

## CONCURRENT SESSION

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### Transit-Oriented Development and Zoning Western-Style

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

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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  
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Littleton, Colorado

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Senior Planner  
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# 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

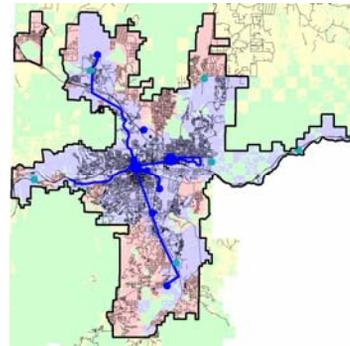


## Why TOD in Reno

- 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



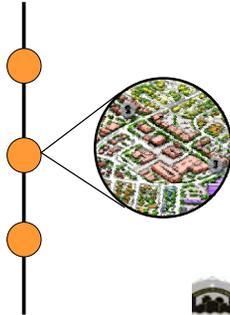
## Planning Framework

- 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



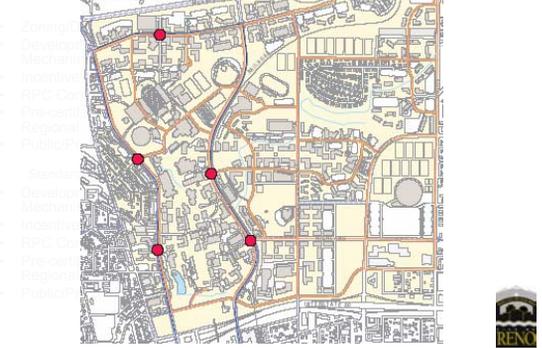
## Zoning Approach

- 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



### 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



## **Transit-Oriented Development and Zoning Western Style**

### Rocky Mountain Land Use Institute Land Use Conference

Friday, April 22, 2005  
10:00 a.m. – 11:10 a.m.

**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

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

### Plano, Texas

<b>TRANSIT TYPE/STATUS</b>	Community bus system; future light and commuter rail
<b>REGULATORY APPROACH</b>	Mixed-use zone districts adopted (text) in 1997; available at developer's option. BMS-X District for redeveloping neighborhood centers.
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## Denver, Colorado

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

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

## Austin, Texas

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