.

Discussion: The reduction of setback requirements and an increase in the number of stories and lot coverage makes efficient use of land within the transit friendly development area and provides opportunities for a mix of uses, even within the same building.

Street, Pedestrian and Bicycle Standards

Transit friendly design should be pedestrian friendly, including short blocks and compact development. Provisions for street connectivity and traffic calming also encourages pedestrian activity. Standards related to shared access points, block length, sidewalk construction and street design can create a safer environment for pedestrians, making the use of transit easier and more attractive.

Problem Statement: Multiple access points, long blocks, narrow sidewalks and wide rights-of-way can hinder pedestrian behavior and create safety concerns, causing transit use to be less attractive.

Objective: To create transportation options through specific design techniques that make transit, pedestrian, and bicycling facilities readily available and easy to use. These techniques create attractive alternatives to automobile use that help to reduce the number of vehicle trips that are necessary.

Code Writing Strategy: Provide for street and sidewalk design standards that provide sufficient access to businesses through a multi-modal transportation network.

Street, Pedestrian and Bicycle Standards - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

4. Driveways

- a. The creation of new sidewalk curb cuts shall be avoided whenever an alternative point of access is available or can be created. Shared access agreements are encouraged.
- b. The minimum width for one-way traffic is 12 feet, and the maximum 18 feet.
- c. The minimum width for two-way traffic is 18 feet and the maximum is 22 feet.

5. Sidewalks

- a. A minimum unobstructed sidewalk width of five feet is required. Sidewalk width can be up to 20 feet, and is dependent on expected level of activity.
- b. Sidewalks shall be constructed along the frontage of all public streets.
- c. Pedestrian scale lighting fixtures no greater than 15 feet in height shall be provided along all sidewalks and walkways to provide ample lighting during nighttime hours.
- d. All sidewalks and walkways shall meet ADA requirements.

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

8. Blocks

- a. Block size shall be walkable. Blocks shall not exceed 800 feet in length and must provide pedestrian linkages at least every 200 feet.

10. Street Design

- a. On-street parking is permitted and encouraged.
- b. Street design standards shall be the following:

Table 5: Street Design Standards

Street	Right-of-Way	Travel Lanes	Travel Lane Width	Parking Lanes	Parking Lane Width
Alley	16-18 feet	1+	NA	0	NA
Local	40-45 feet	2	7-9 feet	2	8-9 feet
Collector	50-60 feet	2	11 feet	2	2 9 feet
Arterial ¹					

¹ Per Existing Code

11. Sidewalks

- a. Sidewalks shall be at least five feet in paved unobstructed width.
- b. Sidewalks shall be constructed along the frontage of all public streets and within and along the frontage of all new development or redevelopment.
- c. Sidewalks may range from a minimum of five feet to a maximum of 20 feet depending on expected pedestrian traffic.
- d. Pedestrian scale lighting fixtures no greater than 12 feet in height shall be provided along all sidewalks and walkways to provide ample lighting during nighttime hours for employees, residents and customers.
- e. Stairs or ramps consistent with ADA requirements shall be provided where necessary to provide a direct route.
- f. Walkways shall be as direct as possible and avoid unnecessary meandering.

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.050 Special Provisions.

- 1. Access Management: All new development and an expansion by more than 25 percent of an existing building mass or site size shall comply with the following access management standards:
 - c. All curb cuts for pedestrian access shall orient toward each street frontage.
 - d. All newly installed driveways for commercial uses shall be jointly shared or adequately spaced, as determined under design review.

(Continued)

- e. All newly installed driveways for commercial uses shall align with any existing commercial access across the street where direct access is not prohibited by a raised median or other traffic device.
 - f. New development or conversion of an existing residential use to a commercial use shall not allow parking that would result in users backing onto public rights of way.
 - g. Existing, non-conforming driveways within the zone shall be retired upon construction of a new building.
 - h. Shared driveways between and among parcels are encouraged and allowed if the parties execute and record an easement in a form approved by the City Attorney to ensure access in perpetuity for both parcels.
2. **Street Frontage Design Standards:** In addition to the Site Design Standards above, the following are general guidelines for design of street frontages within the TOD Overlay. Additional area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines* provide additional requirements that are incorporated herein. In the event of any conflicting standard, the site specific standards shall prevail.
- c. **Paving Materials:** Pedestrian crossings should be articulated with contrasting colored materials used consistently throughout the district. Walks and paths should be paved in materials that are durable and do not create tripping hazards. All road surfaces should be paved according to site-specific design guidelines or in accordance with adopted standards.

Discussion: If narrow road widths are a consideration, emergency services and transit operators may be concerned about the maneuvering of large vehicles. These organizations should be involved in the planning for the design of road widths and block lengths.

Parking

Potentially the most controversial but important element for transit friendly development is a reduction of the required number of parking spaces. Parking lots take up valuable space that could be used for higher valued activities that contribute to the community by bringing tax value and services to the residents. It is important to provide for adequate parking to accommodate those that choose to drive their own cars, or for park and ride situations, while still meeting the goal of a transit oriented development, which is to promote the use of transit.

Problem Statement: Many parking regulations are written to provide parking for retail sales on the day after Thanksgiving. Minimum parking standards without flexibility for shared parking or parking reductions creates a bias toward the use of the automobile. Taking into consideration the location, existing land use, and the use of multi-modal forms of transportation will reduce the number of necessary parking spaces and enhance alternative transportation options.

Objective: To provide sufficient parking, at appropriate locations, while enhancing the use of alternative transportation options, including transit.

Code Writing Strategy: Effective parking regulations will include a maximum number of parking paces, shared parking, parking structures, on street parking, and parking reductions.

Parking - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

Section 8.0 Parking Requirements

Parking requirements within the TOD Overlay District are as follows:

1. A maximum of 1 parking space per multi-family unit, plus 1 guest space per 15 units, is permitted.
2. Parking for non-residential uses shall be provided at not more than 3 per 1,000 square feet (gross) and not less than less than 1 per 500 square feet (gross) for uses covering less than 1,000 square feet.
3. Further reduction in the number of required parking spaces may be permitted by a Special Permit granted by the Planning Board after a finding by the Board that the development will be adequately served by users of public transportation.
4. Shared parking is strongly encouraged. On lots serving more than one use, the total number of spaces required may be reduced, provided that the applicant submits credible evidence to the satisfaction of the City/Town Planning Board that the peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one time shall not exceed the total capacity of the facility. Such evidence must take into account the parking demand of residents, employees, customers, visitors, and any other users of the lot. It must also take into account parking demand on both weekends and weekdays, and both during the daytime and overnight.

5. Where feasible, ingress and egress from parking shall be from side streets or alleys.
6. Surface parking lots must be to the rear of buildings, and shall not exceed one acre in size. Surface lots are prohibited in front of businesses.
7. Surface parking lots with more than thirty spaces shall be divided into separate areas by landscaped areas of at least 10 feet in width. A minimum of 15 percent of all surface lots shall be landscaped. No row of parking shall be more than 10 spaces wide without being interrupted by a landscaped area. Each landscaped area shall have at least one tree. Landscaped areas should be planted with low-maintenance, salt tolerant plants capable of withstanding extreme weather conditions.
8. Surface lots shall be screened along all sidewalks by a landscaped buffer of not less than six feet, or three foot walls or fencing compatible with the adjacent architecture.
9. Surface parking lots shall provide pedestrian walkways and connections to the sidewalk system.
10. On-street parking is permitted and encouraged.
11. Parking structures shall have well-designed and marked pedestrian walkways and connections to the sidewalk system.
12. Parking structures must include ground level retail along all streets and sidewalks.
13. Parking structures shall be designed to be compatible with adjacent buildings and architecture.
14. Bicycle racks shall be provided on site at a ratio of 1 space for every 15 automobile parking spaces or portion thereof.
15. All parking lots and structures must provide pedestrian access ways to streets that meet the Dimensional Requirements detailed in section 9.0, below.
16. Signage that shows the location and best means of access to the transit station must be provided at all parking facilities.

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

G. Parking

Parking within the TOD Zoning Overlay shall be located in multi-level structures or in shared parking lots as permitted in the sub-district, where feasible and with approval of the city. Parking must comply with the Development Standards set forth in Section H. The following requirements shall apply to all uses allowed by right located in the Zoning Overlay sub-districts as indicated.

1. General

- a. A maximum of 1.5 parking spaces per multi-family unit is permitted.
- b. A maximum of three parking spaces per 1,000 square feet of office space is permitted.
- c. A maximum of three parking spaces per 1,000 square feet of retail space is permitted.
- d. Where feasible, ingress and egress from parking shall be from side streets or alleys.
- e. On street parking is permitted and encouraged.

2. Core Sub-District

- a. Surface parking lots shall be prohibited in the Core Sub-District.
- b. Further reduction in the number of required parking spaces is permitted with city approval based on the number of forecasted trips generated by the development, which will be accommodated by the transit system.

3. Mixed Use Sub-District and Medium-Density Sub-District

- a. Surface parking lots are permitted in the Mixed Use Sub-District and Medium Density Sub-District. Surface parking lots shall not exceed 2.5 acres in size.

4. Low-Density Sub-District

- a. Surface parking lots are permitted in the Low-Density Sub-District.
- b. Residential parking shall be located at least ten feet behind the building line and shall not dominate the streetscape.

H. Development Standards

6. Surface Parking Lots

- a. Surface parking lots shall not dominate a development site.
- b. Surface parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas at least 10 feet wide or by a building or group of buildings.
- c. Surface parking lots shall be screened along all sidewalks by a three-foot high masonry wall, fence or similar treatment that is compatible with adjacent structures.
- d. Walkways that cross parking, loading or driveway areas must be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method.
- e. A total minimum of five percent of the area of surface parking lots shall be landscaped.
- f. On street parking is permitted and encouraged.
- g. Surface parking lots are located to the rear of the building. Surface parking lots shall include pedestrian walkways and connections to the sidewalk system. These shall be clearly marked and continuous in design.

7. Shared Parking

- a. Shared parking is strongly encouraged. A shared parking plan should be submitted to the city for approval. The methodology shall be approved by the city prior to submittal of the plan.

8. Parking Structures

- a. Parking structures shall include pedestrian walkways and connections to the sidewalk system. These shall be clearly marked and continuous in design.
- b. Parking structures shall contain ground-level retail along street side edges of the parking structure.
- c. Parking structures shall be architecturally integrated or designed with an architectural theme similar to the main building.
- d. Blank façades, solid walls and non-active uses at grade are discouraged.

9. Bicycle Parking

- a. Bicycle parking facilities shall be provided for all office and multifamily structures, and freestanding commercial uses (see Sub-Section H. 7).
- b. The required number of bicycle parking spaces shall be based on the following:

Table 4: Bicycle Parking

Land Use	Bicycle Parking Required
Multi-family residential	1.00 space per dwelling unit
Retail	0.50 spaces per 1,000 S.F.
Office	0.25 spaces per 1,000 S.F.
Industrial	0.14 spaces per 1,000 S.F.
Park and Ride Facilities	10.00 spaces per acre

- c. Bicycle parking facilities must be located in a secure, lockable, and well-lighted area.
- d. All bicycle racks, lockers, or other facilities shall be securely anchored to the ground or to a structure.
- e. All required bicycle parking shall be located within 50 feet of central and/or well-used building entrances.
- f. Long-term bicycle parking facilities that provide parking for trips lasting six or more hours may be located inside buildings for added security.
- g. The amount of short-term bicycle parking required for trips lasting less than two hours shall be provided for at each building.
- h. In buildings that have several uses, shared short-term bicycle parking facilities are encouraged and should be centrally located between uses.

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

17.66.050 Special Provisions.

- 3. **Site Design Standards:** The following are general guidelines for site design within the TOD Overlay. Additional area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines* provide additional requirements that are incorporated herein. In the event of any conflicting standard, the site specific standards shall prevail.
 - c. **Parking Location:** Orient parking towards sides and rear of buildings, where possible. Use shared parking with other adjacent uses. New parking lots shall include provisions for cross easement, reciprocal access drives with existing or future adjacent parking lots as described under Access Management.
 - d. **Minimum Parking Requirements:** The minimum number of parking spaces shall be determined by the use as indicated elsewhere in this zoning code.
 - e. **Maximum Parking Allowed:** Notwithstanding any other provision of this code, the maximum number of parking stalls shall not exceed 3 per 1000 square feet for any use except as permitted by Planning Commission.

- f. **Allowable Parking Reductions:** An applicant for new development or the expansion by more than 25 percent of an existing building or site size in the zone must provide off-street parking with adequate provision for ingress and egress by automobiles and other motorized vehicles. A reduction of required parking of up to 25% is permitted upon meeting the standards outlined in the accompanying table for shared parking with dissimilar adjacent uses and/or provision for increased transit ridership. Mixed-use developments shall use the accompanying table to determine an appropriate number of parking stalls based on the proportions and mix of uses. Additional parking reductions may be permitted by Planning Commission determination.
- g. **Pedestrian Controls:** Pedestrian paths and crossings in parking lots should be provided, and should be articulated with contrasting colored paving materials, used consistently throughout the area.
- h. **Interior Landscaping and Shading of Parking Lots:** Parking areas should include interior landscaped islands and peninsulas that equal a minimum of 15 percent of the area of the parking lot. Landscaping islands should be a minimum of 6 feet across in any direction. Light-colored materials (reflectance of at least 0.3) shall be used for at least 30 percent of the site's non-roof impervious surfaces, especially in areas of concentrated pedestrian activity. Trees shall be planted in interior or perimeter landscaping areas such that they provide shading of at least 30 percent of the parking lot within five years of growth. This shading requirement may be reduced to 10 percent if the entire paving surface is concrete or other light colored paving material. No interior landscaping or shading is required for decks of parking structures. Islands should be landscaped with low-maintenance, non-turf ground covers capable of withstanding extreme climate conditions, including heat and piling of snow.
- i. **Landscaping Buffers:** All parking lots shall have a perimeter landscaping buffer not less than 6 feet, except where prohibited by site constraints and approved by Planning Commission.

17.66.070 Shared Parking Table.

The following table represents general parking demands for common uses at different times of the day and different days of the week. Provisions for any use not indicated should be determined by the most similar use, or by establishing similar criteria for that specific use as approved by Planning Commission.

Schedule of Shared Parking						
General Use Classification	Weekdays			Weekends		
	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight	Midnight – 7:00 am	7:00 am – 6:00 pm	6:00 pm – Midnight
Office/Light Industrial	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	70%	45%	100%
Hotel	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/Entertainment	5%	20%	100%	5%	50%	100%
Place of Worship	0%	30%	50%	0%	100%	75%

Discussion:

Often one of the most difficult parts of a transit friendly development ordinance to complete, the parking element, specifically the reduction of parking spaces, is essential to achieving desired results. Removal or reduction of parking requirements is necessary in order to promote the neighborhood as a place to live, not just a place to catch a bus.

Design Standards

Regulations pertaining to architectural features and streetscapes within transit friendly development ordinances should differ from those based solely on regulating aesthetics to achieve unique community character or for historic preservation. Unless these conditions exist, transit friendly development regulations should avoid imposing a specific architectural style on developments. Transit friendly development principles should be more concerned with generating a good public infrastructure of streets and open space, promoting walkability, and creating an appropriate human scale for buildings.

Problem Statement: Large scale developments can feature long spans of blank walls, a single entrance, and uncoordinated streetscape and few site-design elements appropriate to a pedestrian scale. Design standards can create developments that are pedestrian in scale with appealing aesthetic quality, increasing the attractiveness and value of the property.

Objective: To provide appropriate criteria for design standards that will promote walkability and attract pedestrian activity.

Code Writing Strategy: Include architectural, signage, lighting, streetscape, and landscaping standards that create interest and provide safety for pedestrians at the street level.

Design Standards - Sample Code Language

Massachusetts Smart Growth Toolkit, Transit-Oriented Development Overlay District - Model Bylaw, The Commonwealth of Massachusetts

1. Streetscapes

- a. Street trees shall be planted by the developer along all public rights-of-way. Street trees shall be planted at intervals of no more than 40 feet. Tree species shall be selected that require minimal maintenance and are of native origin.
- b. Pedestrian amenities such as benches, public art, planters, trash receptacles, etc. are encouraged and shall be located along sidewalks, and in landscaped areas, open spaces and plazas.
- c. All new utilities shall be placed underground

2. Building Facades.

- a. All buildings must provide a main entrance on the façade of the building facing the transit station or streets leading to the transit station.
- b. The main entrance of any building shall face the street. The main entrance shall not be set back more than five feet from the front property line, unless a public seating area or plaza is provided in front of the building.
- c. Facades over fifty feet in length shall be divided into shorter segments by means of façade modulation, repeating window patterns, changes in materials, canopies or awnings, varying roof lines and/or other architectural treatments.

- d. The ground floor of a front commercial façade shall contain a minimum of 50 percent glass.
- e. Architectural style and materials shall be compatible with the surrounding area, and facades must provide a visually interesting environment.
- f. All buildings shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, or other visual device.
- g. All structured parking must be designed so that the only openings at street level are those to accommodate vehicle ingress and egress, and pedestrian access to the building. All openings must be designed so that vehicles are not visible from the sidewalk. The remainder of the street frontage must be available for retail or commercial usage.

3. Signage

- a. Height. No signs shall extend higher than the height of the ground story.
- b. Size. No façade sign shall exceed 25 percent of the ground floor wall area. No other sign shall exceed 25 square feet in size. Signs may be double sided.
- c. Design. All signs within a given district shall be complimentary in their use of color, shape, and material.

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

1. Building Façades

- a. All buildings in TOD sub-districts must provide a main entrance on the façade of the building nearest to and facing a transit station or a street leading to a transit station.
- b. A building may have more than one entrance.
- c. Building façades must provide a visually interesting environment and should avoid uniform design styles.
- d. Architectural style and materials shall be compatible throughout the sub-district and/or may be defined by the Development Plan.
- e. Architectural style and materials shall be compatible with or compliment the built environment of the surrounding area. This may be defined by the Development Plan.

3. Building Orientation

- a. Buildings within the TOD shall be oriented toward the pedestrian by providing a direct link between the building and the pedestrian walking system, with emphasis on directing people to the transit station.
- b. A building's ground floor facing a transit station or public street shall contain a minimum of 50 percent unobscured windows, doors or display areas.

12. Streetscapes

- a. Street trees are required along all sidewalks per code.
- b. Pedestrian amenities such as benches, public art, picnic areas, seating areas, planters, fountains, etc., shall be located in landscaped areas, open spaces and plazas along streets and in parks.

13. Open Space Requirements

- a. In non-residential areas at least 10 percent of the total site area shall be dedicated to open space. Where feasible, this standard should be fulfilled via a plaza, courtyard, or other similar public space at the entrance to a building.
- b. In residential areas at least 15 percent of the total site area shall be dedicated to open space.
- c. Potential pedestrian connections between proposed development and existing or future development on adjacent properties other than connections via the street system shall be identified.

Title 17 Zoning Code, Chapter 17.66, Transit Oriented Development Overlay District, South Salt Lake City, Municipal Code

2. **Building Design Standards:** The following are general guidelines for building design within the TOD Overlay. Additional area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines* provide additional requirements that are incorporated herein. In the event of any conflicting standard, the site specific standards shall prevail.

- a. **Design Intent:** Design standards are necessary to achieve the desired goals for TOD areas. These areas require more attention to design than development in many other parts of the City. In the TOD Overlay District there will be an emphasis on architectural detail and human-scale design. The focus will be on promoting street-level activity by designing multi-modal streets, designing to achieve pedestrian scale, avoiding blank walls and monolithic massing, and providing pedestrian amenities throughout the area such as lighting, seating areas, bike racks, etc. Pedestrian and bicycle routes in these areas should include an extensive sidewalk system on both sides of the street where possible. There should be numerous connections to the transit station. Public and private parks and plazas should be well-integrated into the area.

All new development must present an attractive, coordinated, streetscape; incorporate architectural and site-design elements appropriate to a pedestrian scale, incorporate interior pedestrian access between structures to minimize pedestrian travel through parking areas and provide for the safety and convenience of pedestrians by constructing pedestrian crossings with contrasting colored and/or raised walks.

Commercial buildings shall be designed with ground floor architectural separation to enhance street activity and “walkability.” All proposed building designs must incorporate an expansive use of windows, balconies, canopies, terraces, or other design features, which are oriented to the street and other pedestrian accesses, to maximize the pedestrian interface.

- b. **Facade Variation:** Facade variation under the TOD Overlay should generally follow the following guidelines. However, other variations may be considered as part of the design review process. Each facade facing a public right of way or a pedestrian pathway shall shift horizontally at least two feet for every 30 linear feet, and vertically at least four feet for every 30 linear feet. No facade facing a public right of way or a pedestrian path shall be blank for more than 20 feet.
 - c. **Fenestration:** Building fenestration should follow site-specific design guidelines, and should encourage and enhance the pedestrian environment. Building material should be consistent with architectural styling. Ground level facades that front toward public ways should have a minimum of 40 percent fenestration, with not more than 10 percent obscure glazing or translucent panels.
 - d. **Building Orientation:** Entrances of all structures should front onto public streets. Additional entrances that may front onto a pedestrian way and pedestrian-oriented plaza may be allowed. Structures on corner lots may provide an entrance on each street frontage. Access from parking areas may be via lighted, mid-block passageways to the street. Secondary entries may be placed at the rear of street-facing buildings.
 - e. **Roof Design:** Use ENERGY STAR roof-compliant, high-reflectance AND high emissivity roofing for a minimum of 75 percent of roof surface, install a vegetated roof for at least 50 percent of the roof area.
3. Site Design Standards: The following are general guidelines for site design within the TOD Overlay. Additional area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines* provide additional requirements that are incorporated herein. In the event of any conflicting standard, the site specific standards shall prevail.
- h. **General Landscaping Requirements:** Except for yards or areas dedicated to specific outdoor functions, landscaping should include low-maintenance, non-turf ground covers. Deciduous trees are desirable in areas near parking lots and pedestrian paths, and near the south and west faces of buildings. Consideration should also be given to locating trees and low shrubs to shade and screen mechanical equipment. Effort should be made to landscape with native and/or drought-tolerant species.
- Tall shrubs or trees with low canopies, including evergreen species, should not be used in areas where they will limit sight lines at intersections or pedestrian crossings, or where they will create dark corners or hiding places around buildings or parking lots.
- i. **Water-efficient landscaping:** The use of potable water for landscape irrigation shall be limited. Irrigation with potable water shall be reduced 50 – 100 percent over conventional means by use of a high-efficiency irrigation technology, or use of captured rain or recycled site water.

- j. **Lighting:** Properties within the TOD overlay zone are subject to the following provisions to reduce lighting impact and conserve energy:
 - i. Illuminating Engineering Society of North America (IESNA) footcandle level requirements (as stated in the Recommended Practice Manual: Lighting for Exterior Environments) shall not be exceeded.
 - ii. Interior and exterior lighting shall be designed so that zero direct-beam illumination leaves the building site.
- 4. **Street Frontage Design Standards:** In addition to the Site Design Standards above, the following are general guidelines for design of street frontages within the TOD Overlay. Additional area specific standards in the *Millcreek Station Area Plan and Design Guidelines* and the *Central Pointe Station Area Plan and Design Guidelines* provide additional requirements that are incorporated herein. In the event of any conflicting standard, the site specific standards shall prevail.
 - c. **Affronting Building Facades:** Buildings fronting onto the street should meet the standards outlined in this chapter.
 - d. **Paving Materials:** Pedestrian crossings should be articulated with contrasting colored materials used consistently throughout the district. Walks and paths should be paved in materials that are durable and do not create tripping hazards. All road surfaces should be paved according to site-specific design guidelines or in accordance with adopted standards.
 - e. **Landscaping:** Center median and parking strips should be landscaped with low-maintenance, non-turf ground covers. Effort should be made to landscape with native and/or drought-tolerant species.
 - f. **Lighting:** Lighting fixtures should be designed to direct light toward pedestrian ways. Lighting fixture styles should be scaled appropriately for pedestrians, and should be used consistently throughout the district to provide visual continuity. Posts and standards should be placed to avoid creating hazards for pedestrians or vehicles.

Discussion: Streetscapes including street furniture, windows, landscaping and windows enhance architectural interest at the street level, attracting pedestrian activity. Appropriate lighting increases safety in the area.

Transit Area Plans

Small area plans, or transit area plans, are necessary steps to implementing transit friendly developments. These plans, which are completed for each station or major transit stop area, should serve as blueprints for the implementation of transit friendly development. The purpose of these plans is to integrate land use, urban design, market incentives, regulatory tools and tax policies. Developing a process for interagency coordination among the relevant transit operators will advance the project toward the set goals.

Problem Statement: Detailed studies are necessary to ensure proper development that achieve community goals. Without a plan for the development, unanticipated results may occur.

Objective: To provide for a process for the completion of a transit area plan.

Code Writing Strategy: Detail the steps for competing the transit area plan

Transit Area Plans - Sample Code Language

Model Ordinance, Transit-Oriented Development Zoning Overlay District, Mid-Ohio Regional Planning Commission

K. Development Plan

A Development Plan shall be prepared for each designated TOD Zoning Overlay District (*transit corridor or station area*). The Development Plan may modify the boundaries of the sub-districts and provide for the physical design of the TOD relative to public improvements, development standards, urban design criteria, and public incentives. The Development Plan shall consist of the following components:

- a. Existing land use, property ownership, development character, and related characteristics within one mile of the proposed transit station location.
- b. Real estate market analysis of the development and redevelopment potential of the TOD. The analysis shall consider potential demand for commercial (retail and services), office, hotel, entertainment, light industrial, and residential development (multi-family-owner and renter occupied, duplexes, single family, affordable housing and elderly housing) and any other applicable uses.
- c. Conceptual placement of the sub-districts onto the study area and an analysis of potential impacts, development opportunities, infrastructure needs, etc. A traffic study shall also be prepared.
- d. Final development plan indicating sub-district boundaries, development pattern by use, density, and similar characteristics; supporting infrastructure; pedestrian and bicycle system; urban design guidelines; and implementation timetable.
- e. An incentive package shall be prepared that matches the unique aspects of the particular TOD location and which is responsive to market conditions for that area.

The process for preparing the Development Plan shall include major stakeholders, including but not limited to major property owners, COTA, neighborhood organizations, and other interested parties. These individuals shall serve as an advisory committee that will work with city staff and consultants to prepare the Development Plan within the required timeframe.

The Development Plan shall be submitted to the Planning Commission and City Council for adoption. Once adopted the TOD Zoning Overlay District shall be drafted to implement the Development Plan recommendations and shall be submitted for adoption.

Discussion: The requirement of a development plan is essential for a community to achieve its desired results. These plans should be prepared to respond to the characteristics of the site rather than adhering to a rigid formula. These plans are most effective covering a radius of $\frac{1}{4}$ to $\frac{1}{2}$ mile surrounding the transit station, or major transit stop.

**TOOLS AND TECHNIQUES FOR ENCOURAGING
TRANSIT FRIENDLY DEVELOPMENT**

Needed Actions	Possible Incentives	Cautions
Create Transit Area Plans	Create a detailed plan that provides a predictable environment for development and that provides both a transit node and sense of place.	Flexibility may be necessary if site characteristics change or unanticipated events occur.
Building community support	Include citizen input in the creation of transit area plans. Explain the benefits of transit friendly development.	Neighbors and developers must see advantages in increasing densities and businesses; concerned parties must be flexible and willing to listen.
	Conduct project review meetings with developer in advance of official hearings.	Be prepared to meet with neighborhood groups in advance.
Amend Zoning Code to permit/require implementation of transit friendly development	Conduct comprehensive review of zoning map and/ regulations.	Resistance may come from various interest groups. Results will not be immediately visible.
	Provide appropriate mix of uses.	May encounter resistance from neighborhood and property owners depending on the types of changes proposed. Demonstrate sound market analysis.
Promote and encourage multi-modal transportation options.	Set buildings close to the road or oriented toward transit stops, and provide a pedestrian environment.	These techniques are different from conventional zoning codes that stress separation of uses and large setbacks. Education may be necessary to counter resistance to change.
	Reduce the supply of parking, while still providing for the auto dependent.	Opposition may come from residents and developers to mandatory reduction of required parking. Unbundling parking from other land uses is an option.
	Provide pedestrian and bicycle connections to places people want to go.	Elected officials and residents may not see a need to provide such facilities.
	Establish better street connectivity that supports transit and pedestrian activity.	Residents often fear that more intersections add noise, compromise their children's safety, and lead to more crime.

Stimulating Developer Interest in Transit Friendly Development	Streamline the permitting process.	Ensure adequate citizen participation.
		Require cooperation of many city departments and staff members.
	Provide subsidies, tax incentives or below market rate loans.	These can shift the risk to the public sector. Risk of unsuccessful projects requires expertise of experienced builders and banks.
		Federal regulations limit flexibility and specify eligibility criteria; need for careful market studies.
	Assist in land assembly.	Developers may not be willing to enter into public private partnerships due to “red tape”.
		Be familiar with legal limitations on use of eminent domain powers. Expensive; may require enabling legislation; land may not be marketable in the short run; especially in weak markets.
Invest in infrastructure around transit stations (parks and roads, streetscape improvements)	Public funding of off-site capital improvements (minor street and utility extension or upgrading).	Reluctance of elected officials to target limited capital dollars to new development; need for flexibility in CIP.
	Consider tax allocation district /Tax Increment Financing.	Anticipate or mitigate regulatory limitations.

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