Methodology of measuring distance to and from light rail stations

- **Existing:**
  - Some land uses, when located at a specified distance from the center of an existing or proposed light rail station platform, are regulated in the land use tables of some of the base zoning districts. Locations of land uses are regulated based on the following radius (‘as the crow flies’) distances:
    - Within ¼ mile
    - Greater than ¼ mile but less than or equal to ½ mile
    - Within ½ mile from the center of an existing or proposed light rail station platform

- **Proposed:**
  - Parcels within actual ¼ mile (red colored polygons below) or ½ mile (blue colored polygons below) biking/driving/walking distance along streets and pathways would be subject to the ordinance.
Transit-Oriented Development (TOD) Ordinance – Proposed Amendments

Definition clean-up

- Remove the following phrase from the definition of “dwelling, duplex” since the land use is not currently regulated in the land use tables as stated: “Regulation of this use varies, depending on the distance from a light rail station.”.

Transit Overlay Zone

- Existing:
  - The Transit Overlay Zone applies to properties within ½ mile of a light rail station and the property is either zoned as C-2 (General Commercial Zone) or RMX (Residential Mixed Use).

- Proposed:
  - Repeal the Transit Overlay Zone. The TOD ordinance that was approved in December 2018 makes this overlay zone redundant in the Planning and Development Code.

TOD – Special Use Regulations 17.228.127

- Existing:
  - For uses subject to this special use regulation if located within ½ mile from a light rail station they are required to get a conditional use permit (CUP) with the limitations stated in the special use regulation, which will not be granted unless the project meets at least one of the following:
    - Significant barrier. There is a significant barrier that greatly increases the distance someone must travel to reach the site from the nearest light rail station. As an example, a property may be within ¼ mile radius of a light rail station but due to a highway, the actual traveling distance is greater than ½ mile. Note that the project applicant still must go through the CUP process even if staff has confirmed that there is a significant barrier.
    - TOD development standards. If there is no significant barrier then the project has six items of requirements relating to floor area ratio, employee density, residential density (if a mixed-use project), building appearance, pedestrian amenities, and transportation facilities. The requirements apply to both a change of land use in an existing building and new buildings.

- Proposed:
  - If there is a significant barrier between a light rail station and a property, then the Transit-Oriented Development special use regulation (17.228.127) does not apply, although a conditional use permit for the land use may or may not still be required. The proposed methodology at the beginning of this document of measuring distance to and from light rail stations would eliminate the need for project sponsors to either be subject to special use regulation 17.228.127 or need to go through the CUP process if there is a significant barrier between properties and light rail stations. The methodology only includes
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properties that are within ½ mile from a light rail station, so properties greater than ½ mile from a light rail station would not be subject to the special use regulations.

- Remove the requirement that development projects shall provide awnings and canopies. Awnings and canopies would still be allowed, but not required.
- Add the option of providing vehicle parking on top of structures.
- Parking in front of buildings would be allowed for existing buildings but not for new buildings or additions.
- Remove the employee density requirement (one employee per every 250 square feet of building area).
- Remove the floor area ratio (FAR) requirement (minimum of 0.4 FAR).
- Reduce the requirement of transparent storefront windows from 75% to 50% and make it apply to new buildings and additions only (not existing buildings).
- Clarify that only new buildings and additions (and not existing buildings) are required to have direct access to public ways and sidewalks.
- Clarify that if another use is exempt from needing a CUP under certain conditions that the other use’s exemption overrules this special use regulation so that no CUP would be required.

Standards for uses within one-quarter mile of a light rail station

- Clarify that the existing standards apply only to new developments and not to changes of use.

- Remove the requirement that development projects shall provide awnings and canopies. Awnings and canopies would still be allowed, but not required.

Parking regulations near light rail stations

- Clarify that the off-street vehicle parking requirements (none required within ¼ mile and 50% reduction within ½ mile) are measured by radius and not by actual biking/driving/walking distance.