

**LAND-USE DENSITIES:
RULES OF THUMB**

These guidelines are recommendations that communities and developers can use in building walkable, transit-supportive development.

		Transit-Oriented Development Settings		
		Urban Downtown	Urban Neighborhood	Suburban Town Center/ Commuter Town
TOD size by location in a transitway (acres)		1 - 3	10 - 50	50 - 125
Residential Uses	Apartments, condominiums, townhomes (alone or as part of a mixed-use building), duplexes and small-lot single-family homes			
Minimum units/acre*	Bus	50	25	15
	Rail	75	40	30
Employment Uses	Office, health care educational, hotel or other employment uses with high employees/acre ratio			
Minimum employees/acre		200	75	50
Mix of Uses	Retail, restaurants, personal services, office, cinema, grocery, hotel, apartments/condominiums, day care, civic uses, park/plaza.			
Mixed uses as percent of TOD center	At least 40% of TOD's mixed-use center has ground-floor retail, restaurant/cafes, commercial or personal services. Small TODs, bus-stop areas or areas surrounding the TOD central area have as little as 5,000 square feet of these uses.			
Number of different uses	At least 5 to 15 types mixed with residential			
Minimum net FAR**	Bus	3.0>	1.0>	0.5
	Rail	3.0>	2.0	1.5

*Residential densities shown in table (gross densities) equal the number of units divided by all land devoted to residential use, including local streets but excluding parks and constrained land. Net densities, on the other hand, are generally 25% higher than gross densities. General guideline: minimum number of housing units within a TOD = 300+

** Floor Area Ratio (FAR) is averaged based on all uses including residential. The intention is to allow a diversity of uses within the TOD. Net FAR is based on the parcel size and does not include streets or other public spaces. The FAR is based on reduced parking square footage per retail square footage ratio of three stalls per 1,000 square feet.