

TOD Design Guidelines (Continued)

Site Design (continued)

- Provide passive and active recreational parks and plazas and other pedestrian amenities within denser residential and commercial areas.
- Reduce pedestrian-vehicle conflict points by minimizing/consolidating curb cuts.
- The first phase and subsequent phases of roadway development should be in compliance with the street grid pattern outlined in the final plan. Interim cul-de-sacs are not used.

Parking

- Site vehicle parking on-street (except on major roadway) and behind buildings. Encourage lower parking ratios to acknowledge increased transit usage.
- Limit parking structure height to three levels above grade and ensure that these structures are less prominent than the buildings they serve.

Transportation Amenities

- Integrate bus stops into identifiable neighborhood "nodes" at key intersections.
- Encourage the use of high-quality, pedestrian-scale bus shelters, signage, landscaping and pedestrian paving. Encourage the use of alternative energy sources (such as solar) to provide power at bus stops.

Pedestrian and Bicycle Mobility

- Provide clear, attractive pedestrian and bicycle routes from bus stops to the adjacent residential and commercial areas.
- Develop clear, attractive connections between bus stops and existing open space, bikeway and greenway systems.
- Design uniform tree lawns, sidewalks and building setbacks that reflect the scale of the street. Separate sidewalks from moving traffic with planting strips and on-street parking. Dimensions will vary, but should be in the following range:

- Major Roadway (Day Hill Road)
 - Sidewalk: 6-10'
 - Tree lawn: 10' minimum
 - Building setback from back of sidewalk: 20' minimum
- Primary Streets
 - Sidewalk: 8-10'
 - Tree lawn: 5' minimum
 - Building setback from back of sidewalk: 0-10'
- Secondary Streets:
 - Sidewalk: 5-8'
 - Tree lawn: 5' minimum
 - Building setback from back of sidewalk: 0-20'

Development Density

- Residential uses: Minimum of 7 -15 units per acre
- Commercial uses: Minimum of 25 - 50 jobs per acre



Attractive residential buildings sited at the back of sidewalk with variation in roof lines and generous landscaping



Variation in paving materials and clear road striping delineate pedestrian, bicycle and vehicle zones



Active ground floor uses with clearly defined pedestrian realm, continuous street wall and pedestrian amenities

Capitol Region: Sustainable Communities

Transit-Oriented Development Guidelines

Focus on Day Hill Corporate Area, Windsor, CT

Existing development on the Day Hill Road corridor is auto-dependent and difficult to serve with bus transit. The Town of Windsor recognizes that if the current development pattern continues, the Day Hill Road corridor will be challenged to support the increase in motor traffic, and that pedestrian connections and transit accessibility will remain inadequate. In response, the Town is encouraging new development along the corridor to be pedestrian-friendly, easily served by bus transit, and where desired, mixed-use in nature. This brochure highlights best practices in transit-oriented development (TOD) and provides guidance for future developers who choose to construct TOD.

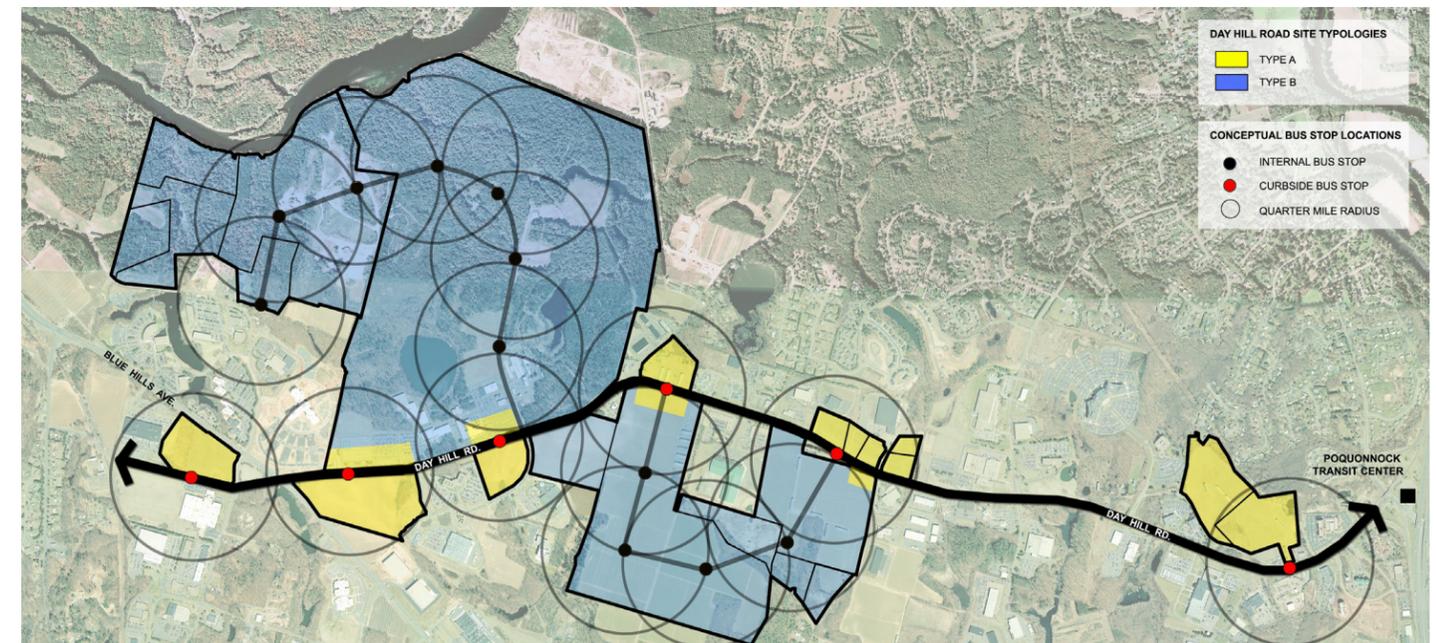
Six Core Transit-Oriented Development (TOD) Principles

The following principles are common to all TOD:

1. Site higher density development around transit stops and establish a lively, safe, attractive and amenity-rich pedestrian environment with active street frontage.
2. Provide a diverse mix of uses including office, mid-size and convenience retail and housing at densities necessary to support transit.
3. Explore joint development / public-private partnership opportunities.
4. Provide multiple transportation modes, including walking, bicycling, and motoring, and balance this mix through the use of access management strategies and traffic calming techniques.
5. Develop a regular street grid pattern with a complete system of interconnected streets and sidewalks to ensure easy walking options to transit.
6. Employ effective parking management strategies, including shared parking, low parking ratios and maximum parking standards.



Well-designed and pedestrian-friendly mixed-use commercial building in Columbus, OH



Day Hill Road Site Typologies - Illustrative

Development possibilities along Day Hill Road were divided into two typologies described below. Illustrative diagrams of each typology and possible transit-oriented development are shown on the following page. **Typology A** sites are generally smaller, shallower sites with frontage on Day Hill Road and a single, curbside bus stop. Sites range from 5 to 50 acres. **Typology B** sites are generally larger, deeper sites with the opportunity for a mixed-use "village center" composed of office, retail and housing, and medium-to-low density housing in outer development rings. Type B sites have the potential for an internal bus circulation system. Sites are greater than 200 acres.

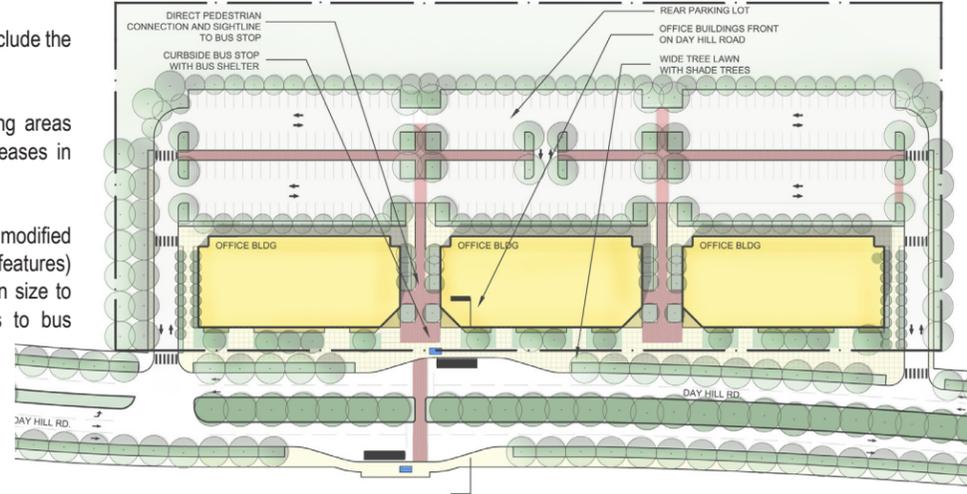
Day Hill Road Site Typologies

Typology A

Transit-oriented development in Typology A would include the following:

New development fronts Day Hill Road and parking areas are located in the rear. Development density increases in proximity to the bus stop on Day Hill Road.

A regular street grid pattern is developed (however, modified to follow existing topography and respect natural features) with blocks between 200' X 300' and 300' X 400' in size to increase opportunities for pedestrian connections to bus stops.



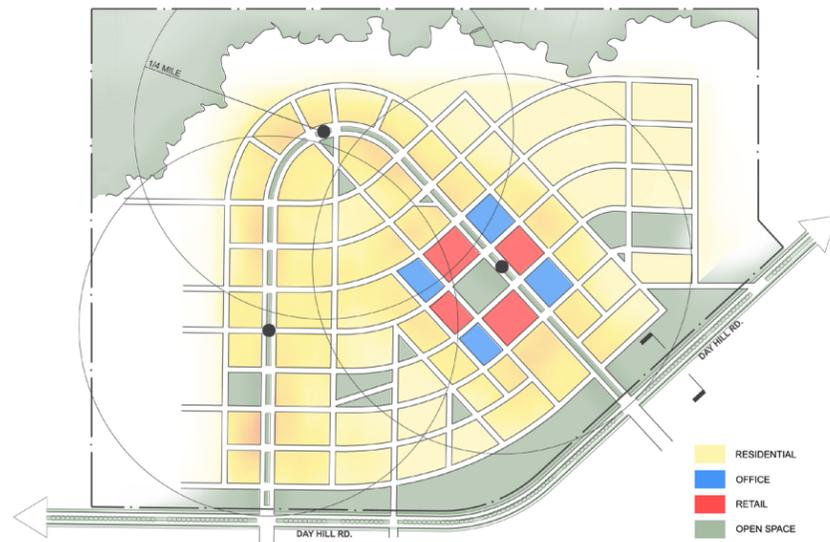
Typology A: Cross section of Day Hill Road illustrating new curbside bus stops and shelters, bike lanes, siting of new building and wide sidewalks (see section cut line).

Typology B

Transit-oriented development in Typology B would include the following:

Higher-density development is provided within the mixed-use "village center," and mid-to-low density residential development surrounds this commercial core. A hierarchical street system, including a primary looping street and connecting secondary streets, serves the new development. Buses circulate along the primary street and stop at bus shelters spaced every quarter-mile. Alternatively, buses stop once in the village center and loop out to Day Hill Road. Higher-density development is focused around the bus stops with pockets of convenience retail proximate to bus stops.

A regular street grid pattern is developed (however, modify to follow existing topography and respect natural features) with blocks between 200' X 300' and 300' X 400' in size to increase opportunities for pedestrian connections to bus stops.



Typology B: Cross section of Day Hill Road illustrating new wide sidewalks, wide tree lawns, bike lanes and green frontage (see section cut line).

TOD Design Guidelines

The following guidelines apply to transit-oriented development in both Typologies A & B:

Building Design

- Design buildings that create an interesting, active and safe pedestrian environment. Encourage active ground-floor uses in areas where commercial activity is concentrated.
- Provide a minimum of 60% glazing of ground floor facades of retail and office uses to allow views into commercial establishments and to provide "eyes on the street."
- Require individual entrances from the street for commercial uses to create more on-street pedestrian activity.
- Provide variation in roof lines (e.g. setbacks and peaked roofs) to add architectural interest.
- Site parking, loading and service areas behind buildings with landscaping and/or decorative fencing to screen views from adjacent streets and pedestrian ways.

Site Design

- Create a physical street character that is pedestrian friendly, convenient for transit patrons, safe and pleasant. This is accomplished through siting buildings at the back of the sidewalk edge, or with setbacks parallel to the street, and using landscape elements that reinforce the street edge.
- Provide walking opportunities from bus stops to nearby retail stores, housing developments and employment centers. Build streets as narrow as possible to facilitate pedestrian crossings without impeding traffic circulation.
- Incorporate existing topography, streams and other defining site characteristics into the site design.



Variation in roof lines and continuous building facades add architectural interest



Interesting, active and safe pedestrian environment



Sample illustrative plan with site design and parking principles applied (e.g. regular street grid pattern with pedestrian amenities, mixed-use, higher density around transit center and structured parking)