Appendix E
Setback/Buffer Requirements for Commercial, Multi-Family or Mixed Use Site Planning

Development concept (Above): Parking abuts to the edge of the river, and public access is restricted along the river bank.

Alternative development concept (Below): A river setback creates a trail and parkway amenity for employees or residents occupying the buildings, and for the general public. The parking footprint is reduced by encouraging tuck-under parking.

An increased setback along sensitive rivers, streams or wetlands can help to create a trail easement, and protect water quality by reducing lawn fertilizer contaminants or pollution from parking lot run-off.

Note that buildings front the street to encourage walking, and the majority of parking is contained in the middle of the development – away from the river and out of sight from the street.
Appendix F
Maximizing Regional Trail and Transit Use through Land Use and Transportation Planning

Above: Separated Land Uses near trail and transit service draws fewer transit trips from residents and workers in the region, and encourages vehicle trips to access trailheads for recreation.

Below: Transit Oriented Development (TOD) nodes along transit service and parkways attract more people to live and work near transit stops and trail heads. This strategic land use strategy requires inter-jurisdictional cooperation to maximize use of transit and trails, reduce vehicle trips, and improve air quality.

TOD neighborhoods and other compact development (including commercial development) can serve as receiving areas for transferable development rights (TDR) to preserve sensitive land areas near a community (See Section 5.1).