

ARTICLE ____
LANGHORNE STATION AREA (TOD) --
TRANSIT OVERLAY DEVELOPMENT DISTRICT

Section ____00: Declaration of Legislative Intent: In accordance with the findings and recommendations of the February 2004 study entitled, “*Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor*,” and in expansion of the Declaration of Legislative Intent and Statement of Community Development Objectives contained in Article I, Sections ____and ____, respectively, of the respective (municipalities) Zoning Ordinances and in furtherance of the goals and policies of the respective (municipalities) adopted Comprehensive Plans, it is hereby declared to be the intent of this Article, the Langhorne Station Area (TOD) -- Transit Overlay Development District, located in Penndel and Langhorne Manor boroughs and Middletown Township, to:

____00.1 Encourage development and redevelopment of land within and adjacent to the Southeastern Pennsylvania Transportation Authority’s (SEPTA) Langhorne Station area for a variety of retail commercial, office and personal services in either an individual or mixed use configuration, including higher density residential uses, to support a more transit-oriented development pattern along the Route 413, Route 513 and Route 1 corridors.

____00.2 Promote increased public transit ridership as an alternative to total reliance on the automobile for a variety of trip purposes.

____00.3 Reduce existing and forecasted traffic congestion and enhance safety conditions along the respective highway corridors and at intersecting roads along each corridor.

__00.4 Create more compact development patterns and mixed uses to reduce unnecessary vehicular trips and to promote a safer and more pedestrian/bicycle-oriented scale of development.

__00.5 Reinforce and strengthen community identity among the Route 413/513/1 communities.

__00.6 Provide incentives to encourage implementation of development plans with design features, support facilities and/or amenities that reinforce implementation of the TOD-District's goals and its relationship to the surrounding communities.

Section __01: Defining TOD District Boundaries. To implement the Declaration of Legislative Intent defined in Section __00, the following criteria shall be used to establish the boundaries of the TOD-District, as an overlay of existing zoning districts in each municipality:

__01.1 Rail Station TOD: For the Langhorne Station area along the existing R3 West Trenton Regional Rail line, the TOD-District boundaries shall include the station site; all parking areas, vehicular and pedestrian accessways and related ancillary facilities; and those contiguous tracts of land located within a one-quarter (1/4) mile radius (1320 feet) of the station site, measured from the center line of the rail corridor, closest to the station building. The boundaries of the TOD-District are shared by the three municipalities noted in Section __00.

__01.2 Bus Stop TOD: Within the defined boundaries of the Rail Station TOD, for an existing or proposed bus stop along the Route 413, 513 or

Route 1 corridors, the TOD-District boundaries may be expanded to include the stop location; any ancillary facilities; and those contiguous tracts of land within a one-eighth (1/8) mile radius (660 feet) of the bus stop location.

__01.3 Bus Stop Corridor: Where two or more Bus Stop TOD's occur in a concentrated pattern along the Route 413, 513 and 1 corridors, the respective (governing body) may elect to establish a Bus Stop Corridor overlay. The boundaries of the Bus Stop Corridor shall include the boundaries of the individual Bus Stop TOD's with connecting lines between them, parallel to each side of the arterial highway, for a distance of one-eighth (1/8) mile (660 feet), yielding a total corridor one-quarter (1/4) mile wide (1320 feet).

__01.4 A Rail Station, Bus Stop Corridor and/or Bus Stop TOD may be combined into a single TOD area at the discretion of the respective (governing body). The separate bus and rail standards of this District shall apply within the different components of the overall area created, except that where the boundaries of a bus and rail TOD overlap, the requirements of the Rail Station TOD shall apply.

__01.5 For a tract of land held in single ownership that is divided by the application of the overlay criteria described in subsections __01.1, __01.2 and __01.3, only that portion within the overlay area shall be eligible for the incentives provided by the TOD-District, unless the respective (governing body) approves the expansion of the TOD-District incentives to the entire

tract, or a portion thereof, in accordance with the procedures outlined in Section __02, herein.

Section __02: Development Plan Modifications and Flexibility. It is the intent of the TOD-District to provide for flexibility in the review and execution of proposed subdivision and land development plans in order to accomplish the overall intent of the TOD-District in the most expeditious manner possible. The respective (governing body) of (municipality), following the review and comments of the respective (municipality) planning commission and the advisory review of the Bucks County Planning Commission, shall work closely with the applicant to implement the proposed TOD development. Should waivers or modifications from the strict interpretation of the area, bulk and dimensional requirements of this Article and/or those of the underlying zoning district(s) be necessary or desirable to achieve the intent of the TOD-District, the following procedure shall be followed:

__02.1 Any such waivers or modifications shall be specifically shown and/or noted on the proposed development plan and in any accompanying documentation submitted with the proposed development plan.

__02.2 The applicant shall specifically request the proposed waivers and/or modifications in a letter to the respective (governing body), citing the benefits gained in terms of better meeting the specific intent of the TOD-District, and any mitigation actions to overcome or minimize possible impacts resulting from implementation of the requested waivers and/or modifications.

__02.3 The respective (governing body) shall act on the disposition of the request for waivers and/or modifications in conjunction with the approval or disapproval of the overall development plan for the proposed development.

__02.4 In addition to the procedures outlined in this section, an applicant may seek relief from the (municipality) Zoning Hearing Board, consistent with the requirements of the Pennsylvania Municipalities Planning Code.

Section __03: Permitted Uses. The permitted uses in the TOD-district shall be as follows:

__03.1 Any use permitted in the underlying zoning district(s) that is consistent with the overall Declaration of Intent of this Article.

__03.2 The following uses, by right, as pertinent to the Rail Station, Bus Stop and Bus Stop Corridor components of the overall TOD-District:

- a. Bus stop location, including a bus pull-off area, pad, shelter, surface or structured parking areas and similar uses.
- b. Passenger rail station and supporting or adjunct facilities, including surface or structured parking areas, taxi stand, bus shelter, bicycle racks and lockers and similar uses.
- c. Attached dwelling units, in any configuration, not to exceed eight (8) units in a row.
- d. Multifamily dwellings, not to exceed four (4) stories in height.
- e. Day care facilities, post office, information centers and similar facilities and uses.

- f. Commercial, office and personal and professional service uses.
- g. Financial institution, medical/dental office and educational institution.
- h. Telecommuting center and similar computer or communications technology facility, excluding transmission tower and relay stations.
- i. Active or passive recreation areas, including bicycle or hiking trail.
- j. Accessory uses located on the same tract with and customarily incidental to any permitted or conditional use as specified herein.

03.3 Prohibited Uses. The following uses are not permitted within the TOD-District, regardless of the uses permitted in the underlying zoning district(s):

- a. New Single-family detached dwellings; however, nothing shall inhibit the expansion, rehabilitation or replacement of an existing dwelling on the same lot, in accordance with the underlying zoning district.
- b. New Two-family dwellings; however, nothing shall inhibit the expansion, rehabilitation or replacement of an existing two-family dwelling on the same lot, in accordance with the underlying zoning district.
- c. Highway-business uses (gas stations, auto body repair shops and similar uses)

- d. Free-standing indoor recreation uses, entertainment centers and restaurants, when not part of a mixed-use development or shopping center.

__03.4 Conditional Uses. The following conditional uses, when authorized by the respective (governing body) following review and recommendations by the respective (municipal) planning commission and the Bucks County Planning Commission.

- a. Housing for the elderly, retirement community, or assisted living arrangement.
- b. Mixed-use development or shopping center, including the uses permitted in this District.
- c. Any other use which does not qualify as a permitted use, but which can be demonstrated to further the overall Declaration of Intent of the TOD-District.

Section __04: Development Requirements. In the TOD-District the following development regulations shall apply:

__04.1 Development Prerequisites: The following development prerequisites are required to be met by an applicant seeking to develop land within the TOD-District:

- a. Ownership. The tract of land to be developed shall be in single ownership, or shall be the subject of an application filed jointly by the owners of the entire tract. The tract shall be developed under single direction in accordance with an approved plan. Development of the

tract shall commence in earnest within thirty-six (36) months of approval under this Article or the development agreement required in subsection __04.1d., herein, shall be rendered void. Transfer of ownership, except by mortgage, prior to the commencement of construction, shall necessitate re-execution of the agreement between the new owners and the respective (governing body).

b. Sewer and Water Facilities. The tract of land shall be served by public sewer and centralized water facilities deemed acceptable by the respective (governing body), upon recommendation of the respective (municipality) Engineer.

c. Development Plan. The application for development shall be accompanied by a plan, or plans, showing the detailed use of each area of the entire tract, and the plan or plans shall comply with all pertinent requirements of the respective (municipality) Subdivision and Land Development Ordinance and other applicable ordinances.

d. Utilities. Where feasible, for projects involving new construction and/or redevelopment activities, every effort shall be made to place telephone, cable television and similar utility lines underground.

e. Development Agreement. The development of a tract carried out in either a single phase or in stages, shall be executed in accordance with a development agreement. The owner, developer and respective (municipality) shall enter into said agreement embodying all details

regarding compliance with this Article to assure the binding nature thereof to the overall tract and its development, which agreement shall be recorded with the final development plan.

__04.2 Development Regulations. In the TOD-District the following development regulations shall apply, regardless of the regulations of the underlying zoning district(s):

a. Density: The following densities shall apply:

(1) The maximum permitted density in a Rail Station TOD shall not exceed fifteen (15) dwelling units per acre.

(2) The maximum density in a Bus Stop TOD or Bus Stop Corridor shall not exceed twelve (12) dwelling units per acre.

(3) All tract sizes and density calculations shall exclude the rights-of-way of existing public roads.

(4) The maximum permitted floor area for any non-residential use in the TOD-District shall be equal to the maximum permitted for the individual uses, as defined in the respective (municipality) Zoning Ordinance, or in the underlying zoning district(s), whichever is applicable.

b. Minimum Tract Size: The following minimum tract sizes shall apply:

(1) The minimum tract size for a single use in a Rail Station, Bus Stop TOD or Bus Stop Corridor shall be 20,000 square feet.

(2) The minimum tract size for a mixed-use development or shopping center, involving two or more of the permitted uses within the same building or multiple buildings on the same site, shall be one (1) acre and three (3) acres, respectively.

c. Minimum Frontage. The minimum frontage in the TOD-District shall be one hundred (100) feet, measured along the street line.

d. Minimum Building Setbacks. The minimum building setbacks in the TOD-District shall be twenty (20) feet from the ultimate right-of-way line and fifteen (15) feet from any adjoining property line. However, where an agreement between adjoining land owners has been reached in accordance with subsection __04.2l.(A)(1) to establish a zero-lot line development plan with shared parking and accessways along a side or rear property line, the adjoining property line setback may be waived by the respective (governing body).

e. Building and Development Plan Orientation. In order to interrelate the transit and other uses in the TOD-District, the location of buildings shall be appropriately oriented toward the stop or station, transit customer parking areas and pedestrian ways and away from vehicular driveways, loading areas and employee parking areas. Wherever possible, buildings shall be in a clustered arrangement to

encourage convenient, pedestrian access and to minimize walk distances.

f. Minimum Parking Setback. Parking areas shall be located to the side or rear of the overall property, unless front yard parking is the only feasible alternative. Shared parking and accessways are encouraged wherever possible in a TOD-District. No parking area shall be located closer than fifteen (15) feet to any side or rear property line, unless there is a shared parking agreement with an adjacent landowner as specified in subsection __04.2d and __04.2l.
(A)(1).

g. Maximum Building Coverage. Building coverage shall not exceed forty percent (40%) of the tract area for a single or mixed residential development and forty-five percent (45%) for a non-residential or mixed-use development.

h. Maximum Impervious Coverage. The total paved area of a tract shall not exceed sixty percent (60%) for a single or mixed development.

i. Maximum Height. The maximum height for any use in the TOD-District shall not exceed forty-five (45) feet or four (4) stories, whichever is lower.

j. Minimum Public Space. The total area of the tract devoted to active or passive recreation areas, open space, pedestrian ways, trails and other areas for public use, excluding roads, access

driveways and parking areas, shall be a minimum of twenty percent (20%).

k. Highway Access. Every effort shall be made to minimize the number of curb cuts and accessways serving the TOD-District. Working closely with Pennsylvania Department of Transportation District 6-0, the Bucks County Planning Commission and the respective (municipality) Engineer, the developer's access and circulation plan shall be reviewed and coordinated with existing and pending development within or adjacent to the TOD-District, and provide for safe bus pull-off areas, where applicable.

l. Parking. For proposed developments in the TOD-District, including transit customer parking, the following standards shall apply:

(A) For proposed developments not involving transit customer parking, the standards shall be those contained in the respective (municipality) Zoning Ordinance and other pertinent ordinances, except as follows:

(1) Shared Parking. Arrangements between two or more property owners along a common lot line are encouraged. Development plans involving a shared parking arrangement shall show the parking layout, shared accessways and internal circulation pattern. Approval of a shared parking arrangement is subject to review by the respective (municipality) planning commission and the respective (municipality) Engineer.

(2) Parking Reserve Area. Within the TOD-District a developer may construct up to seventy-five (75%) percent of the required parking spaces initially, while preserving the balance of the area usually required for parking in planted and landscaped green space. Within one (1) year from the completion of the project, the respective (municipality) Engineer shall certify whether or not the reserved spaces are needed. Should some or all of the spaces be required, the developer shall install such spaces within six (6) months. Should such spaces not be required, the reserved area shall remain as green space.

(B) For transit customer parking, the standards shall be the following:

(1) A standard perpendicular parking stall shall be eight and one half (8.5) by seventeen (17) feet with an accompanying twenty (20) foot standard aisle for two way traffic circulation, and be part of a fifty four (54) foot parking module. Major access aisles shall be no more than twenty-four (24) feet wide and sufficient end of row turning radii shall be provided for bus and emergency vehicle maneuvering and shall be in accordance with the recommended standards of the respective (municipality). An angled parking stall and aisle combination shall be as shown below:

Angle (Degrees)	Vehicle Projection (feet)	Aisle Width (feet)	Stall Width (feet)
Forty Five (45)	Eighteen (18)	Thirteen and One Half (13.5)	Eight and One Half (8.5)
Sixty (60)	Nineteen and One Half (19.5)	Eighteen (18)	Eight and One Half (8.5)
Seventy (70)	Nineteen (19)	Twenty-Five (25)	Eight and One Half (8.5)

(2) Handicap spaces shall be eight (8) feet by seventeen (17) feet with a five-foot access aisle. In cases where two or more handicap stalls adjoin, a five foot shared aisle shall be used. Handicap stalls with all related accommodations shall be constructed and designated in accordance with the Uniform Federal Accessibility Standards, or applicable state or (municipality) laws or regulations.

(3) Entrances and exits shall be designed and located in accordance with the respective (municipality), Pennsylvania Department of Transportation and AASHTO Standards. Single directional entrances and/or exits shall be no less than

twelve (12) feet wide. Combined entrances and exits shall be no less than twenty-four (24) feet wide.

(4) Parking surfaces and approaches shall be paved with concrete, asphalt or any dust-free, approved highway surface material and installed in accordance with American Concrete Institute Standards for concrete pavement and Asphalt Institute Standards for asphalt pavement. The surface shall be graded properly to insure proper drainage in accordance with the respective (municipality) standards. Pervious parking surfaces may be permitted in areas prone to flooding with the review and approval of the respective (municipality) Engineer.

m. Storm Drainage. Drainage design and storm water management practices shall be in accordance with the applicable respective (municipality) ordinances and state law.

n. Lighting. Light fixtures shall be mounted on a minimum fifteen (15) foot pole or a maximum twenty (20) foot pole and directed downward with no filaments exposed. The poles and fixtures shall be placed to achieve a minimum average illumination of two (2) foot candles. The lighting shall be configured to minimize the glare on adjacent properties.

o. Pedestrian Ways. Pedestrian sidewalks and walkways shall be provided, where necessary, to insure pedestrian safety. These walkways shall be of a five (5) foot maximum width, protected from

vehicle overhang and movement by wheel stops, striping or other methods. Every effort shall be made to provide a direct connection to the station/stop from the proposed development and to coordinate accessways and pedestrian paths with existing and planned pedestrian/bicycle facilities serving a broader area.

p. Signage. Signs shall be permitted as follows:

(1) On site directional arrows and traffic signs shall be provided as necessary for traffic control and shall be in accordance with Pennsylvania Department of Transportation Publication 203 requirements.

(2) Each parking stall may be signed with free-standing signs for revenue collection purposes. Regulatory and identification signs shall be in accordance with Southeastern Pennsylvania Transportation Authority (SEPTA) Graphic Standards and the Pennsylvania Motor Vehicle Code.

q. Landscaping. Transit customer parking lots shall be landscaped with trees and shrubs to reduce the visual impact of glare and headlights, to delineate all driving lanes and to distinguish rows of parking, in accordance with pertinent standards and requirements of the respective (municipality).

(1) A ten (10) foot landscaped buffer area shall be provided between the parking lot, adjacent developed properties and street lines, except for adjoining residential zones in which

case a fifteen (15) foot landscaped buffer area shall be provided.

(2) Planters shall be used to separate access aisles and parking stalls. All end of row planters shall be a minimum of eight and one half (8.5) feet wide and a maximum of ten (10) feet wide. The depth of said planters shall be no less than seventeen (17) feet and no more than thirty-four (34) feet. Planters shall be underlain by soil, protected by curbing and contain one shade tree plus shrubs and/or groundcover to cover the entire surface area.

(3) Plantings shall be of a slow-growth, low maintenance nature comprised primarily of shade trees, evergreen trees, shrubs and grasses and be of appropriate caliper, density and variety.

(4) The placement of light standards shall be coordinated with the plantings to avoid a conflict with the operation of light fixtures.

r. Other Development Standards. Any other development standards of the respective (municipality) not specifically noted in the TOD-District shall remain in effect and shall apply to the development of any land within or adjacent to the TOD-District.

04.3 Development Incentives. Proposed developments that provide rail or transit facilities, transit customer parking areas, bus pull-offs, pedestrian

paths to a station or stop, shelters, bicycle lockers and racks, amenities and related services or facilities may be entitled to a development incentive of up to ten percent (10%) additional density or up to ten percent (10%) additional floor area above that permitted in the TOD-District.

- a. The proposed transit-oriented amenities shall be specified in writing at the time of development approval, shown on the development plan and incorporated in the development agreement specified in Subsection __04.1d.
- b. The adequacy and appropriateness of the proposed transit-oriented amenities shall be reviewed by the respective (municipality) planning commission, in conjunction with staff from the Bucks County Planning Commission and representatives from SEPTA and the Bucks County TMA.
- c. The outcome of the joint review shall be conveyed to the respective (governing body), prior to a decision on the overall development plan. The respective (governing body) may approve the proposed development with the proposed transit incentives; without the proposed incentives; or with modifications, including a commensurate reduction in the density or floor area additions proposed by the applicant.