

CONCURRENT SESSION

Transit-Oriented Development and Zoning Western-Style

10:00–11:10 a.m.
Friday, April 22, 2005
Sturm College of Law

Moderator: **Ben A. Herman, AICP**
Vice President
Clarion Associates
Fort Collins, Colorado

Panelists: **John Hester, AICP**
Community Development Director
City of Reno, Nevada

Robert R. Simpson, AICP
Community Development Director
City of Englewood, Colorado

Jerry Jaramillo
Vice President/TOD Specialist
Kiewit Construction Company
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City and County of Denver, Colorado

Transit Oriented Development and Zoning in Reno, Nevada

Rocky Mountain Land Use Institute
April 22, 2005



Presentation Outline

- Why TOD in Reno
- Long Term Plan
- Current Status
- BRT Feasibility Study
- Planning Framework
- Zoning Approach
- Results
- Lessons

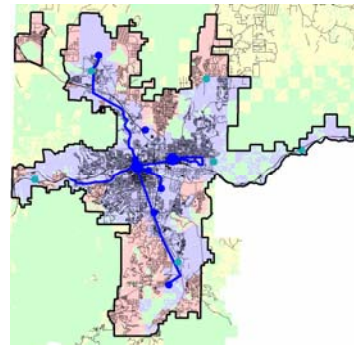


Why TOD in Reno

- Land use objective to revitalize former auto-oriented corridors
 - US 40 replaced by I 80
 - US 395 replaced by I 580/new US 395
 - Higher density/intensity required for feasibility
- Transportation objective to increase percentage of transit use
 - Temper need for new streets and highways
 - Air quality benefit



Long Term Plan



Current Status

- BRT Feasibility Study completed for part of one corridor
- TOD corridor planning Best Practices and Framework completed
- 3 of 8 Regional Center Plans adopted
- 1 Regional Center Plan partially adopted
- One station area (node) plan adopted on one corridor



BRT Feasibility Study



Planning Framework

- Two-tiered planning approach
 - Develop detailed TOD corridor plans for high priority corridors (1-5 years)
 - Prepare more general “framework” plans for low (10-20+ years) and moderate (5-10 years) priority corridors



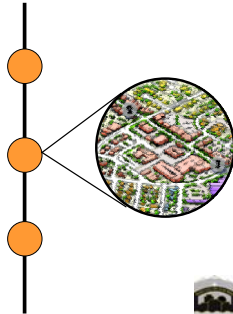
Planning Framework

- Nodes and corridors
 - In reality, each corridor is comprised of a series of activity nodes, connected by a travel corridor.



Planning Framework

- Nodes (Station Areas)
 - Corridor plans should contain a higher level of detail for activity nodes.



Zoning Approach

- Mixed Use base district
 - Land use intensities
 - Setbacks
 - Sidewalks
 - Building height
 - Parking
 - Pedestrian amenities
 - Building orientation
 - Exceptions to standards



Zoning Approach

- Regional Center overlay districts
 - Uses
 - Design/Development standards
- General Transit Corridor overlay district
 - Building height
 - Parking
 - Building orientation
 - Pedestrian amenities
 - Review



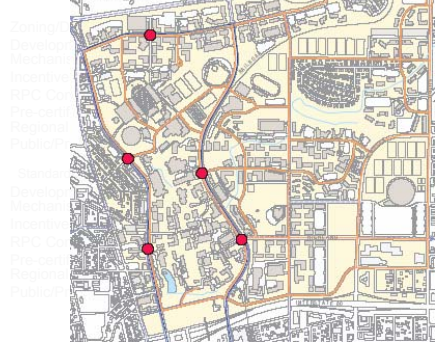
Zoning Approach

- Station Area overlay districts
 - Uses
 - Design/Development standards

Housing
Public Spaces



Results: University Regional Center



Results: Existing Station Area



Results: Station Area Plan



Results: Station Area Project



FLYPLEX - FRONT ELEVATION

Other Corridor Development



Other Corridor Development



Other Corridor Development



Other Corridor Development



Other Corridor Development



Lessons

- Best Practices
 - Identity
 - Infrastructure
 - Place
 - Intensity
 - Pedestrian connections
 - Urban design
 - Managed parking
 - Public space and greenways
- Experience
 - Plan with the end in mind
 - Allow for transition
 - Use entitlement process to achieve TOD



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Moderator:

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Introduction

What is Transit-Oriented Development (TOD)?

- Transit-oriented development is a pedestrian-friendly form of development that is typically focused around a major transit access point.
- Elements of TOD usually include compact, mixed use development, and facilities and design that enhance the environment for pedestrians.

TOD “Best Practices”

- Establish a distinct identity
- Focus attention on supporting infrastructure
- Create places that attract people
- Promote development intensity/density
- Create strong pedestrian connections through street patterns/connectivity
- Emphasize high quality site layout and urban design
- Manage parking
- Incorporate public space and greenways

Developing an Overall Planning & Zoning Strategy

- Designate Station/Corridor areas & locations and coordinate them with overall plans
- Establish Citywide TOD policies
- Use Station/Corridor Area Plans for more detailed planning efforts
- Translate Citywide TOD Policies into TOD regulations

Critical Elements for Success

John Hester, AICP – City of Reno, Nevada

- **Plan with the end in mind** - Set the stage for “best practices” even if it may take a while to realize them.
- **Allow for transition** - Allow auto-oriented development today if it is designed so it can evolve into transit oriented development in the future.
- **Use entitlement process to achieve TOD** - Increased density and a streamlined process are great incentives.
- **Expect and address unintended consequences** - Uses and design standards will probably need to be adjusted.

Visit our web site for “Best Practices” document:

<http://www.cityofreno.com/res/comdev/transitdev.php>

Bob Simpson, AICP – City of Englewood, Colorado

- Zoning and land use regulations must be flexible to accommodate changing markets.
- Use design standards to enhance project aesthetics.
- Successful projects require a shared common vision and a fundamental understanding of and appreciation for each project partner’s role.

- Public involvement is important for building community support, as is knowing when and how much.
- Civic/public uses are a critically important component of an urban mixed use project.
- The role of regulation/regulator in these complicated projects should be that of equal partner not enforcer, unless necessary!
- These projects tend to be like planets as described by planetary geologist Dr. Harold Masursky, "The planets are nice, uniform, well-behaved, and erratic as hell."

Catherine M. Cox-Blair – City of Denver, Colorado

- Recognize and involve the multiple project partners from the beginning. Partners have different resources and tools yet often share common goals.
- Identify a political champion and use your champion. An elected official can provide the education and support needed for planning and implementation. Likewise, provide staff who act as project champions to facilitate the process.
- Create zoning that is highly pedestrian friendly. An active pedestrian environment with public spaces is critical to the success of dynamic, mixed-use development
- Develop zoning in conjunction with potential users (developers, transit agency, elected officials and community). Make the regulations easy to understand and use.
- Incorporate flexibility into regulations and provide incentives such as parking reductions, streamlined process, predictability, tax credits and other subsidies.

Jerry Jaramillo – Kiewit Construction Company

- A successfully developed TOD requires "patience" to respond: to market trends, to public review/assessment and to infrastructure construction schedules (e.g., design-build T-REX project). TOD is easy to spell but harder to implement.
- TODs should be designed as an integral part of a Community's master plan and vision.
- Partnerships in the TOD development process are essential from both the public and private sectors and must be consistent from the conception of the plan through construction. Developers must work closely with City/County staff, politicians, neighborhood groups and the general business community.
- Local zoning regulations must be "updated" to respond to the concepts of TOD mixed use development in urban and suburban areas along with public agency staff understanding how to apply them. We are all learning to become "experts" with this new TOD phenomenon.
- TODs within a corridor (T-REX) are not necessarily "islands" to themselves. They will impact one another and each will be defined by market trends, land use constraints, distance between LRT stations, political will and timing of development. They will either be in competition or can be complimentary with each other.
- I understand the banking community is still being educated on how to finance mixed use development projects. TODs are economic development engines but need the gas (dollars) to make it run. I'm not an expert on this topic as this is just an observation.

TOD Zoning Case Studies

Source: Clarion Associates, 2005

Boulder, Colorado

TRANSIT TYPE/STATUS	Community bus system; future light and commuter rail
REGULATORY APPROACH	Mixed-use zone districts adopted (text) in 1997; available at developer's option. BMS-X District for redeveloping neighborhood centers.
DENSITY/FAR	<ul style="list-style-type: none"> •Max. FAR = .67:1, or 1:1 if residential mixed with non-residential •15% useable open space per lot
BULK/HEIGHT	<ul style="list-style-type: none"> •Max. by-right bldg size: 15,000 sf •0' min. front setback •35' max. height (3 stories)
PARKING	<ul style="list-style-type: none"> •Reduced parking: 1 space per du; min. 1/400 and max 1/300 for nonresidential •Shared parking allowed
MIX OF USES	<ul style="list-style-type: none"> •By-Right: R over nonresidential, office, retail, civic, lodging, restaurants no larger than 1,500 sf, small day care centers •Prohibited: Residential in single-use bldg, heavy commercial/industrial •Special Review: Large-scale uses, gas stations, commercial parking lots
DESIGN	<ul style="list-style-type: none"> •Standards: Primary entrance faces the street; windows on ground-floor if nonresidential use; min. 60% of lot frontage occupied by building wall

Plano, Texas

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Denver, Colorado

TRANSIT TYPE/STATUS	Light rail and regional bus service – TRex stations completed 2006
REGULATORY APPROACH	<ul style="list-style-type: none"> •Text amendment to add new “TMU-30” zone district for TOD sites over 12 acres and within 1,500’ of transit station •Rezoning is optional (Gates redevelopment site, Belleview LR station, Union Station transit center) and GDP required
DENSITY/FAR	<ul style="list-style-type: none"> •Max. FAR = 5:1 (applied as area-wide average in approved GDP) •10% open space = can be averaged for all area in GDP
BULK/HEIGHT	<ul style="list-style-type: none"> •0’ min. front setback •Max. height = 220’
PARKING	•Automatic 25% parking reduction—additional 25% reduction available for shared parking and TDM
MIX OF USES	<p>Allowed: Light industrial, office, retail, personal service, hotel</p> <p>Prohibited: low-density residential, heavy commercial/industrial, large-scale retail services, drive-in restaurants, billboards</p> <p>Special Review (Administrative): Gas stations, large book stores, R&D laboratory</p>
DESIGN	Review Criteria: Minimize visual impacts of parking; ped/bike connections; human-scale design; 4-sided architecture; primary entrance faces street or transit; minimize reflective glass

Charlotte, North Carolina

TRANSIT TYPE/STATUS	Mode varies by corridor; DMU, LRT, BRT all being considered; Design phase underway
REGULATORY APPROACH	<ul style="list-style-type: none"> •Code amended to add 6 TOD-specific zone districts (Residential, Employment, and Mixed-use emphasis); 3 Optional categories for unique circumstances; Rezoning voluntary •Also adopting Transit Supportive Regulations for longer-term station locations
DENSITY/FAR	<ul style="list-style-type: none"> •TOD-R district requires min. 20 d.u./acre within ¼ mile of station and 15 d.u./acre min. between ¼ and ½ mile of station) •TOD-E and TOD-M districts range from .75 min within ¼ mile to .5 min within 1/2 mile •FAR credit for structured parking that devotes min. of 75% of frontage to active uses (50% required)
BULK/HEIGHT	<ul style="list-style-type: none"> •Base height of 40 max.; may increase by 1’ for each 10’ from SFR district; 120’ max. •16’ min front setback from back of curb (varies by station area) •Buffers required where adjacent to single-family/two-family zone district
PARKING	<ul style="list-style-type: none"> •Residential-1.6 spaces/unit; Office-max. 1 space/300 s.f.; Retail-1 space 250 s.f. •Shared parking, on-street space credit, and other flexibility in quantities provided
MIX OF USES	<ul style="list-style-type: none"> •TOD-R: Up to 20% of total development s.f. may be retail/civic/institutional/office (credited towards min residential densities at ratio of 1 du/2,000 s.f. of development) •TOD-E: Min 60% office uses; Up to 20% may be retail/institutional/civic; Up to 20% may be residential •TOD-M: Blend of office/civic/entertainment/institutional/residential supported; Up to 20% may be retail
DESIGN	•Numerous urban design/architectural criteria including treatment of street walls, building entrances and orientation, streetscape, signage, screening

Austin, Texas

TRANSIT TYPE/STATUS	Planned new light rail line—6 new rail stations and 4 bus park and ride stations
REGULATORY APPROACH	Interim TOD overlay zones. Buy time to prepare station area plans Upon plan adoption → automatic rezone to TOD base district
DENSITY/FAR	<ul style="list-style-type: none"> • Intensity increases from outer edge of district to center • Recommended net densities: 15-25 du/acre in NC; 25-50 in TC; 75 in DT
BULK/HEIGHT	<ul style="list-style-type: none"> • Min. 0' front setback; max. 15' • Min. height : 3 stories in NC and TC "gateways"; 6 stories in DT • Bonus height available
PARKING	• 60% of min. parking required; 125% of minimum = max
MIX OF USES	<ul style="list-style-type: none"> • Prohibit low-density residential, auto-oriented, industrial/heavy commercial uses • New use allowed: R over C; surface commercial parking = conditional use only • No mix required in interim—recommended; address in station plan
DESIGN	• Standards: No parking between bldg front and street; pedestrian connections; 15' min. ground-floor height; transparency at street level; bldg entrance facing street