



Proposed Development Standards in the TOD Special District

October 17, 2014

Department of Planning & Permitting

The majority of the proposed development standards relate to building placement and ground-floor design, particularly along key streets, and generally specify:

- Buildings will be placed close to the street and street corners, and they will be parallel to the street.
- Building entrances will face the street or pedestrian plazas.
- Building façades will have transparent windows and doors at the ground level.
- Active uses, like retail shops, restaurants, services, and galleries, will occupy ground floors.
- Front yards will be improved with pedestrian-friendly amenities that create seamless connections to public sidewalks.
- Pedestrian walkways will connect buildings, sidewalks, and parking areas.
- New bicycle parking requirements
- Parking will be set back at least 40 feet from all street-facing property lines in order to encourage the construction of buildings close to the sidewalk.

The Department of Planning and Permitting (DPP) is also proposing to relax several development standards to encourage compact, transit-oriented development that increases transit ridership and decreases the need for automobiles. These benefits allow property owners to make greater use of their land, and they include:

- Reduced or eliminated parking regulations
- Opportunities to seek greater heights and densities in areas closest to the stations, in return for community benefits
- Changes to existing height setbacks that currently limit development
- Reduced required yards and greater lot coverage in some zoning districts
- Increased flexibility for required yard treatments
- Increased flexibility for nonconforming structures and uses

The proposed standards may be modified for projects that are consistent with the goals and objectives of the TOD Special District and provide community benefits beyond the base level required by the City. Increases in height and density in core areas may be allowed if a project includes: a mix of housing types, including rentals and affordable housing; highly usable and accessible open spaces; and, elements that will enhance transit ridership and the use of multimodal transportation.

Ultimately, the DPP is proposing a system in which a developer who meets all of the development standards in the Special District can proceed directly to a building permit. Only those seeking modification of the standards and/or height/density bonuses would face a discretionary review process (similar to how other Special District permits are currently handled). This will streamline the review process. And for those who have difficulty meeting the proposed standards or wish to get more creative, the Special District permit would provide flexibility without having to seek a variance.