Making Transit Oriented Development Successful with Form Based Codes
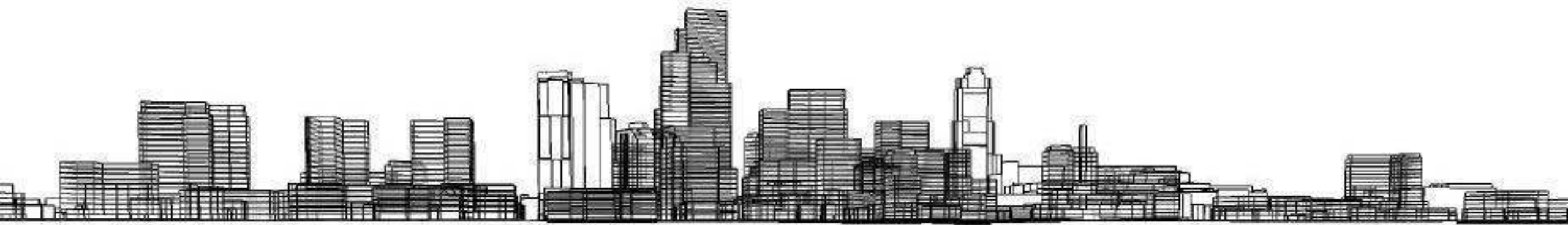
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Transit Oriented Development

- Development that is:
  - Located near transit
  - Mixed-use
  - Higher density

- Development that avoids:
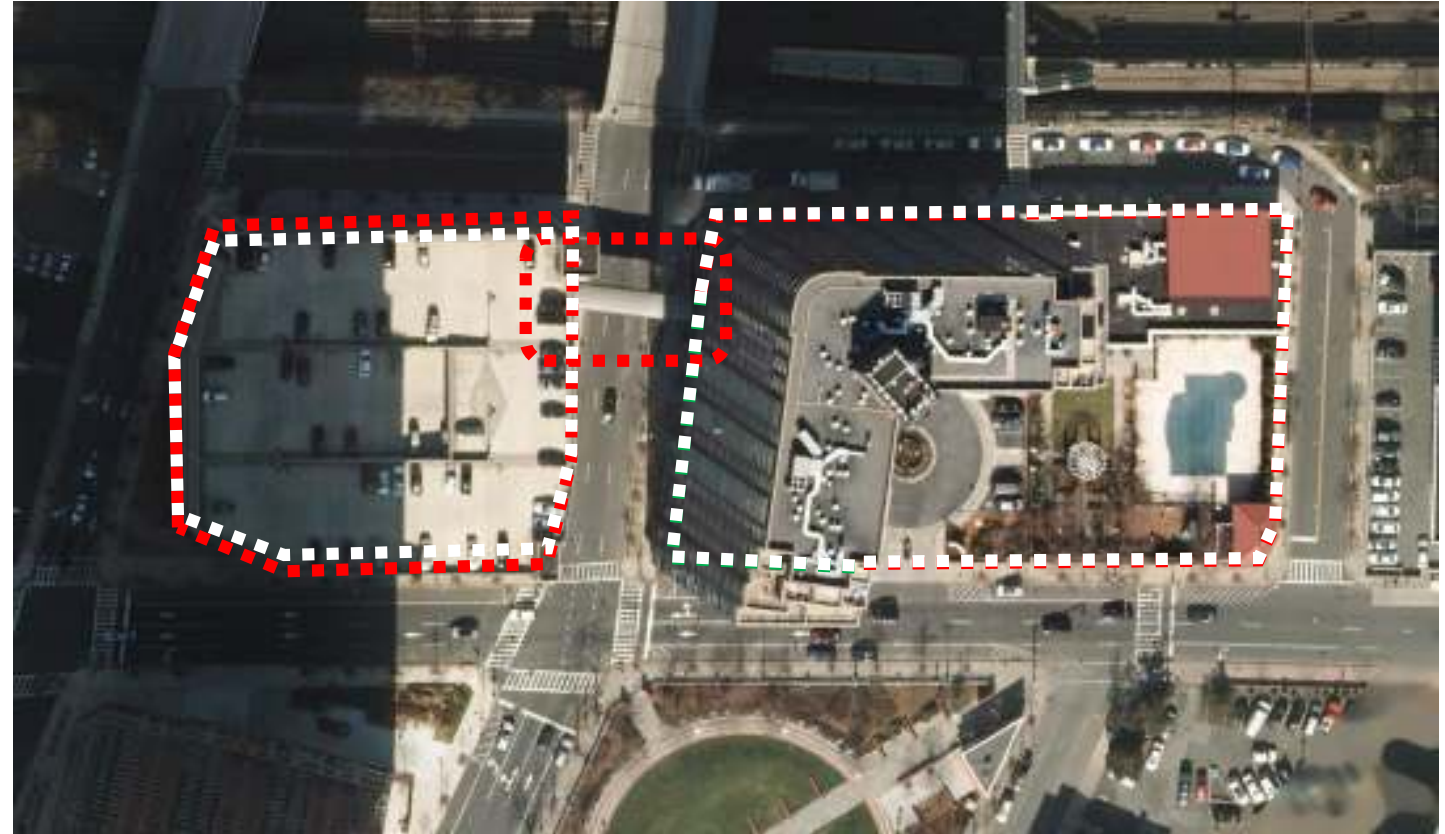 - Single-story buildings
  - Surface parking lots

Transit Oriented Development?

- Adjacent to train station
- Mixed-Use
- High-Density
- Parking structure

Analysis

- 2 city blocks
- Skybridge reduces chances of tenants supporting at-grade commercial/street life
- Limited commercial frontage
- Remaining frontage pedestrian dead zones

The Pedestrian Experience

Why did this fail?

- Because TOD should also be:
  - Walkable
  - Pedestrian-oriented
  - Vibrant

- And, traditional zoning methods are not designed to create these types of places as they are:
  - Not good at achieving physical development goals.
  - Provide no certainty in desired development pattern.
  - Often create auto-dependent communities.

Form Based Codes Provide an Alternative

- Based on *physical* aspect of development
- Use is typically still a component, but less of a concern
- Regulates private *and* public property
- Components (not all required):
  - o Regulating Plan
  - o Public Space Standards
  - o Building Form Standards
  - o Building Type Standards
  - o Civic Space Standards
  - o Block and Subdivision Controls
- Not design guidelines

Comparison of Traditional Zoning and Form Based Code
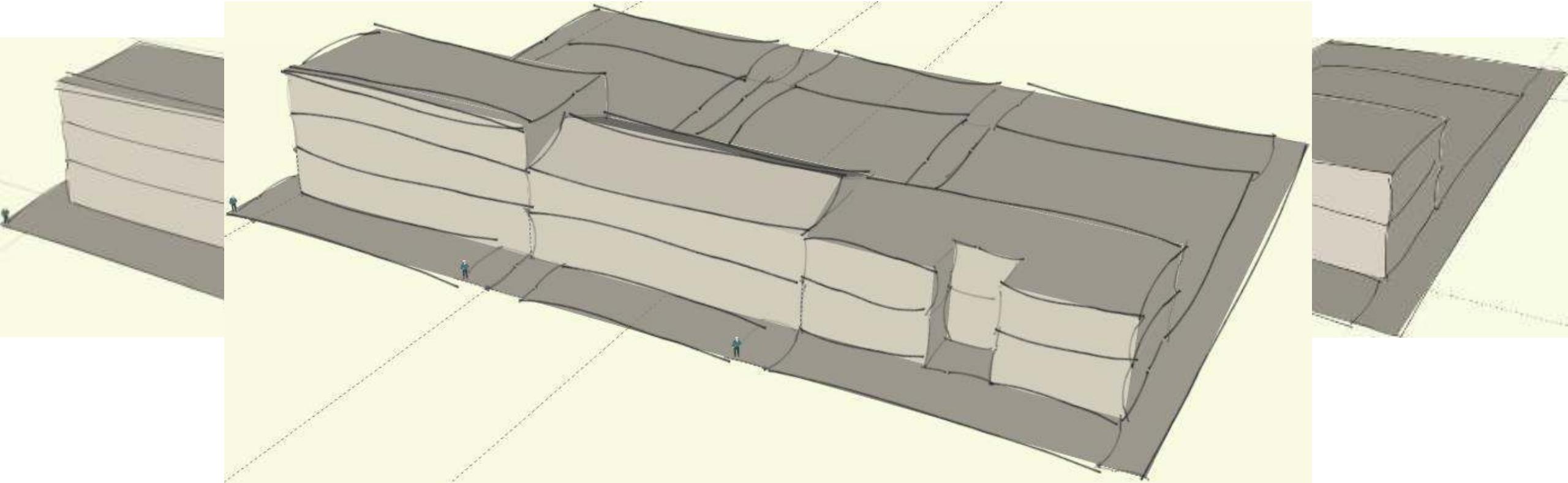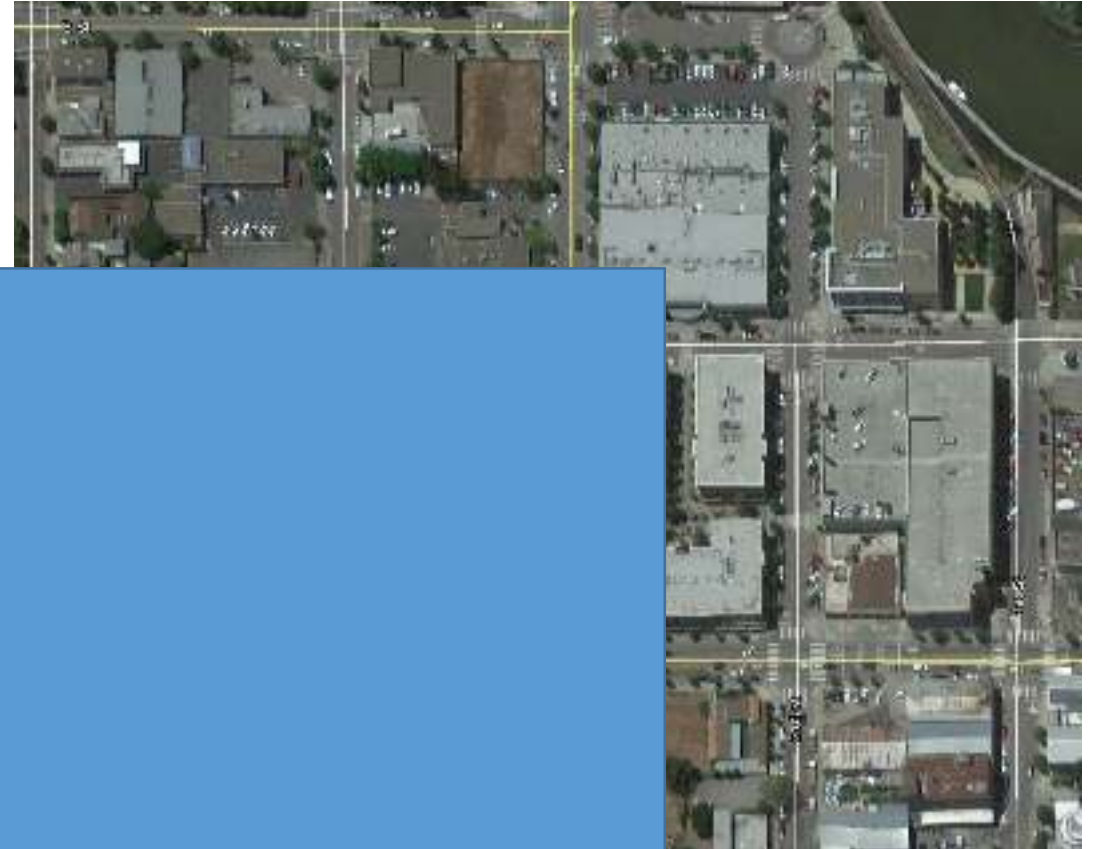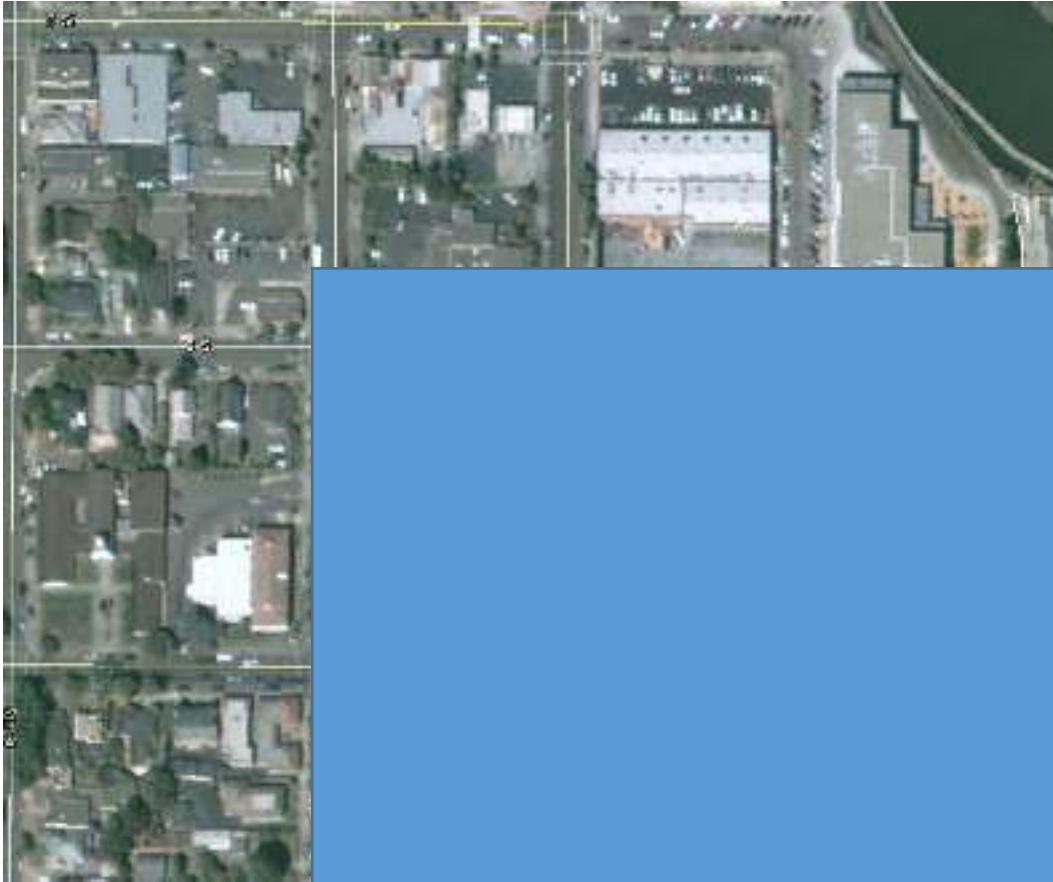
Form Based Codes - Examples

- Seaside
- Miami
- Denver
- Cincinnati
- Flagstaff
- Hartford

Columbia Pike, VA

Petaluma, CA

Possibilities

Form based code components

Street Type:

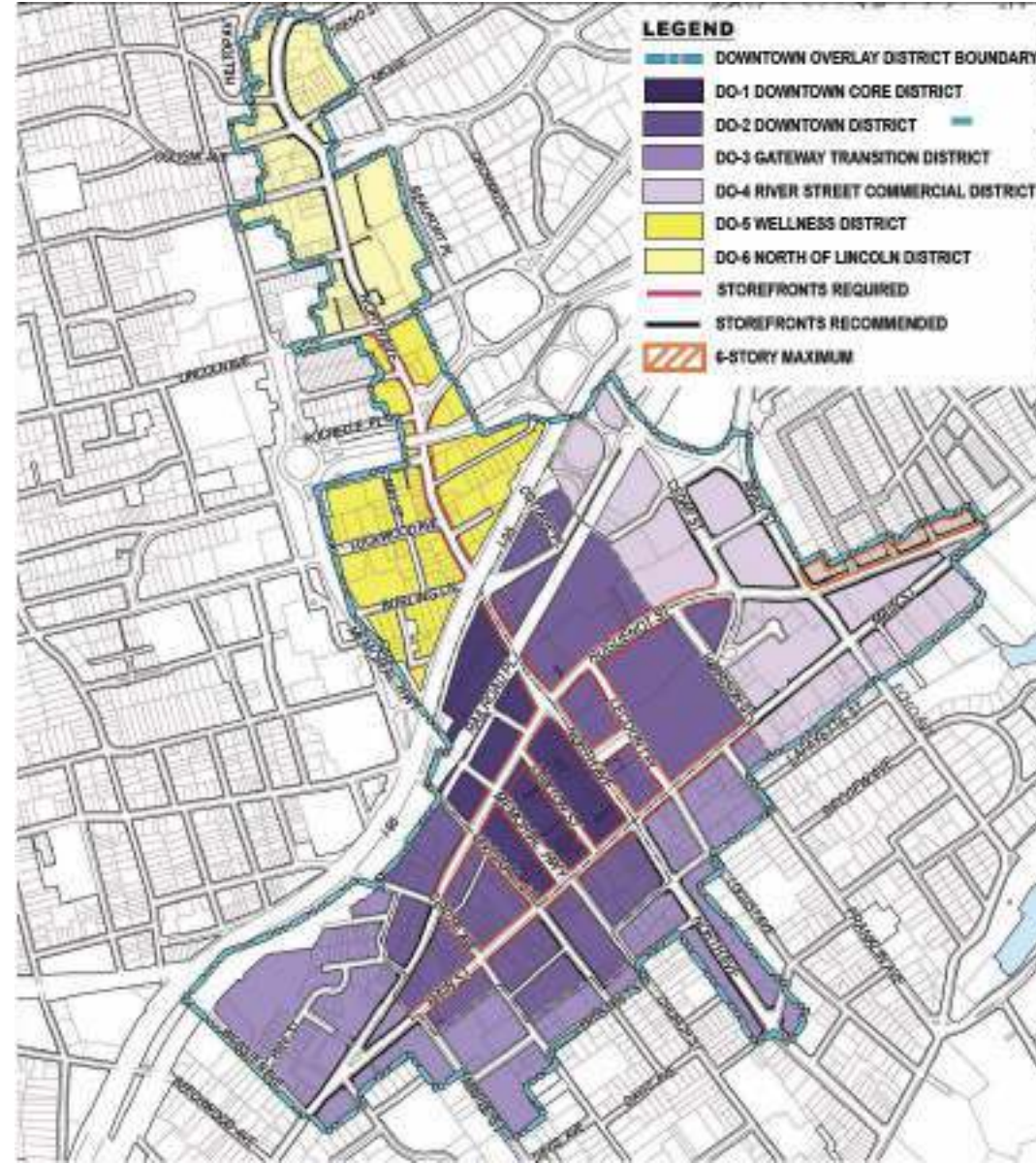- Establishes width of pubic frontage & types of permitted private frontages
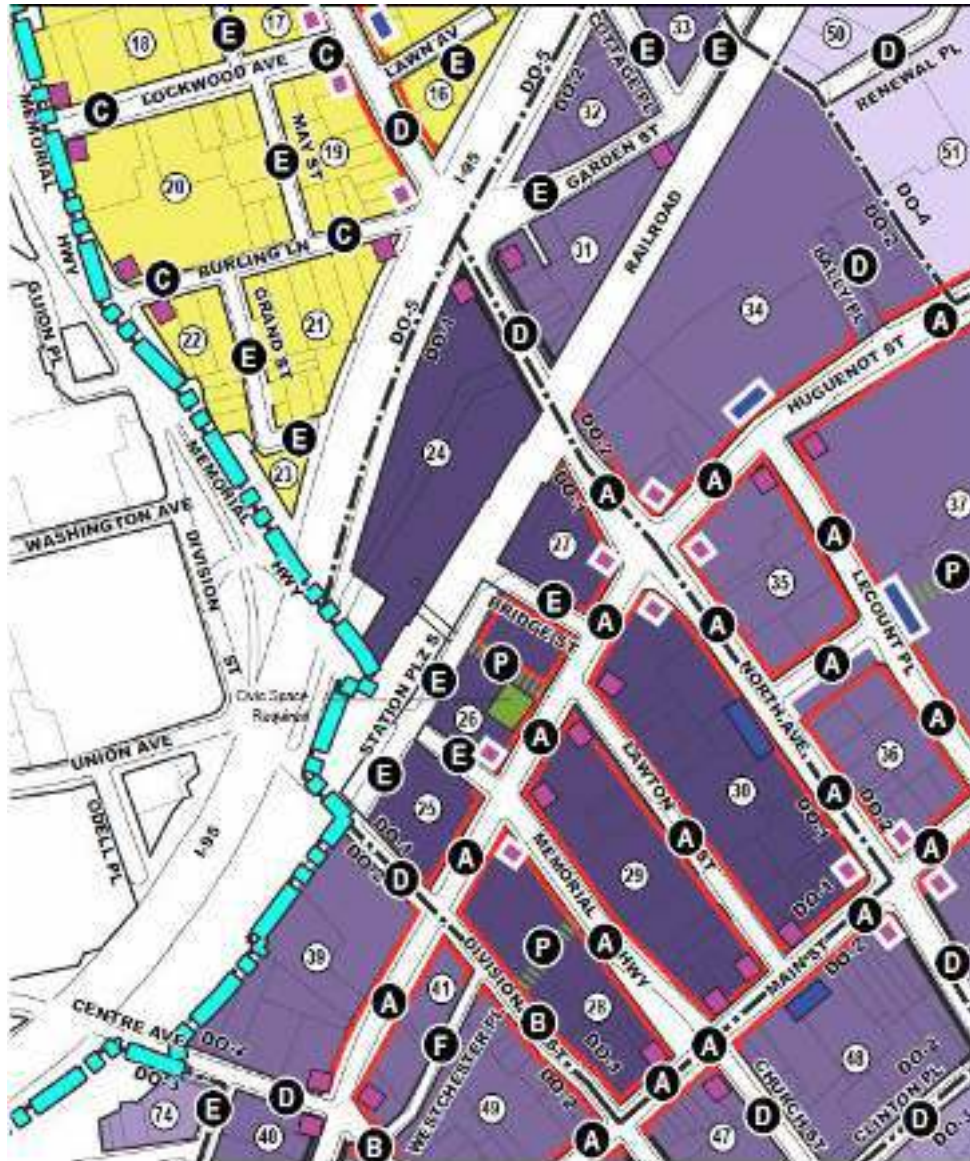- Certain streets require storefront frontage
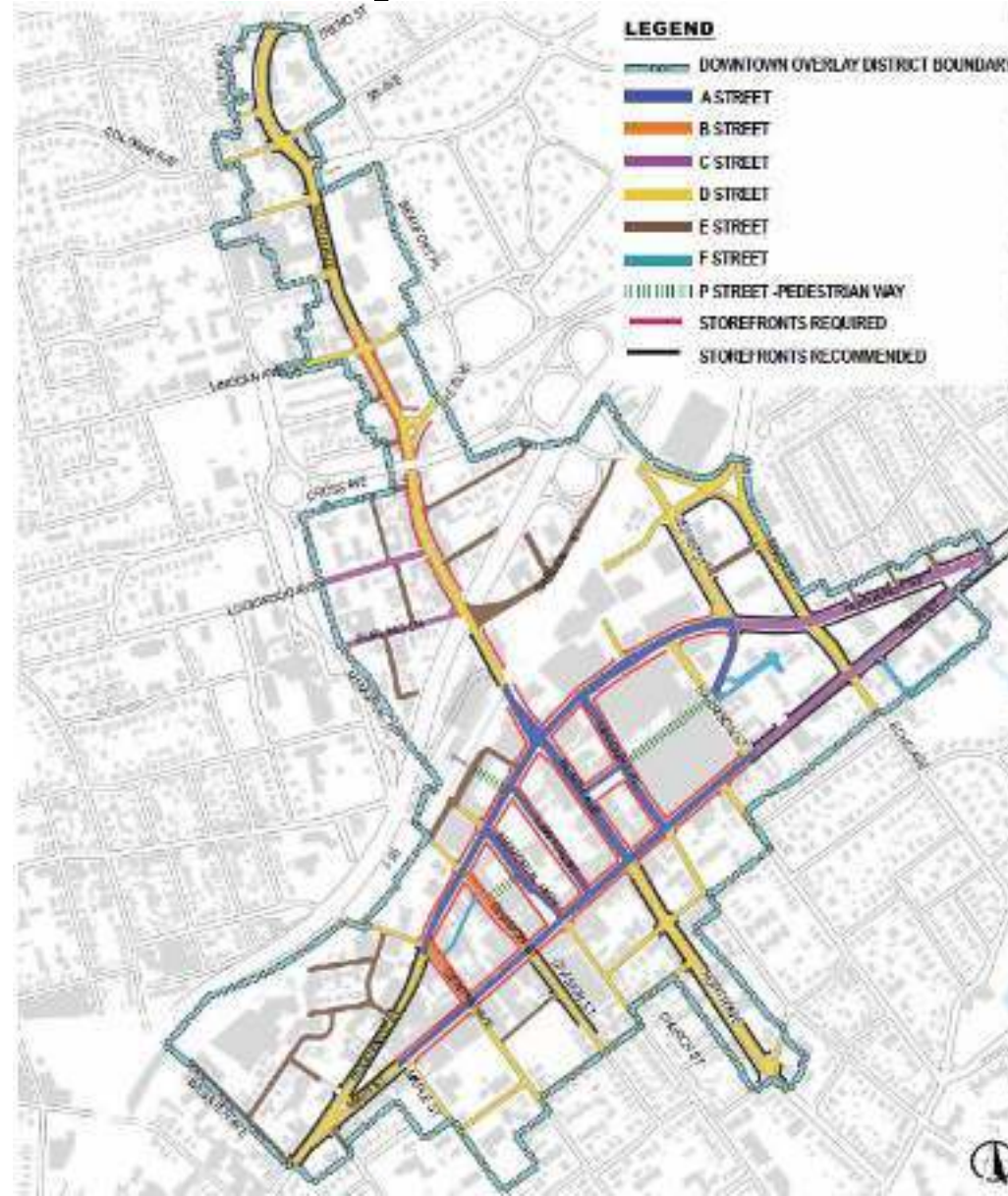
Form based code components cont.

Regulating Plan:

- Similar to a zoning map, but designations have significantly more meaning

Form based code components cont.

Form based code components cont.

Public/Private Frontage

Standards:

• Applicant's responsibility

• See diagram
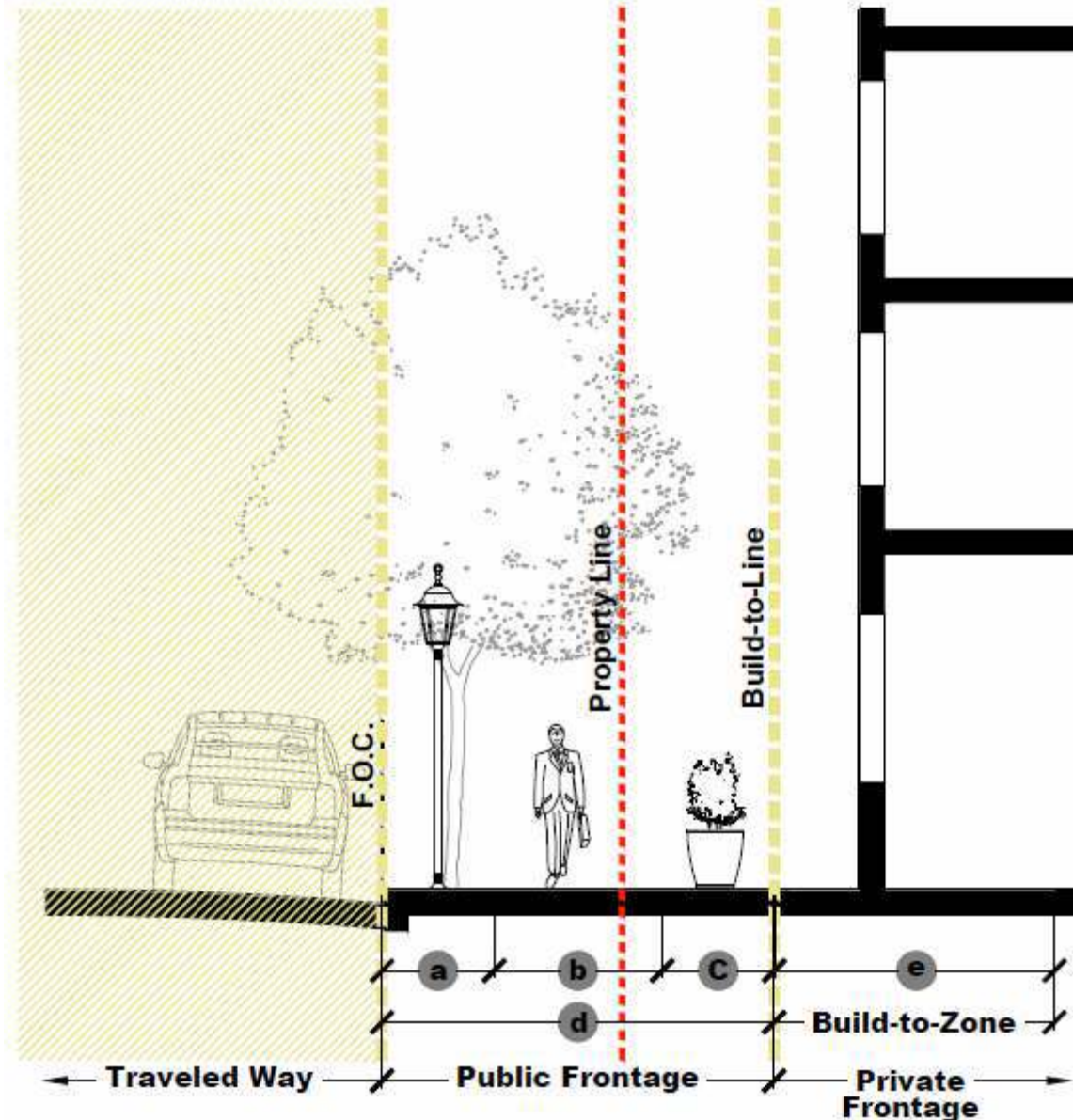
New Rochelle's Form Based Code

		Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F	Street Type P-Pedestrian Way
PUBLIC FRONTAGE	Distance from Face of Curb to Build-To-Line	15'-0"	12'-0"	15'-0"	12'-0"	9'-0"	6'-0"	16'-0"
	Landscape and Furnishing Zone Minimum	2'-0"	2'-0"	2'-0"	2'-0"	no min.	no min.	2'-0"
	Pedestrian Clearway Minimum	6'-0"	5'-6"	6'-0"	5'-6"	4'-6"	4'-6"	8'-0"
	Transition Zone Minimum	2'-0"	2'-0"	2'-0"	2'-0"	no min.	no min.	2'-0"

New Rochelle's Form Based Code cont.

Private Frontage Types	Min. Clear Glazing Area Required	Street Type A		Street Type B		Street Type C		Street Type D		Street Type E		Street Type F		Street Type P		
		Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy	Build-To-Zone (BTZ) Width	Min Frontage Occupancy for Option 1	Min Frontage Occupancy for Option 2
Storefront Frontage	65%	5'-0"	80%	5'-0"	80%	5'-0"	60%	5'-0"	60%	5'-0"	50%	5'-0"	0%	5'-0"	80%	60%
Arcade Frontage	65%	15'-0"	80%	15'-0"	80%	15'-0"	60%	15'-0"	60%	15'-0"	50%	15'-0"	0%	15'-0"	80%	60%
Urban Frontage	50%	5'-0"	80%	5'-0"	80%	5'-0"	60%	5'-0"	60%	5'-0"	50%	5'-0"	0%	5'-0"	80%	60%
Stoop Frontage	20%	5'-0"	80%	5'-0"	80%	5'-0"	60%	5'-0"	60%	5'-0"	50%	5'-0"	0%	X	X	X
Porch Frontage	20%	10'-0"	80%	10'-0"	80%	10'-0"	60%	10'-0"	60%	10'-0"	50%	10'-0"	0%	X	X	X
Lightwell Frontage	20%	10'-0"	80%	10'-0"	80%	10'-0"	60%	10'-0"	60%	10'-0"	50%	10'-0"	0%	X	X	X
Forecourt Frontage	20%	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	50%	10'-0"	0%	X	X	X
Mid-Block Frontage	10%	X	X	X	X	X	X	X	X	10'-0"	0%	10'-0"	0%	X	X	X

PRIVATE FRONTAGE

New Rochelle's Form Based Code cont.

		Development Standard 1	Development Standard 2	Development Standard 3
		Site and Building Height Requirements		
Total Site Frontage Min.[1]	Districts	50 feet	100 feet	150 feet
Site Area Minimum		5,000 SF	10,000 SF	30,000 SF [4] (40,000 SF in DO-1 only)
Building Height [2,1]	DO-1	2 stories min 8 stories max	2 stories min 24 stories max	2 stories min 40 stories max and 605 feet max
	DO-2	2 stories min 4 stories max	2 stories min 12 stories max	2 stories min 24 stories max and 245 feet max
	DO-3	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 8 stories max and 85 feet max
	DO-4	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 8 stories max and 85 feet max
	DO-5	2 stories min, 2 stories max	2 stories min 4 stories max	2 stories min 8 stories max and 85 feet max
	DO-6	2 stories min, 2 stories max	2 stories min 4 stories max, and 55 feet max	Not available
Street Wall Height & Stepback	All Districts	See Street Wall Height at Sec 186.11E(3) and Stepbacks at Sec 186.11E(4)		
Parking		Standards - See Article XIV - Off-Street Parking and Loading		
		Placement - See DOZ minimum requirements in Sec 186.11I		
Min side yard from residential districts		No building may be constructed within 20 feet of a side yard adjoining a parcel in the R2-7.0 or RMF-0.4 Districts.		
Rear yard setback at residential districts		Where any parcel is contiguous to a parcel within the R2-7.0 or RMF-0.4 district, the rear yard shall be a minimum of 30 feet.		

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New Rochelle's Form Based Code cont.

186.11C(3). TABLE OF COMMUNITY BENEFIT BONUSES (CBB)

|		For developments that satisfy all of the requirements of a Development Standard as defined in Section 186.11B(2), the following standards shall apply.		
		Development Standard 1 Bonus*	Development Standard 2 Bonus*	Development Standard 3 Bonus*
DO-1	The total building height with Community Benefit Bonuses shall be a maximum of 605 feet	up to 2 Bonus stories	up to 4 Bonus stories	up to 8 Bonus stories
DO-2	The total building height with Community Benefit Bonuses shall be a maximum of 285 feet	up to 1 Bonus story	up to 2 Bonus stories	up to 4 Bonus stories
DO-3	The total building height with Community Benefit Bonuses shall be a maximum of 125 feet	No Bonus Available	up to 2 Bonus stories	up to 4 Bonus stories
DO-4	The total building height with Community Benefit Bonuses shall be a maximum of 125 feet	No Bonus Available	up to 2 Bonus stories	up to 4 Bonus stories
DO-5	The total building height with Community Benefit Bonuses shall be a maximum of 125 feet	No Bonus Available	up to 2 Bonus stories	up to 4 Bonus stories
DO-6	The total building height with Community Benefit Bonuses shall be a maximum of 65 feet	No Bonus Available	up to 2 Bonus stories	No Bonus Available

* Where a site has been designated on the DOZ Standards Map as a Six Story Maximum Building Height, the total building height including Community Benefit Bonuses shall be a maximum of 6 stories and 65 feet.

New Rochelle's Form Based Code cont.

Street Walls

Where required:
- Min Height 50% distance between two opposing Build-To-Lines.
- Max Height shall be equal to the largest distance between two opposing Build-To-Lines.
- 10-foot stepback required beyond street wall.
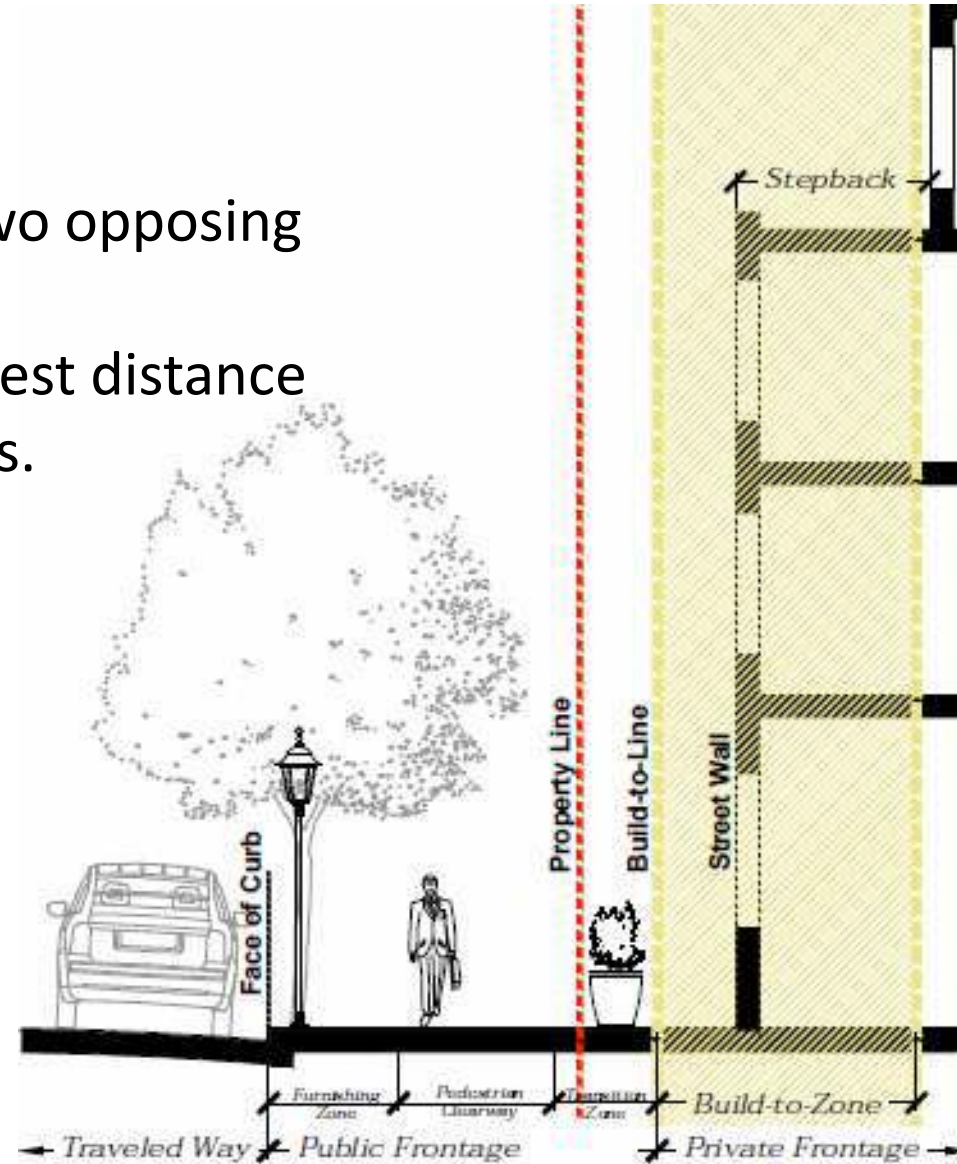
255 Huguenot

Church/Division Parking Lot

Keys to Success

- Provide predictability in code
- Provide predictability in review process
- Provide predictability in approval stipulations
- Eliminate any incentives that result in undesirable development
- Provide incentives to promote desirable development