

Transit Oriented Development

(As an Overlay District)

Template for the St. Louis Area

1. Purpose:

The purpose of the Transit Oriented Development overlay zoning district is to promote mixture and density of activity and development around transit stations to increase ridership on the MetroLink light rail system and to encourage alternative modes of transportation to the automobile. Additionally TOD seeks to promote a lively, prosperous area that serves as an attractive place to live, work, shop, and recreate with less reliance on the automobile. In turn, decreasing congestion and auto-pollution while increasing social interaction and promoting healthier life-styles. We (Community Name) intend to achieve this creating a pedestrian-, bicycle-, and transit-friendly environment, combining auto uses with complementary land uses, creating streets with high levels of connectivity all within comfortable walking or cycling distance to MetroLink transit stations.

Example Objectives/ Purposes:

- Encourage people to walk, ride a bicycle, or use transit;
- Provide an alternative to traditional development by emphasizing mixed use, pedestrian oriented development;
- Achieve a compact pattern of development more conducive to walking and bicycling;
- Create a neighborhood identity that promotes pedestrian activity, human interactions, safety and livability;
- Maintain and adequate level of parking and access for automobiles and integrate this use safely with pedestrians, bicyclists, and other users;
- Promote well-integrated residential, commercial, office, institutional and other employment center development close to MetroLink and transit stations, while protecting and enhancing existing development;
- To encourage pedestrian orientation and human scale in new development and provide public infrastructure that supports transit use and mixed-use development;
- Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists, and other users;
- Encourage building reuse and infill to create higher densities;
- Provide a range of housing for people of different income levels and at different stages of life;
- Provide sufficient density of employees and recreational users to support transit;
- Encourage uses that allow round-the-clock activity;
- Reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance of one another.

2. **Definitions:**

(Some definitions and jargon commonly used in TOD zoning district code. Your municipality may already have definitions for some for some of these terms.)

Transit Oriented Development (TOD) –

- 1) A development pattern characterized by a mix of uses surrounding a transit platform where streets have a high level of connectivity, block are small, and streetscape, buildings, and uses cater to pedestrians.
- 2) A mixed use district (including retail, office, attached multifamily and single family residential) designed specifically for pedestrian, transit and bicycle use containing both core and transitional areas, identified as the Transit Oriented Development and designated as an overlay district on the zoning map once approved.
- 3) A mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.
- 4) A residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a train station, metro station, tram stop, or bus station, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center.

TOD District Classifications

TOD Core Area – The core area is the mixed use portion of the TOD district which contains all allowed commercial and higher density residential uses within ¼ mile of the MetroLink light rail station platform. Core area will have a minimum base density with the option for higher density to be granted by special permit as provided within this by-law.

TOD Transition Area or Zone –

- 1) The transition area is the moderate to lower density residential portion of the TOD district between the ¼ mile to ½ mile radius from the MetroLink light rail station platform. The transition area will have a minimum base density allowed by right with the option for a higher density to be granted by special permit as provided within this by-law.
- 2) A transition zone is the area at the periphery of the TOD district. Development intensity is compatible with the existing or anticipated future development adjacent to the TOD district. A transition zone has the lowest density and building height in a TOD district.

Neighborhood Center TOD District – is located at the center of a neighborhood. The average density is approximately 15 to 25 dwelling units for each acre. Typical building height is one to six stories. Uses include small lot single-family residential use, single-family residential use with and accessory dwelling unit, townhouse residential use, low-rise condominium residential use and multifamily residential use, neighborhood retail and office uses, and mixed use buildings.

Town Center TOD District – is located at a major commercial, employment, or civic center. The average density is approximately 25 to 50 dwelling units for each acre. Typical building height is two to eight stories. Uses include townhouse residential use, low- and mid-rise condominium residential use and multifamily residential use, retail and office uses, and mixed-use buildings.

Regional Center TOD District – is located at the juncture of regional transportation lines or at a major commuter or employment center. The average density is more than 50 dwelling units for each acre. Typical building height is three to ten stories. Uses include mid-rise condominium residential use and multifamily residential use, major retail and office uses, and mixed use buildings.

Downtown TOD District – is located in a highly urbanized area. The average density is more than 75 dwelling units for each acre. Typical building height is six stories or more. Uses include mid- and high-rise condominium residential use and multifamily residential use, large retail and office uses, and mixed use buildings.

Other TOD Related Definitions

(This section consists of terms commonly used in the TOD coding. Pick and choose definitions with respects to the needs of your community.)

Accessory Dwelling – A subordinate dwelling situated on the same lot with the main dwelling and used as an accessory use.

Accessway – A formalized path, walkway, or other physical connection that allows pedestrians to directly reach their destinations.

Arcade – A covered walkway attached to a building and supported on the sides but not attached to the building by columns.

Articulation – The visible expression of architectural or landscape elements through form, structure, or materials that “break up” the scale of buildings and spaces to achieve a “human scale.”

Balcony – An exterior platform that projects from or onto the façade of a building and is surrounded by railing, handrail, or parapet.

Bay Window – A large window or grouping of windows projecting from the outer façade of a building and forming an alcove in the interior of the building.

Bicycle (Bike) Lane - A portion of a roadway that has been designated by striping, signing and/or pavement markings for the preferential or exclusive use of bicyclists.

Bulk Retail Use or Bulk Sales – a retail or wholesale facility that serves the general public, selling primarily institutional sized or multi-pack products in bulk quantities.

Built-to Line – A given distance from a property line where the facade of the building within that property must be located.

Clear Window – The amount of glass surface of a window that allows 100% visual permeability.

Commercial Parking Facility – A parking structure or a surface parking lot operated for profit that has parking spaces that are not accessory to primary use. This term does not include a park- and- ride lot.

Compact Development – The planning concept of using site design and urban design to decrease the amount of land needed to develop a given amount of land use. In the case of TOD this is done with the goal of improving transit access.

Density – The number of dwelling units divided by the gross area.

Development – The construction of new buildings or structures and modifications of, additions to, and expansion of existing buildings or structures.

Drive-Through Facility – Facilities allowing transactions for goods or services without leaving a motor vehicle. This type of facility does not provide for any walk-in service.

Fast Food Establishment – A food service business that offers relatively immediate service of semi-prepared or prepared foods for take-out or in-home consumption in disposable containers and serving walk-in and/or drive-through customers.

Finished Floor – The ultimate grade at which a structural floor will be constructed including added decorative and finished surfaces.

Floor Area Ratio (FAR) – The ratio of the gross floor area of the building, excluding those parts of the building specifically excluded, to the gross land area of the site which gross land area may include one half of all abutting streets and alleyways which are dedicated to public use.

Frontage – The linear edge of a property adjacent to the property line abutting a street, or a public right-of-way.

Greenway – A singular or a series of vegetative, linear corridors, natural or man-made, which may contain active or passive recreational uses or which may prohibit human activity all together in order to preserve sensitive areas. These are usually associated with riparian systems, but may also include transportation corridors.

Large Scale Retail Commercial – Commercial development located within the transit oriented zoning overlay district with primary buildings greater than 80,000 square feet

gross business area is a single freestanding use or in conjunction with other uses in lot(s) or parcel(s).

Light Rail Transit –

- 1) Light Rail Transit is a mode of transportation that operates passenger vehicles carrying up to 200 passengers. The vehicles travel on rails, in streets or on exclusive rail rights of way. Light rail vehicles can operate singly or in trains of up to three cars. Light rail vehicles can operate in regular traffic like buses but since they are powered by electricity are generally much quieter than buses.
- 2) A fixed guideway transit system.
- 3) A particular class of urban and suburban passenger railway that utilizes equipment and infrastructure that is typically less massive than that used for rapid transit systems.

Linear Retail – A retail building adjacent to a street and serving pedestrian traffic. It is located at the front of a larger retail site that may also contain large format or large scale retail uses.

Live-work - A residential unit that is also used for commercial purposes for a time, with minimum of 25% of the total building area given to the commercial use within the same structure as the residential component.

Loggia – A roofed but open arcade along the front or side of a building on an upper story.

Mixed-use – Development contained within a single-parcel (horizontally or vertically) or adjacent parcels that contains different uses that are complementary to each other and provide activity throughout the day.

Mound – An artificial bank of earth. Mounds can physically and visually separate areas and provide visual and physical level changes by raising landscape elements above grade.

Open Space – Open space, active; Open space, common; Open space, passive; Open space, usable (all to be define by municipality).

Overhang – The architectural element of building that extends horizontally beyond the wall.

Parking Structure – A parking garage located above ground or underground consisting of one of more levels, not surface parking.

Park-and-Ride Lot – A parking structure or surface parking lot intended primarily for use by persons riding transit or carpooling, and that is owned or operated by a transit agency or by another entity with the concurrence of the transit agency.

Parking, Off-street - Marked or unmarked parking located within a parcel and outside of a private or public right-of-way.

Parking On-street – Marked or unmarked parking located within a private or public right-of-way or outside of a parcel.

Pedestrian – A person who walks, sits, stands, or uses a wheelchair in public spaces.

Pedestrian Activity – The congregation in an area of persons whose primary means of transport is by foot.

Pedestrian-Oriented Design – The design of communities, neighborhoods, streetscapes, sites, and buildings that emphasizes pedestrian access, comfort, and visual interest. Transit-oriented design is a particular type of pedestrian-oriented design that includes design and intensity of land use to support transit in addition to pedestrians.

Pedestrian-Oriented Street – a street where adjacent uses generate and encourage foot traffic.

Pedestrian Scale or Human Scale – The size and proportion of a physical element that closely related to the human body e.g., a 16-foot lamp post vs. a 30-foot lamp post, and a façade with vertically oriented framed windows vs. a faced with a continuous articulated window wall.

Pedestrian Way – A linear space or an area where the primary users are pedestrians and that may also accommodate bicyclists.

Pergola – An arbor or passageway with a roof or trelliswork on which climbing plants can grow.

Portico - A porch or walkway with a roof supported by columns, often leading to the entrance of a building.

Porch – An open building used solely for ingress and egress and not occupancy, at least to two sides of which shall be at least 50% open.

Primary Front Facade – The facade of a building fronting onto a public or private street or accessway.

Public Seating Area - Any outside seating area designated for use by the public including outdoor seating owned and operated by eating and drinking establishments.

Right of Way (ROW) – A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by street, trail, railroad, waterline, sanitary sewer, and/or other public utilities or facilities.

Setback - The required minimum distance between the building line and the related front, side or rear lot line over which no part of any building may extend.

Shared Parking – Parking that is utilized by two or more uses taking into account the variable peak demand times of each use; the uses can be located on more than one parcel.

Station Area – The core area of the TOD closest to the transit platform e.g., within 500 feet of the platform.

Street-Facing Façade – The façade of a building that is adjacent to a public or private right-of-way.

Strip Commercial Development – Commercial development characterized by a low density (one story) linear development pattern (usually one lot in depth), separate curb cuts for each use, no defined pedestrian system, and high traffic volumes. Parking lots are generally located between the street and the front entrance to the business.

Townhouse – A single family residence typically of two to three stories attached to a similar residence by a common wall.

Transit Platform – A designated transit loading and waiting area as assigned by the public transit agency.

Transit Station – The area including the platform which supports transit usage and that is owned by the transit authority.

Transit Street – A street that contains a transit line.

Visual Permeability – The ability of vertical surfaces to allow viewers to see through to the other side e.g., windows and open fencing.

Walking Radius – The distance beyond a central point from which a person is willing to walk. This distance will vary depending on existing barriers, the walking environment, and the availability of destinations (commonly thought of as no more than a ½ mile).

3. Applicability:

The provisions herein shall apply to the land identified as the Transit Oriented Development (TOD) as designated as an overlay district on the zoning map once approved by (City Council, Town Meeting, etc)

Or:

The TOD overlay district consists of those areas shown on [INSERT MAP TITLE] on file with the town/city clerk and dated [INSERT DATE MAP IS ADOPTED BY CITY/TOWN].

NOTE: In addition you may want to address the underlying district.

Example: Although the underlying zoning remains in place the TOD district designation encourages mixed-use development close to MetroLink and transit systems while enhancing

existing and adjacent development. Property owners must follow the provisions of either the underlying district or the TOD district.

More of this is addressed in section 4.

4. Regard to Underlying District:

If an underlying zoning district or ordinance or regulation exists that are inconsistent with the TOD overlay zoning district standards or regulations the overlay district standards shall take precedence. (Exceptions can be made however; discretion must be used not to undermine the purpose of the TOD overlay district.)

5. Prohibited and Permit Uses:

(Uses to consider prohibiting or permit on conditional basis in your municipality.)

All property within the TOD overlay district is subject to the prohibitions of said uses with the exception of those uses requiring a special permit.

Prohibited:

- Automotive Sales
- Basic Industry
- Boat Sales and Storage Yards
- Car Washes
- Cemeteries
- Commercial Laundries With Dry-Cleaning operation on site
- Convenient Storage Facilities (i.e. Self Storage and Mini-storage Businesses)
- Drive-in Businesses
- Equipment Repair Services
- Equipment Sales
- Exterior Display of Goods (exceptions can be made with permit for businesses such as florists and grocers)
- Funeral Homes and Mortuaries
- Gasoline Sales
- Golf courses Including Miniature Golf Courses
- Low Density Housing (Units Per Acre to be determined by Municipality)
- Manufactured Home Sales
- Retail Uses, Except Grocery Stores, Larger Than 10,000 Square Feet, Unless Part of a Mixed-use Development
- RV Parks or Mobile Home Parks and Campgrounds
- Scrap and Salvage Services
- Solid Waste Transfer Stations
- Strip Commercial Development
- Vehicle Storage
- Warehousing and Distributions Facilities

Conditional uses permitted in the TOD overlay district via a special permit.

Conditional and Special Permit Uses:

- Animal Hospitals
- Drive-through facilities
- Entertainment Centers
- Fast-food Establishments
- Grocery Store with Building Footprint with 50,000 Square Feet
- Hotels and Motels
- Laboratories
- Liquor Retail Sales and Package Retail Sales
- Outdoor Recreational Uses
- Parking Facilities or Principle Use Parking
- Private club
- Research Facilities
- Stadiums and Sports Facilities with Over 10,000 seats
- Theatres, Auditoriums and Assembly Halls

6. Non –Conforming Uses:

Uses prohibited in the TOD overlay district which existed legally prior to the adoption of the TOD overlay district code and became non-conforming as a result of the overlay code may expand on the same or adjacent parcel under certain circumstance (below are a few examples):

- Either Owned or Leased Prior to the inception of the TOD Overlay Code
- Be Developed Under the Conditions and Development Standards of the District.
- The Underlying Zoning Permits the Use.

NOTE: If adjacent parcel was not owned or leased prior to inception of the TOD overlay code the property owner must apply for a special permit.

7. Streetscape:

Streetscape regulation is designed to help tie together all components of a TOD overlay district. By regulating the streetscape, the district provides increased safety for pedestrians, cyclists and automobiles as well provides cohesion between aesthetics and functionality while promoting a visually stimulating environment.

- Streetscapes shall be visually stimulating.
- Benches, garbage receptacles, planters, and bicycle racks must be complimentary.
- Setbacks shall be landscaped. Use of tree-wells, planters, and street gardens are encouraged.
- Use of pedestrian-scale lighting is mandatory.
- Pedestrian accessways, shade trees, and street furniture must be provided.
- All bike lanes must be clearly marked, either by a dedicated lane or appropriate signage.

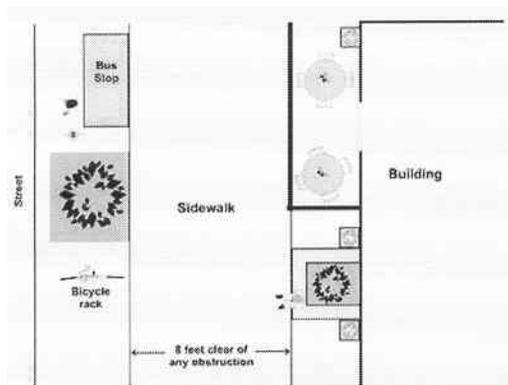
Other ideas to help improve the overall streetscapes of your TOD are:

- The use of public art, fountains, and “pocket parks”

- A pedestrian mall can serve as a center for activity, while offering a safe and functional, auto-free zone.
- Decorative bus shelters, electrical and traffic boxes can dress up generally unattractive infrastructure.
- Your TOD may want to consider a district-wide theme.

Sidewalks

- Sidewalks within the TOD overlay district will have a minimum of 8 feet unobstructed width from any obstruction (light poles, parking meters, other street furniture, landscaping or fences) for circulation with the exception of residential areas with a density of less than 12 units per acre where the width may be reduced to 5 feet.



- Sidewalk width can be up to 20 feet, and is dependent on expected level of activity.
- Exterior storage on sidewalks is prohibited. Outdoor seating for food and drink establishments, pedestrian-oriented accessory uses, such as sales display for flowers, small shops, food, and drink stands are exempt from this requirement.
- Outdoor service of alcoholic beverages shall be clearly demarcated from public spaces.
- All sidewalks and walkways shall meet ADA requirements.

Crosswalks

- Pedestrian crosswalks shall be designed to provide safety and aesthetically quality.
- Crosswalks shall be a color and pattern that contrasts with the rest of the street to prompt drivers to be aware of a potential pedestrian/ vehicle conflict.
- Crosswalk materials should not create additional noise from traffic driving over it.
- Busier intersections may require use of “pedestrian islands” or bump-outs.

8. Signage and Lighting:

Sign regulation should focus on promoting TOD district continuity while focusing on pedestrian needs and human scale. It is important to keep in mind no signs shall be permitted to obstruct walkways, accessways, sidewalks, and bicycle or traffic lanes. Also signs should no decrease pedestrian or automobile visibility.

For smaller scale TOD districts simple sign regulations will suffice:

Height- No signs shall extend higher than the height of the ground story.

Size- No façade sign shall exceed 25% of the ground floor wall area. No other sign shall exceed 25 square feet in size. Signs may be double sided.

Design- All signs within a given district shall be complimentary in their use of color, shape, and material.



Above are two examples in the Central West End of complimentary signage not exceeding the ground level in height. This adds continuity and helps promote human scale.

For larger scale TOD districts more complex sign regulations may be needed:

For all signs painted on the building surface or letters mounted directly to the building surface shall:

- Be a maximum of 1 square foot of signage for each lineal foot of building elevation to a maximum of 100 square feet for each business.
- Have letter no larger than 12 inches in height for building fronts 30 feet in height or less; 18 inches in height for building fronts 30 – 60 feet in height; and 24 inches in height for building fronts 60 feet in height or greater
- Extend no closer than one-half the height of the letters employed to a building corner (vertical edge) or roofline.

Note: Allow exceptions if the signs remain appropriate in scale (discretionary).



Above are three examples on Delmar Blvd. of larger scale sign development.

Lighting

Pedestrian or human-scale lighting should be used solely or in conjunction with cobra-head lighting. Pedestrian-scale lighting usually ranges from 10 feet in height to 18 feet in height. The low height improves pedestrian visibility and safety. Unlike cobra-head lighting, the low lamp height reduces the amount of ambient light entering residences located above ground level. Cobra-head lighting (generally 30 feet in height) may be used in conjunction with pedestrian-scale light in order to adequately light an area. Another option is to use the more aesthetically pleasing “bishop’s crook” (shown below) light poles.



Above: Clayton’s use of pedestrian-scale lighting.



“Bishop’s Crook”



“Cobra-head”

9. Parking Regulations:

Although one of the focuses of a TOD overlay district is to promote alternative means of transportation to the automobile it is not intended to impede automobile access to the area. When creating TOD parking regulation for your city/town it is important to look at type of parking required with respect to time of day. It may be necessary to create a “Schedule of Shared Parking” to make sure peak parking demands do not coincide. Below are some types of parking to consider and sample regulations:

On-Street Parking

On street parking is permitted and should be encouraged. Parking may be metered or unmetered. (With regard to metered parking, short time limits encourage high parking space turnover.) Another good idea is to count the amount of on-street parking spaces as part of the total number of spaces allotted for the lot use it is adjacent to. For example: if “Lot-Use A” has 10,000 square feet and the TOD overlay district code states a maximum of three spaces per 1000 square feet then the five on-street parking spaces in front of “Lot-Use A” will be considered part of the total 30 spaces allotted. Thus leaving 25 remaining spots for “Lot-Use A”

Bicycle Parking

Bicycle parking is pertinent to the success of a TOD district. Bicycle parking facilities should be practical and functional; however this does not mean they must be unsightly. “Art Racks” (shown below), a type of bicycle rack, are a good way to add to mix aesthetics with functionality.



Bicycle racks should be designed to be compatible with adjacent buildings and architecture. Bicycle parking spaces to automobile parking spaces ratio should be as follows: Bicycle racks should be provided on site at a ratio of 1 space for every 15 automobile parking spaces or at 1 space per 2,000 square feet of tenant leasable floor area. If your TOD district has heavy bicycle traffic you may consider developing more specific bicycle parking facility requirements.

Non-Residential and Multi-Family Uses

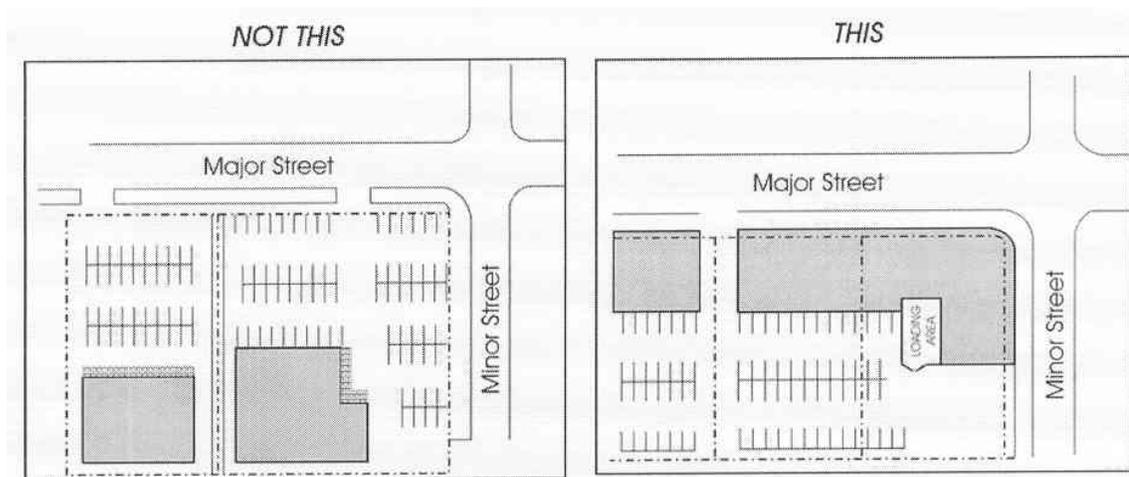
🚗 Surface Parking Lots

Off-street parking should be located to the rear and/or interior of a lot in order to minimize its visibility from the street. At-Grade, above-, or below- parking structures shall be permitted. Below-grade parking should be encouraged.

Surface parking lots should be placed between the structure and a side or rear lot line. Where a lot fronts onto two or more streets, parking should be located along the street with the least amount of commercial activity. If the lot is located along two or more streets with equal amounts of commercial activity parking should be located along the street with the least amount of pedestrian activity. Other regulations to consider with regard to surface lots:

- A maximum of 1 parking space per multi-family unit, plus 1 guest space per 15 units
- Parking for non-residential uses shall be provided at not more than 3 per 1,000 square feet (gross) and not less than 1 per 500 square feet (gross) for uses less than 1000 square feet.
- Further reduction in the number of require parking spaces may be required by a special permit if it is found that the development will be adequately served by users of public transportation.
- Shared parking is encouraged. If a lot serves more than one use the total number of spaces may be reduces if the applicant submits a credible schedule of shared parking.
- If possible ingress and egress from parking should be from side streets or alleys.

- Surface parking lots should not exceed 1 acre inside (your city/town can augment size dependent upon need).
- For new development, surface lots are prohibited in front of businesses.
- Surface parking lots with more than 30 spaces should be divided into separate areas by landscaped areas of at least 10 foot width. A minimum of 15% of all surface lots shall be landscaped. No row of parking shall be more than 10 spaces wide without being interrupted by 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.
- A maximum of 6-foot wall or fence (3-foot preferred) shall separate parking lots from sidewalks and abutting residential uses with a minimum of a 5-foot landscaped buffer. Walls and/or fencing should be compatible with adjacent architecture.
- Surface parking lots should provide pedestrian walkways and connections to the sidewalk system.



Parking Structures

Density and location of the TOD district will dictate whether or not structured parking is encouraged or permitted. In more suburban locales, structured parking is less desirable than more dense urban areas. However, structured parking adjacent to a transit stop can serve as an ideal park-and-ride use in a suburban setting. (A good example is the parking structure adjacent to the Brentwood/ I-64 MetroLink station.)

- For a parking structure which abuts a transit station, a transit street, or a major pedestrian accessway, a minimum of 50% of the structure face, excluding entrances and exits, shall have non-parking use at ground level. When possible the narrow side of the parking structure should abut the transit station, transit street or major pedestrian accessway.
- Parking structures shall have well-designed and marked pedestrian walkways and connections to the sidewalk system.

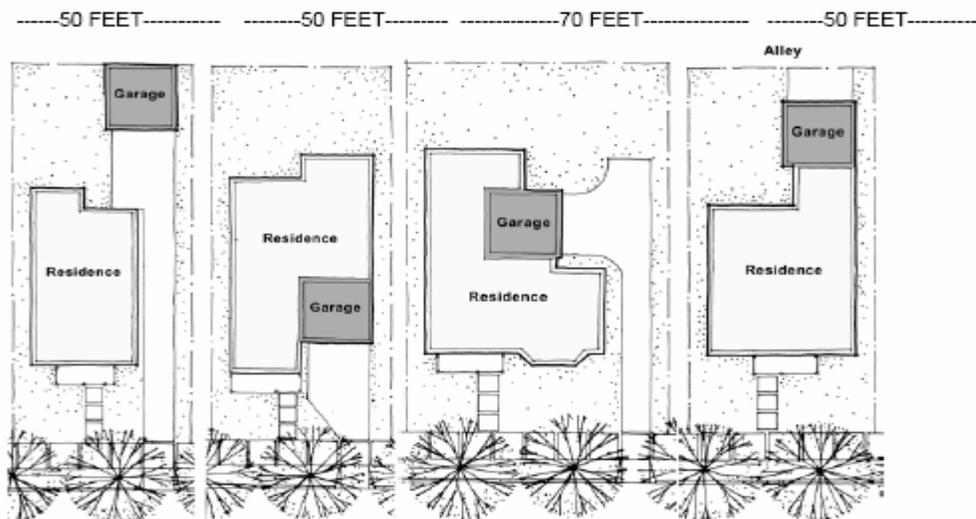
- Parking structures shall be designed to be compatible with adjacent buildings and architecture.
- Signage that shows the location and best means of access to the transit station must be provided at all parking facilities.

🚚 Loading and Service Area Locations

- Loading, service and refuse areas should not be located at the front of the lot; they shall be screened from view with walls, trellises, planting, mounds, or by integration unto the design of the building.
- Walls should not exceed 6 feet in height.
- Solid walls shall be landscaped to soften their appearance, and shall match the architectural design of the primary building.
- Loading areas should be physically separated from public parking via curbs, bollards, walls, planters, landscaping, distance, and/or elevation changes.
- When using walls to separate loading areas from pedestrian areas, landscaping elements should be used on the outside of the walls to soften their appearance.

Single-Family Residential Uses

- Garages (attached or detached) shall be set back at least 10 feet behind the primary front façade of the buildings they serve.
- The primary front façade (non-garage portion of the structure) shall comprise at least 50% of the overall width of the primary residence and the 10-foot setback shall not be measured from projections such as bay windows and porches, but from the façade of the wall which encloses the building.
- Using driveways as the primary access between the sidewalk and the house should be avoided. Instead the main entrance to the house shall be from a walkway or terrace directly leading to the sidewalk.



10. Development Standards and Dimensional Requirements:

Development standards in a TOD overlay district are intended to create densities that will support transit as well as provide a pedestrian friendly environment.

Building Setbacks and Build-to Lines

Setbacks and build-to lines can be looked at a couple of different ways. Dependent on the size and density of your TOD area you may opt to have a standard that is applied to all buildings in district. However, in denser more urban areas you may want to graduate regulation by distance (See example below). Also site specific, will be the decision to separate residential and non-residential regulations. As previously stated, in a smaller less urban TOD district, a one size fits all regulation may be all that is needed.

Distance From Station	Max. Building Setback
0 - 1000 feet	10 feet
1000 - 2000 feet	20 feet

NOTE: All distances may be increased or decreased to best fit your TOD district. In most cases, you will want to allow a larger setback for residential buildings.

- A building shall have a minimum front yard setback of 0 feet and a maximum setback of 6 feet from the front of the property line. The setback may be increased up to 25 feet from the property line if a courtyard, plaza, seating area, and/or patio dining is incorporated into the development adjacent to the public street.

Features such as overhangs, porticos, balconies, loggias, arcades, covered (non-enclosed) bicycle parking, pergolas, and similar architectural placed on the front (street-facing) side of the building are allowed within setback.

- The minimum setback for a side yard shall be zero feet. Alleys between the buildings should be encouraged (especially in more urban settings) for the provisions of beneficial public connections between buildings, open spaces, and streets. Maximum setback shall not exceed 30 feet.

Smaller town centers will require smaller setbacks. A side yard set back of 15 feet should suffice. More urban centers with higher vehicle traffic may require side setbacks of up to 30 feet to accommodate two-way traffic to rear parking and loading areas.

Other items to consider with regard to setback and built-to lines:

- Corner Lot Rule: Corner lots have 2 front yards.
- Off-street parking is not allowed in the front yard setback, except for private residential drives. Parking is not allowed in landscaped setbacks.
- Setbacks must be landscaped and maintained.
- Setbacks may incorporate tree wells, street furniture, and planter boxes.
- The front yard setback is the build-to line.

Building Frontage and Facades

In order to promote a pedestrian-oriented environment within the TOD district building frontages onto streets and opens spaces shall be maximized. Limited setbacks coupled with buildings with windows located close to the sidewalk provide a visually stimulating environment for pedestrians. It is for this reason, frontages should contain high amounts of windows with clear (non-tinted) glass. Also, as in the previous section more city/town may want to graduate regulation by distance to transit station. With this is mind development closer to the station should occupy more frontage than development further away. (See example below)

Distance From Station	Min. Building Frontage as a Percentage of Lot Frontage
0 - 500 feet	75%
500 - 2000 feet	65%

- All buildings must provide a main entrance on the façade of the building facing the transit station or streets leading to the transit station.
- The main entrance of any building shall face the street. The main entrance shall not be set back more than 6 feet from the property line, unless a public seating area or plaza is provided in front of the building.
- Clear windows should encompass at minimum 50% of the building façade length fronting onto a street within the area 3 feet to 6 feet above adjacent interior finished floor and adjacent sidewalk grade. (this can be simplified by just requiring a windows to encompass a minimum of 50% of all building façades)
- Blank walls without doors and windows should not occupy over 30% of the principal frontage for non-residential buildings and 50% for residential buildings.
- A section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry.
- Architectural style and materials should be compatible with surrounding area, and facades must provide a visually interesting environment.
- All buildings should articulate the line between the ground and the upper levels with a cornice, canopy, balcony, arcade, other visual device.
- Development directly abutting a sidewalk or pedestrian way should provide structured shading with methods such as awnings or arcades.

Building Height

Minimum height requirements are meant to promote density and create continuity throughout the TOD district. It is important to have a minimum height no less than that commonly associated with two stories. In highly urbanized areas the height minimum may be three or four stories.

-  **Commercial Buildings:** Commercial buildings should be two to four stories. Heights measured from the average finished grade shall be no less than 25 feet to the eave or cornice and nor more than 50 feet to eave or cornice.

-  **Residential Buildings:** Residential buildings should be two to four stories. . Heights measured from the average finished grade shall be no less than 20 feet to the eave or cornice and nor more than 45 feet to eave or cornice. Note:
 -  **Mixed-Use:** Mixed-use Building should be two to six stories. . Heights measured from the average finished grade shall be no less than 25 feet to the eave or cornice and nor more than 70 feet to eave or cornice.
- NOTE:** All of these heights can be greater especially in more urbanized areas.
-  **Height Relative to adjacent Residential Uses:** No portion of a building located within 50 feet of an existing single-family or duplex dwelling shall be permitted to exceed three stories or 45 feet, whichever is less.

Acknowledgments:

Several zoning bylaws from communities around the country were used to develop this St. Louis area model template. In some instances language was taken verbatim from these bylaws. The cities and towns whose TOD bylaws were referenced in the constructions of this template include: Austin, Texas; Boston, Massachusetts; The state of California; Denver, Colorado; The state of Massachusetts; Midvale, Utah; Phoenix, Arizona; Portland, Oregon; Salt Lake City, Utah; Washington, D.C., and Coquitlam, British Columbia, Canada.