



BOROUGH OF BRIDGEPORT TRANSIT-ORIENTED ZONING DISTRICT



TRANSIT-ORIENTED ZONING DISTRICT: EXECUTIVE SUMMARY

Background

In spring of 2019, Bridgeport Borough began working with the Montgomery County Planning Commission (MCPC) on developing the Bridgeport2040 Comprehensive Plan. A steering committee was selected to work with MCPC on the comprehensive plan. As part of the planning process, the steering committee identified the Transit Oriented Development (TOD) District as an opportunity area for gateway enhancements and potential future redevelopment near the DeKalb Street Norristown High Speed Line Station (NHSL).

The creation of a new zoning district does not require that the existing businesses close. Rather, a new zoning district ensures that if a property is sold or redeveloped, the new development conforms to certain development and design standards. The TOD District ordinance would incorporate design standards that are meant to create a more walkable and inviting area overall and should benefit the residents and businesses. The following document is intended to illustrate the types of building and public space designs that would be possible under the new zoning ordinance and convey the type of buildings and public spaces that would be encouraged to provide community benefits.

What is Transit-Oriented Development?

Transit-oriented development seeks to capitalize on public transit access by transforming underutilized spaces into walkable and sustainable communities, with a mix of land uses, a vibrant public realm, and excellent connectivity to transit amenities.

TOD is dense, pedestrian-friendly, and often mixed-use development that is oriented towards public transit. Typically, TOD groups residential, retail, neighborhood-scale commercial, and office uses around transit, mimicking the historic development pattern often seen in small towns and boroughs. The goals of transit-oriented development are to encourage walkability and transit ridership, and to decrease automobile dependency by providing housing, services, retail, restaurants, and recreation within walking distance to transit.

Elements of this document

MCPC has drafted zoning ordinance language that the Steering Committee has reviewed and approved, as well as illustrations of the type of development that is possible and encouraged, based on the ordinance development and design standards. The following elements are provided in this document:

- Map of parcels considered for new Transit-Oriented Zoning District
- Draft Ordinance
- Illustrations of building and site design
- Streetscape elements
- Gateway treatment
- Public gathering space design

APPLICABILITY

The regulations of the Transit-Oriented Development District shall apply to the parcels that are outlined in red in the map below.



SITE DESIGN & CONFIGURATION

Plan view of full build-out scenario

The plan view illustrates the type and form of building and public plaza development that is possible in the TOD ordinance. A development such as this one would require some parcel consolidation.



Site Design Elements

Parking

The yellow shows where structured parking would be necessary to meet parking standards. Surface parking should be minimized.

Building Orientation

Buildings oriented towards the pedestrian areas (sidewalks, public gathering space) creates a more pedestrian-scaled environment.

Oblique View



PLAZA DESIGN

Building an accessible and welcoming public gathering space through design is a critical element of a successful TOD. The illustrations below show how the small, triangular parcel at the corner of DeKalb Street above the NHSL tracks and the parcel at Boro Line Road could be developed as public spaces. Thoughtful design elements contribute to creating places for people to gather.

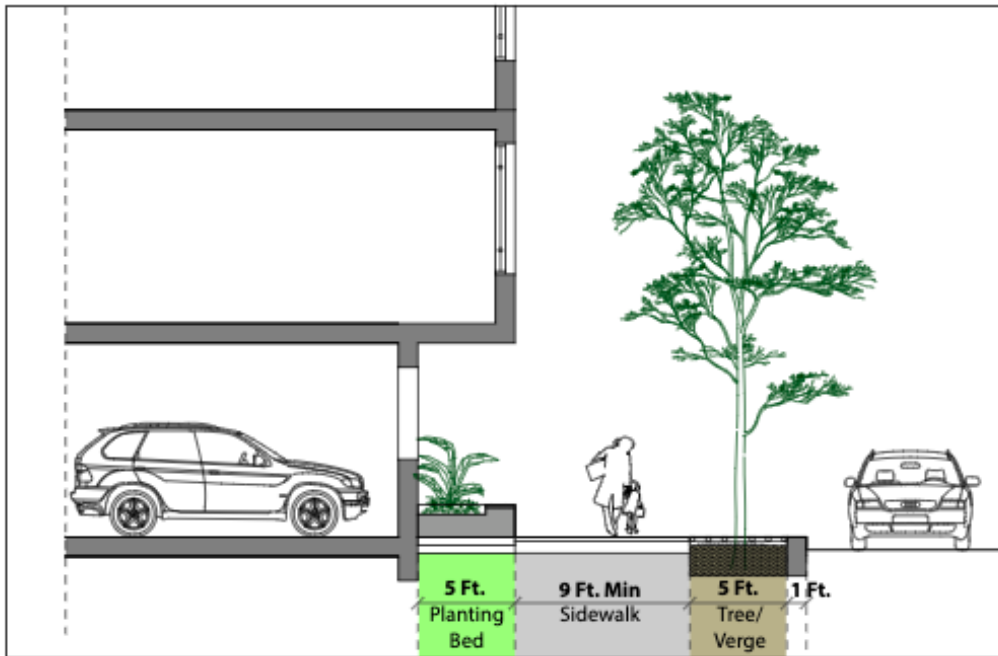


Seating provided by ground floor commercial use can feed into public spaces.

Building entrances open to the public space, where there is seating.

Trees and landscaping provide shade and help to define the space.

STREETSCAPE DESIGN STANDARDS



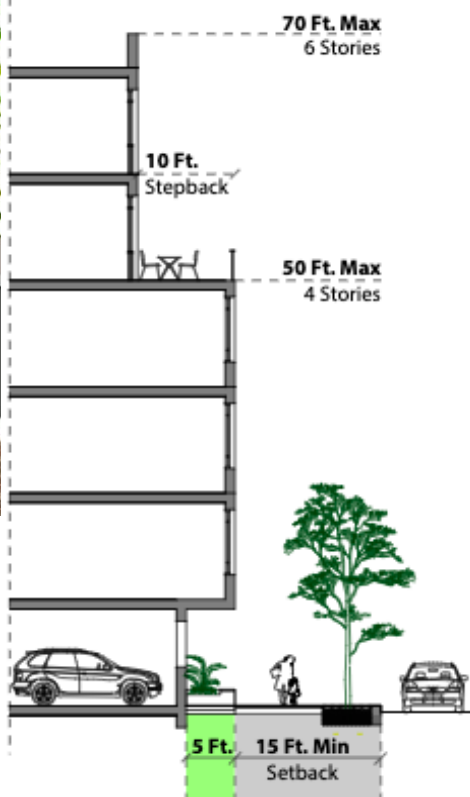
Public Realm Design:

The section view provides the dimensional standards of the buildings and streetscape elements, including clear sidewalk width, verge, street trees, and planters. Street trees act as a buffer between the sidewalk and the vehicular travel lanes, and landscaped planters obscure ground-level parking.



Planting Bed:

The planting bed displayed in the image above provides specific guidance for the design of parking frontage along DeKalb Street. This is an example for one of the best practices incorporated in the district guidelines, which contributes to a pleasant streetscape, buffered from parking.



Building Articulation:

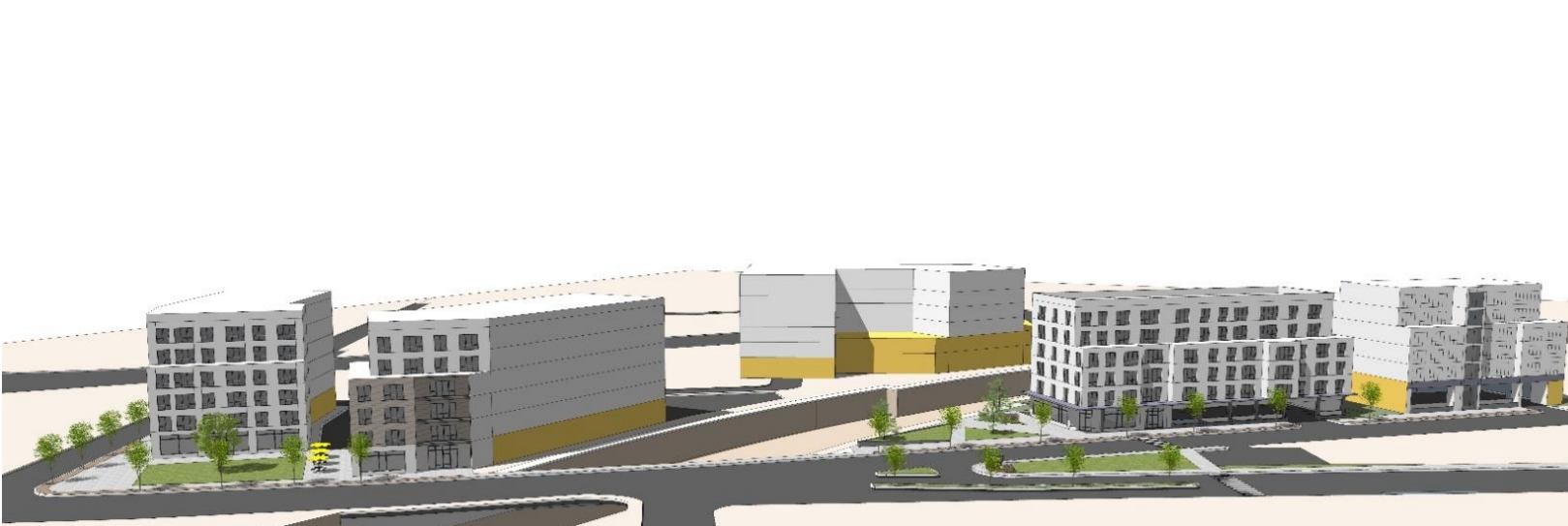
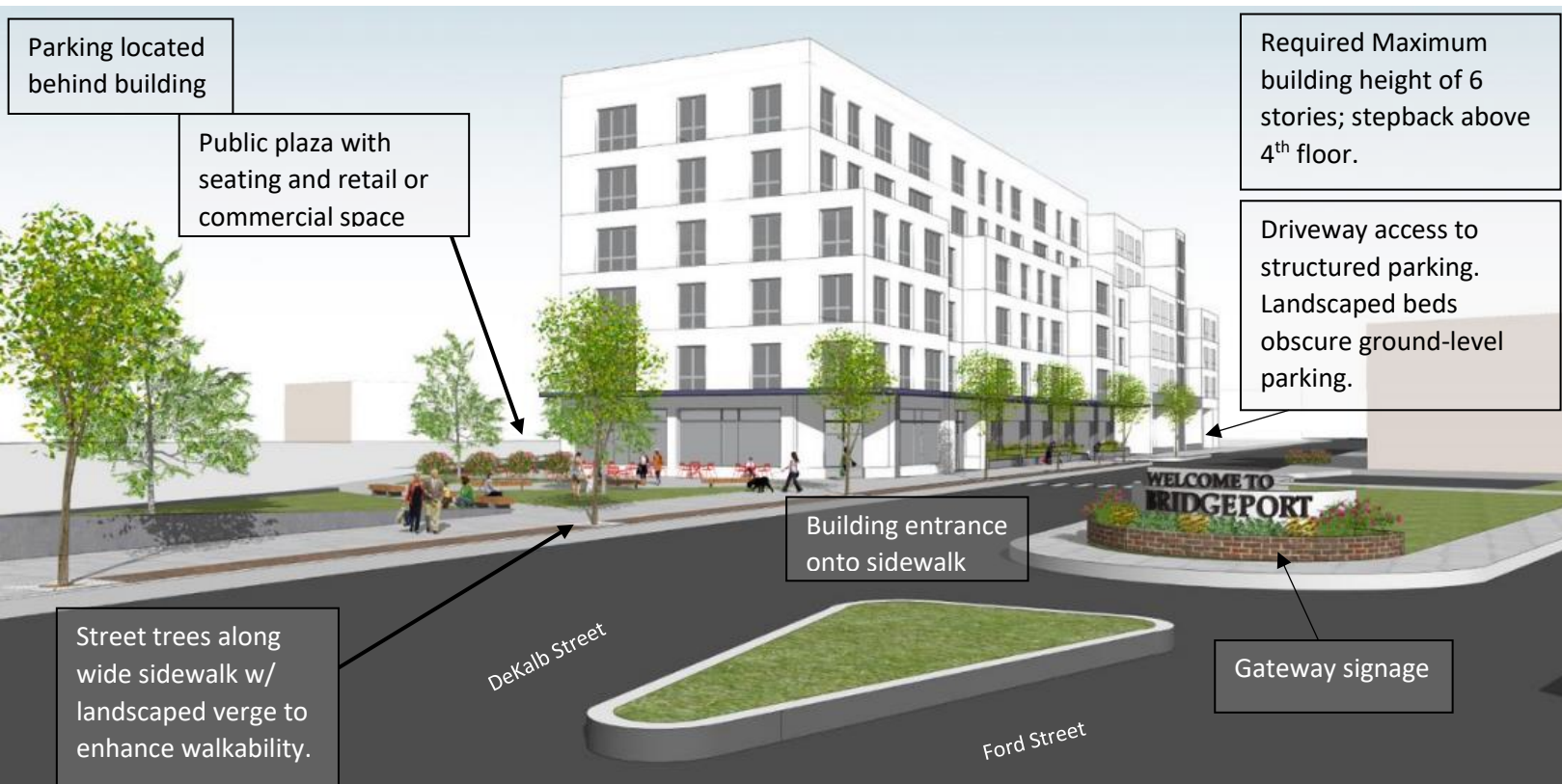
Façade articulation, decorated entryways, clear windows, and a mix of building materials can create a more dynamic environment and visually reduce the scale of the buildings.

Building Stepback:

A building stepback is required above the 4TH floor of buildings along DeKalb Street. This requirement is meant to maintain pedestrian scale along the street and reduce the building mass, as it is perceived from the street.

CREATING A GATEWAY

Creating unique gateway should integrate local character into the signage and streetscaping treatment. The TOD District is a transitional area of the borough that greets drivers as they exit off the Bridgeport Bypass onto Route 202 northbound. The gateway is located at the southern corner of the



Draft TOD Ordinance

A. Purpose

The intent of the Transit-Oriented Development (TOD) Zoning District is to encourage development near the DeKalb Street Station on the Norristown High Speed Line (NHSL); to increase transit use; to create an accessible and walkable neighborhood; to attract new residents to Bridgeport; to encourage residential development with commercial and retail that support residential; and to enhance the vibrancy of the borough.

B. Applicability. The requirements of this ordinance shall apply to the parcels highlighted on the Transit-Oriented District Map.

C. Use regulations. A building or lot may be used or occupied for one or more of the following uses. Uses are allowed to be mixed within a building or mixed in separate buildings on a property. Table 1 identifies the uses that are permitted by right, permitted by conditional use, and uses that are prohibited in the Transit Oriented Development District.

(1) All properties within the TOD district may provide a mix of residential and non-residential uses. Residential use may comprise 100%, but no less than 80% of the gross floor area.

(a) A parcel of 3 or more acres with frontage along DeKalb Street or Boro Line Road shall have retail on the ground floor fronting the street, with a floor area that equal to at least 8% of the total lot area. (*Reviewer Note: An illustration of the potential retail configurations is provided in the Appendix.*)

D. Definitions

Common Space – Outside space with seating to be used for gathering and events. Common space can be used for the residents of a development or dedicated as public space.

Frontage Occupation – The percentage of the building that fronts a public street. This measurement helps to determine the shape of the building and the relationship between the building and the public streets.

Green Roof – A roof of a building that is partially or completely covered with vegetation and a growing medium. Requires a high-quality water-proofing cover, drainage system, and filter cloth. Green roof vegetation can vary from small shrubs to trees. Basic maintenance involves watering, weeding, and plant care.

Stepback – (sometimes referred to as *tiered* setbacks or *wedding-cake style* setbacks) The dimensional requirement that taller buildings be set back further from the curb, or along the side of the building, to reduce shadow and cavernous feeling between multiple taller buildings.

Structured Parking – A covered structure that provides parking area for vehicles.

Verge – A strip of grass or plants (also known as a *green verge*) or decorative pavers (also known as a *paved verge*) located along the curb between the road right-of-way and sidewalk. A verge may have alternating green and paved sections.

Walkways – Pedestrian connections internal to the development; not along public roads.

E. Development Standards

(1) General: The lot to be developed shall be under one owner, or shall be the subject of an application filed jointly by the owners of the entire tract under consideration

(2) Building Orientation and Spacing.

- (a) Buildings and front entrances shall be oriented towards DeKalb Street and/or Boro Line Road.
- (b) The primary pedestrian access point to buildings shall face public streets rather than onto rear or side parking lots or alleys.

F. Dimensional Standards

- (1) Lot Size. The minimum lot size shall be 30,000 square feet.
- (2) Impervious Coverage. The maximum impervious coverage shall not exceed 90%.
 - (a) Impervious coverage may reach 100%, provided a green roof is constructed that covers at least 10% of the lot area or 50% of the roof, whichever is greater.
- (3) Building Height. Within the TOD District, new development shall have a minimum height of 4 stories, and a maximum height of 6 stories.
 - (a) Building Stepbacks. If a building is higher than 4 stories, each floor above the 4th floor shall have a minimum front stepback of 10 feet.
 - (b) For two buildings located on or off site separated by 40 feet or less, there shall be a side stepback of 8 feet for each of the buildings. (*An illustration of the building stepbacks is provided in the Appendix.*)
- (4) Building Frontage Length. The maximum length of any building along the public right-of-way shall be 200 feet.
- (5) Setbacks.
 - (a) Overhangs, balconies, and similar features placed on the street facing front side of the building may be located within the setback, but no closer than 10 feet to the curbline.
 - (b) Building Setbacks.
 - [1] Front Setback. Buildings shall have a minimum setback of 15 feet and a maximum setback of 20 feet, measured from the street facing façade of the building to the edge of the cartway along public streets.
 - a. Buildings that are located along DeKalb Street between Crooked Lane and Boro Line Road shall have a setback of 25 feet, measured from the street facing façade of the building to the edge of the cartway along public streets.
 - [2] Side Setback. Buildings shall have a minimum side setback from the property line of 15 feet.
 - [3] DeKalb Pike Building Setback. Unless governed by [1] above, where a parcel abuts DeKalb Pike, the building shall be set back at least 80 feet from the property line along DeKalb Pike.
 - [4] Industrial Use Setback. Where a parcel abuts an industrial use, the building shall be setback 60 feet from the property line along the industrial use.
 - (c) Parking Structure Setbacks.
 - [1] DeKalb Pike Setback. Where a parcel abuts DeKalb Pike, the parking structure shall be setback 40 feet from the property line along DeKalb Pike.
 - [2] Industrial Use Setback. Where a parcel abuts industrial use, the parking structure shall be setback 20 feet from property line along the industrial use.

- (d) Setbacks shall be designed to allow for future vehicular and pedestrian access to adjacent properties.
- (6) Building Separation. The minimum separation between buildings located on the same lot shall be 30 feet.

G. Site Design Standards.

(1) Common Space.

- (a) Properties with a lot area of less than 2 acres shall provide common space equal to at least 5% of the lot area.
 - [1] Common space can be located on the front or side of the building as public space, or on the roof.
 - [2] When located on the front or side of the building, common space shall include shade trees and seating.
- (b) Properties with a lot area of more than 2 acres shall provide common space equal to at least 8% of the lot area.
 - [1] At least 5% of the lot area shall be public space along either DeKalb Street or Boro Line Road. Sidewalk area shall not be counted towards this requirement. The total amount can count towards the frontage occupation requirement.
 - [2] If street access is not available, the required common space shall be provided as a small park within the development with a pedestrian walkway connection it to the public sidewalk.
 - [3] The remaining 3% of lot area designated for common space shall be located on the rooftop, or within the development in the form of a small park.
 - [4] When located on the front or side of the building, common space shall include shade trees and seating.

(2) Pedestrian Connectivity.

- (a) Convenient pedestrian connections shall be provided between all building entrances, parking areas, open spaces, and train stations or bus stops.
- (b) New sidewalks or walkways shall connect to existing sidewalks.

H. Streetscape Standards.

(1) Sidewalks.

- (a) Sidewalks shall be provided along all streets. Sidewalks which are along the major vehicular and pedestrian traffic areas of a TOD development (DeKalb Street and Boro Line Road) shall be provided within the minimum 15-foot-wide front setback as follows:
 - [1] Verge. A 5-foot verge shall be provided, including plating areas and street trees as required in §G.(3).
 - [2] Sidewalk. A sidewalk of at least 9 feet in width shall be provided along the verge.
- (b) All other walkways within the TOD development shall be a minimum of 8 feet in width.

(2) Building Façade. All visible façades, including side façades, shall be designed with detail to create visual interest. All buildings shall provide architectural features, which may be in the form of an articulated roofline with cornices, corbels, or other similar architectural treatments.

(a) A section of blank wall shall not exceed 5 linear feet without being interrupted by a window, entryway, planter, plaza, or some other design feature.

(b) Except where there is ground-floor level parking, clear retail and commercial windows shall encompass at least 50% of the building ground-floor street-facing façade.

[1] The visibility of commercial and retail windows shall be maintained. Windows signs cannot cover more than 30% of the window space.

(c) Corners. Building corners at intersections shall be visually emphasized through architectural design features.

(3) Street Trees. Trees shall be planted along all public rights of way in compliance with §495-63.

(a) Street trees shall be planted in the verge along the curb of DeKalb Street and Boro Line Road.

[1] Street trees may be planted as part of a green verge, or planted within a paved verge, provided they are planted in a tree well that has a capacity equal to at least 1,000 cubic feet.

(b) Replacement trees. Every effort should be made to avoid removal of trees having a caliper of six inches or greater from the property during land development. Where the removal of a tree is unavoidable, the applicant shall install replacement trees

(c) Street tree species types for new developments shall meet the following criteria:

[1] Cast moderate to ample shade

[2] Life span of at least 30 years

(4) Planting Beds. Buildings with ground floor parking shall incorporate a 5-foot-deep landscaped planting bed along the entire length of the building façade that is occupied by parking.

(a) Planting beds shall be excluded from the setback and sidewalk to ensure that the required 9-foot-wide sidewalk is provided, as illustrated in Appendix 2.

I. Parking. Due to the transit-oriented nature of the TOD development, a reduced demand for vehicular parking is anticipated. Parking requirements are as follows:

<i>Vehicular Parking Minimum for Residential Uses</i>	
1 Bedroom	1 parking spaces per dwelling unit
2 Bedroom	1.5 parking spaces per dwelling unit

(2) Surface parking. Surface parking shall meet the following requirements:

(a) All surface parking lots shall be located to the rear of the building.

(b) Surface parking lots shall not be located between a building and DeKalb Street or Boro Line Road.

(c) Surface parking lots visible from a public street shall be screened continuously by a 6-

foot-high wall, fence, hedge, or combination thereof.

- (3) Structured parking. Structured parking shall meet the following requirements:
 - (a) Structured parking should be designed as rear-entry, or side-entry, when feasible.
 - (b) On sloped lots that have a minimum of 6 feet difference in elevation between two opposite sides of the lot, the parking level shall be placed on the lower level of the lot.
 - (c) When parking requires excavation, or partial excavation, the first floor elevation of the building shall not be more than 5 feet above street level.
 - (d) When structured parking is provided within a residential building, there shall be no more than one level of parking along a public street.
- (3) Bicycle Parking. Each development shall provide convenient bicycle parking, subject to the following requirements:
 - (a) For residential uses, one bicycle rack for every three dwelling units shall be provided in a secured location.
 - (b) For commercial uses, one bicycle rack for every 15 feet of retail storefront frontage along a public street.
 - (c) Bicycle racks shall be installed in front of neighborhood retail storefront two feet from, and parallel to, the curb. Bicycle racks may be located within the verge, provided they are securely anchored.

J. Loading and Service Area

- (1) Loading and service areas shall be integrated into the building, when feasible. When not feasible, loading and service areas shall be located to the side or rear of buildings, and shall be screened from public streets by a 3-foot-high wall, fence, hedge, or combination thereof.
- (2) No loading or service area shall be located within 25 feet of any first floor residential use.

TOD Use Regulations

NOTE: If the number of columns is reduced or the table is reconfigured, this key can be used for reference.

KEY:

P = Permitted by right (zoning decision by Zoning Officer)

SE= Special exception use (decision by Zoning Hearing Board)

C = Conditional use

N = Not permitted

NOTE: The section numbers in parentheses refer to additional requirements for specific uses in §§ **560-XX** of this chapter.

Table 1
Types of Uses in the TOD

Types of Uses (see Definitions in Article II)	Permitted Use	Conditional Use	Not Permitted
Residential uses:			
Single-family detached dwelling			X
Twin dwelling, side by side, with each new dwelling unit on its own fee-simple or condominium lot			X
Townhouse/row house [§ 560-29A(34)], with each new dwelling on its own fee-simple or condominium lot			X
Apartment [§ 560-29A(34)]	X		
Group home within a lawful existing dwelling unit [§ 560-29A(14)], not including a treatment center	X		
Commercial uses:			
Auto repair garage or service station [§ 560-29A(7)]			X
Auto, boat or mobile/manufactured home sales [§ 560-29A(6)]			X
Car wash [§ 560-29A(11)]			X
Bakery, retail (if less than 15,000 square feet)	X		
Bed-and-breakfast inn [§ 560-29A(9)]			X
Catering, custom, for off-site consumption	X		
Communications tower/antennas		X	
Crafts or artisans studio (see also as "home occupation")	X		
Custom printing, photocopying, faxing,	X		

mailing or courier service			
Massage therapy, certified, see "personal services"	X		
Mixed-use buildings	X		
Motel or hotel [§ 560-29A(15)]			X
Office	X		
Personal services (includes tailoring, custom dressmaking, haircutting/styling, dry cleaning, shoe repair, and "message therapy, certified" (see also "home occupation"))	X		
Picnic grove, private [§ 560-29A(24)]	X		
Recreation, outdoor [§ 560-29A(26)], including miniature golf course, golf driving range, boating, fishing; not including uses listed separately			X
Restaurant [§ 560-29A(28)] or banquet hall, without drive-through service	X		
Retail store (not including individual uses such as firearm sales and adult uses) (if less than 15,000 square feet)	X		
Retail sales as accessory to items manufactured, assembled or processed on the premises, providing the retail sales area does not exceed 5% of the total floor area of the use (if less than 15,000 square feet)	X		
Tavern which may include a state-licensed microbrewery (not including after-hours club)	X		
Theater, indoor, other than adult use			X
Trade/hobby school	X		
Industrial uses (if less than 20,000 square feet):			X
Assembly or finishing of products using material produced elsewhere (such as products from plastics manufactured off site)			X
Manufacture and/or bulk processing of the following, provided manufacturing occurs only indoors:			
Apparel, textiles, shoes and apparel accessories (see also "craft studio")			X
Ceramics products (other than crafts			X

studio)			
Computers and electronic and microelectronic products			X
Electrical equipment, appliances and components			X
Jewelry and silverware			X
Medical equipment and supplies			X
Pharmaceuticals and medicines			X
Scientific, electronic and other precision instruments			X
Sporting goods, toys, games and musical			X
Wood products and furniture (not including raw paper pulp)			X
Packaging			X
Photo processing, bulk	X		
Printing or bookbinding	X		
Research and development, engineering or testing facility or laboratory			X
Warehousing or storage as an accessory use to a permitted principal use on the same lot or an adjacent lot or located in the same zoning district			X
Institutional uses:			
College or university; educational and support buildings	X		
Community center or library	X		
Cultural center or museum	X		
Day-care center, adult [§ 560-29A(2)]	X		
Day-care center, child [§ 560-29A(13)]	X		
Hospital			X
Membership club meeting and recreational facility, not including an "after-hours club" or "tavern"	X		
Nursing home or personal care home/assisted living [§ 560-29A(22)]	X		
Place of worship [§ 560-29A(25)]	X		
Public/semipublic uses:			
School, public or private, primary or secondary [§ 560-29A(29)]	X		
Borough-owned uses	X		
Emergency services station, which may	X		

include a supporting social club building or facility			
Publicly owned or publicly operated recreation or closely similar park open for public recreation use without charge	X		
Public utility facility (see also § 560-13) (not including commercial communications antennas)		X	
Swimming pool, nonhousehold [§ 560-29A(32)]			X
U.S. postal service facility, which may include a leased facility		X	
Accessory uses:			
Amusement arcade	X		
Conference center	X		
Day-care center accessory to a lawful place of worship	X		
Day care, child [§ 560-30D(3)]:	X		
Group day-care home	X		
Family day-care home	X		
Exercise club	X		
Financial institution (includes banks)	X		
Laundromat	X		
Recreation, indoor (includes bowling alley, roller or ice skating rink, battling practice and closely similar uses; other than uses listed separately)	X		
Miscellaneous uses:			
Parking lot as the principal use of a lot			X
Gasoline service station and filling station			X
Self-storage facility			X
Drive-through services			X