LAND-USE DENSITIES: RULES OF THUMB

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

<table>
<thead>
<tr>
<th>Transit-Oriented Development Settings</th>
<th>Urban Downtown</th>
<th>Urban Neighborhood</th>
<th>Suburban Town Center/Commuter Town</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartments, condominiums, townhomes</td>
<td>1 - 3</td>
<td>10 - 50</td>
<td>50 - 125</td>
</tr>
<tr>
<td>(alone or as part of a mixed-use</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>building), duplexes and</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>small-lot single-family homes</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Minimum units/acre</strong>*</td>
<td>Bus</td>
<td>50</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Rail</td>
<td>75</td>
<td>40</td>
</tr>
<tr>
<td><strong>Employment Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office, health care educational,</td>
<td>200</td>
<td>75</td>
<td>50</td>
</tr>
<tr>
<td>hotel or other employment uses</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>with high employees/acre ratio</td>
<td></td>
<td></td>
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<tr>
<td><strong>Mix of Uses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail, restaurants, personal</td>
<td>3.0&gt;</td>
<td>1.0&gt;</td>
<td>0.5</td>
</tr>
<tr>
<td>services, office, cinema,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>grocery, hotel, apartments/</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>condominiums, day care, civic uses,</td>
<td></td>
<td></td>
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<tr>
<td>park/plaza.</td>
<td></td>
<td></td>
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<tr>
<td><strong>Mixed uses as percent of TOD center</strong></td>
<td>40%</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td><strong>Number of different uses</strong></td>
<td>5 to 15 types mixed with residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Minimum net FAR</strong></td>
<td>Bus</td>
<td>3.0&gt;</td>
<td>1.0&gt;</td>
</tr>
<tr>
<td></td>
<td>Rail</td>
<td>3.0&gt;</td>
<td>2.0</td>
</tr>
</tbody>
</table>

*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.