

## Transit Master Plan: Local Land Use Policy Review and Recommended Strategies

Land Use Policy	Relationship to Transit	Strength/ Opportunity	Recommended Strategies
<b>City of Pocatello Comprehensive Plan: Transportation Chapter</b>			
<b>Reference</b>	<b>Description</b>		
Policy 1.1b	Ensure coordination with BTPO regional transportation plan	Land Use Decision Making	Strength/ Opportunity
Policy 1.2a	Jointly promote active transportation concepts	Land Use Decision Making	Strength/ Opportunity
Objective 1.3	Support "comprehensive" street concepts	Operations/Accessibility	Opportunity
Policy 1.5a	Implement BPTO's New Bus Stop Evaluation Report	Operations/Accessibility	Strength/Opportunity
Policy 1.5c	Create strong transit linkage to land use planning activities	Land Use Decision Making	Strength/ Opportunity
Policy 2.1b	Promotes compact development in support of walking, bicycling, and transit	Land Use Decision Making	Strength
Policy 3.1a	Zoning to support high density mixed use development (ISU, Warehouse District, Old Town)	Density	Opportunity
Policy 3.1c	Promote a transportation system that supports nodal development	Density/Diversity	Opportunity
Policy 3.2d	Increase flexibility with minimum parking requirements	Density	Strength/Opportunity
<b>City of Pocatello Subdivision Ordinance</b>			
<b>Reference</b>	<b>Description</b>		
16.20.40 (F)	Preliminary Plat Application Review	Land Use Decision Making	Opportunity
16.20.050 (D)	Review Criteria	Operations/Accessibility	Opportunity
16.20.050 (G)	Review Criteria	Planning	Opportunity
<b>City of Pocatello Title 12: Public Improvement Standards, Street Abutments &amp; Public Spaces</b>			
<b>Reference</b>	<b>Description</b>		
12.02.020 (B)	Provides for a range of transportation options including transit	Planning	Strength
12.04.020	Specifications for Curbs and Sidewalks	Design	Opportunity
<b>City of Pocatello Public Works Design Principles &amp; Standards Section 500: Streets</b>			
<b>Reference</b>	<b>Description</b>		
500.02	Reference to Transit Oriented Corridors in Street Arrangement section	Planning	Opportunity
500.02	Complete Streets	Operations/Accessibility	Strength
500.04.02	Minimum travel lane widths (12' for arterials & collectors, 10-12' residential)	Operations/Accessibility	Strength
500.04.02	Minimum curb radii (30')	Operations/Accessibility	Opportunity
500.04.02	Minimum sidewalk widths (4'-5')	Design	Opportunity
500.04.02	Minimum design speeds (arterials 40-45, collectors 30-35, residential 20)	Design	Opportunity
500.12	Bus Stop Facilities: subject to specifications required by City Engineer and RTP	Operations/Accessibility	Strength
500.20.04	Planter Strips (min of 5' on all new streets)	Operations/Accessibility	Opportunity
<b>City of Pocatello Title 17: Zoning Regulations</b>			
<b>Reference</b>	<b>Description</b>		
17.01.110 (B)	Encourages inventive ideas in design, quality, and character of infill/redevelopment	Density	Strength
17.01.110 (F)	Increase public access to mass transit and alternative modes of transportation	Operations/Accessibility	Strength
17.01.110 (G)	Foster a pattern of mixed use development where appropriate	Diversity	Strength
17.01.110 (H)	Encourages infill development	Density	Strength
17.01.110 (K)	Encourages residential development with a variety of densities	Density	Strength
17.02.150 (C)	Planned Unit Development Criteria for Review	Operations/Accessibility	Opportunity
17.02.150 (G.4)	PUD residential development parking requirements	Density	Opportunity
17.02.150 (H)	Residential/Commercial/Professional (RCP) PUD parking requirements	Density	Opportunity
17.02.160 (D)	Neighborhood Refinement Plan Criteria for Review	Operations/Accessibility	Opportunity
17.02.180 (E.4)	Title Text and Map Amendments Criteria for Review	Operations/Accessibility	Opportunity
17.02.500 (B)	Site Plan Review Committee	Land Use Decision Making	Opportunity
17.03.230 (B)	Residential Zoning Districts Use Table: Accessory Dwelling Units	Density	Opportunity

17.03.230 (B)	Residential Zoning Districts Use Table: Retail	Diversity	Opportunity	Consider permitting neighborhood serving retail by right in medium-high residential zones (RMS, RMM, RH)
17.03.240	Development Standards in Residential Zoning Districts: Maximum Densities	Density	Opportunity	Increase density maximums in RMM, RH and RCP Districts to better support transit service
17.03.240	Development Standards in Residential Zoning Districts: Minimum Setbacks	Design	Opportunity	Remove minimum setback requirements in RM, RH and RCP Districts to provide a sense of enclosure and security for pedestrians
17.03.240	Development Standards in Residential Zoning Districts: Maximum Building Heights	Density	Opportunity	Increase maximum building heights in RMM, RH and RCP Districts to allow for high densities to support transit service
17.03.310	Commercial and Mixed Use Zoning Districts: Purpose	Diversity	Strength	Promotes mixed use areas where residents can meet their daily needs through multiple modes of transportation
17.03.320 (A)	Neighborhood Commercial District (NC): Maximum Residential Density	Density	Opportunity	Increase maximum allowable density from 8 to 12 units per acre as allowed in RMM zone to better support transit service
17.03.330 (B)	Commercial and Mixed Use Zoning Districts Use Table: Residential Condominiums	Density	Opportunity	Allow residential condominiums as a restricted use as long as the ground floor is maintained as storefronts
17.03.330 (B)	Commercial and Mixed Use Zoning Districts Use Table: Eating and drinking establishments	Design	Opportunity	Consider prohibiting drive-through establishments in the NC, RCP, and CC zones to enhance their pedestrian orientation
17.03.330 (B)	Commercial and Mixed Use Zoning Districts Use Table: Sales Oriented Retail	Design	Strength	Limits the size of sales oriented retail to 10,000 sq ft, thereby promoting a greater diversity of local and regional establishments
17.03.330 (B)	Commercial and Mixed Use Zoning Districts Use Table: Nonaccessory parking	Design	Opportunity	Consider making nonaccessory parking a conditional or restricted use in all zones to enhance transit and pedestrian orientation
17.03.340 (B)	Development Standards in Commercial Zoning Districts: Minimum Front Setbacks	Design	Opportunity	Remove minimum setback requirements in NC and RCP Districts to better activate the street level
17.03.340 (C)	Development Standards in Commercial Zoning Districts: Building Facades & Exterior Facades	Design	Strength	Articulation of facades limits blank walls in commercial and mixed use areas. Consider allowing murals to meet requirement.
17.03.340 (D.1)	Commercial and Mixed Use Zoning Districts: Bicycle and Pedestrian Circulation	Design	Strength	Provides pedestrian walkways from building and store entrances to transit stops
17.03.340 (D.2)	Commercial and Mixed Use Zoning Districts: Bicycle and Pedestrian Circulation	Design	Opportunity	Consider requiring wider sidewalks near transit stops to allow for rider queuing and pedestrian circulation
17.05.250 (A)	Street Frontage/Setback Area Landscaping	Operations/Accessibility	Opportunity	Add landscaping exemptions for transit stops and accessways
17.05.300	Infill and Redevelopment Standards	Density	Strength	Encourages infill and redevelopment to reduce VMT
17.05.500	Off Street Parking Standards	Density	Opportunity	Consider conducting citywide parking survey based on land uses to recalibrate parking standards. Greater land use efficiency could be achieved with lower standards.
17.05.500	Off Street Parking Standards	Density	Opportunity	Consider parking reduction for development within 1/4-mile of year-long fixed transit routes
17.05.560 (L)	Off Street Parking Standards: Bicycle Parking	Design	Strength	A minimum of 5% of required automobile parking must be bicycle parking for larger developments
17.05.570 (1)	Off Street Parking Standards: Multifamily dwelling units	Density	Opportunity	Consider basing multifamily requirements on number of bedrooms. Excessive parking can limit density yields and promote SOV trips.
17.05.570 (1)	Off Street Parking Standards: Dormitory	Density	Opportunity	College students are less likely to own cars while enrolled in school. Excessive parking can limit density yields and promote SOV trips.
17.05.570 (1)	Off Street Parking Standards: Office	Density	Opportunity	Office-based employees are more likely to carpool and/or take transit. Consider lower ratio requirements.
17.06.100 (C.4)	Accessory Dwelling Off Street Parking	Density	Opportunity	Consider lowering parking standard for ADU to 1 per unit given the target demographic of students and seniors
<b>City of Chubbuck Comprehensive Plan: Transportation Chapter</b>				
<b>Reference</b>	<b>Description</b>			
Objective 1.1.4	Encourage higher densities and site designs that support transit	Density	Strength	Policy support for transit oriented development
Policy 1.1.4a	Phase public service extensions and increase development densities	Density	Strength	Supports infill in advance of extending services to low density areas. Consider tracking infill and greenfield development over time to ensure implementation.
Policy 1.1.5b	Work with PRT to develop transit stops with amenities (bike racks, benches, shelters)	Design	Strength/Opportunity	Supports the enhancement of transit stop facilities. Consider local investments in pedestrian and bicycle access improvements beyond the immediate stop area (1/4-mile).
Policy 1.1.7c	Minimize block-length standards to encourage interconnected streets	Design	Strength/Opportunity	Smaller blocks shorten travel distances for pedestrians. Implement by reducing the minimums in the Title 16 Land Improvement Standards.
Policy 1.1.7d	Provide mid-block pedestrian pathways	Design	Strength	Breaks up "superblocks" where smaller blocks cannot be otherwise provided
Policy 1.1.7g	Provide sidewalks along both sides of all public streets	Design	Strength	Ensures pedestrian access to transit corridors and stops
Policy 1.1.8c	Allow narrower roads as part of the subdivision standards	Design	Strength/Opportunity	Narrower residential streets increase pedestrian comfort by calming traffic. Ensure that transit corridors have sufficient lane to accommodate bus movements.
Objective 2.1.1	Implement improvements that are consistent with the regional transportation plan	Land Use Decision Making	Opportunity	Actively involve PRT and BTPO in local land use decision making process (e.g. Planning Conferences, Site Plan Review Committee, Comprehensive Plan Updates)

**City of Chubbock Title 16: Land Improvement Standards**

Reference	Description			
16.12.020	Streets: ROW Standards	Operations/Accessibility	Opportunity	Consider adding minimum travel lane widths to ROW standards to accommodate bus movements along transit corridors
16.12.020 (Q)	Streets: Pedestrian Walks	Design	Strength/Opportunity	Requires pedestrian walks on both sides of the street in new development. Add required minimum sidewalk widths based on the street type.
16.12.030 (A)	Blocks and Lots	Design	Opportunity	Consider reducing the minimum block length of 400' to shorten pedestrian walking distances and improve directness of routes. Some neighborhoods in Chubbock exhibit smaller block sizes.
16.12.030 (B)	Blocks and Lots	Design	Strength	Ability to require wider pedestrianways (8') in essential areas (schools, shopping centers, transportation facilities)

**City of Chubbock Title 17: Land Development (Subdivision)**

Reference	Description			
17.12.020 (A)	Planning Conference	Land Use Decision Making	Opportunity	As needed, add PRT and BTPO Directors or their designees to Planning Conferences
17.12.020 (B)	Planning Conference Requirements	Operations/Accessibility	Opportunity	Include existing and potential transit access to required sketch plan and narrative elements
17.12.170 (C)	Preliminary Plat Existing Conditions Requirements	Operations/Accessibility	Opportunity	Where applicable, add adjacent transit stops and routes to required existing conditions data
17.12.180 (A)	Preliminary Plat Proposed Conditions Requirements	Operations/Accessibility	Opportunity	Where applicable, add desired transit stops to proposed conditions data

**City of Chubbock Title 18: Land Use**

Reference	Description			
18.08.040	Land Uses by Districts: Limited Commercial (C-1)	Diversity	Opportunity	Consider permitting more commercial retail (small grocers, restaurants, retail stores and services) by right to better serve residents' daily needs
18.08.040	Land Uses by Districts: Residential Zones	Density	Opportunity	Consider adding Accessory Dwelling Units as a conditional use within all residential zones to increase densities
18.08.040	Land Uses by Districts: Commercial Zone Residential Uses	Density	Opportunity	Residential uses are predominantly conditional in C-1 and C-2 zones. Consider adopting a mixed use zone where residential uses are allowed by right.
18.08.042 (A)	Height and Area Regulations: Front Setbacks	Design	Opportunity	Allow greater flexibility in front setback requirements for R-4, C-1 and C-2 zones to bring buildings to the street and increase land use efficiency
18.08.045	Off-Street Parking Requirements	Density	Opportunity	Consider parking reduction (percent of required) for development within 1/4-mile of yearlong fixed transit routes
18.08.045	Off-Street Parking Requirements: Commercial	Density	Opportunity	Office-based employees are more likely to carpool and/or take transit. Consider lower ratio requirements.
18.08.045	Off-Street Parking Requirements: Residential	Density	Opportunity	Consider reduced requirement (1.0-1.5 per unit) for multifamily (studios, 1-bedrooms)
18.14.020 (D)	Required landscaping (10') adjacent to public rights of way	Operations/Accessibility	Opportunity	Accessways through landscaping are permitted. Consider highlighting exemptions for transit stops and landing pads.
18.16.040 (B.1)	Design Overlay District: Traffic Safety and Congestion	Design	Opportunity	Design review applications should include consideration of the site's existing and potential access to transit service
18.16.050	Design Review Committee Composition	Design	Opportunity	Add PRT and BTPO Directors or their designees to the Design Review Committee
18.20.010	Planned Unit Developments	Design	Strength	Promotes greater land use efficiency and, potentially, transit ridership by allowing more flexibility in terms of densities, land use mix, and housing types
18.20.030 (B)	Planned Unit Developments: Minimum Areas	Density	Opportunity	Reduce minimum land area threshold (5 acres) for PUD in commercial zones to increase eligibility and usage
18.20.060 (F)	Planned Unit Developments: Residential Buffers	Diversity	Opportunity	Remove residential buffer requirement for commercial uses to allow mixed use buildings
18.20.065	Planned Unit Developments: Required Amenities	Operations/Accessibility	Opportunity	Add a transit stop as a potential amenity if the PUD abuts an existing fixed transit corridor
18.20.080	Planned Unit Developments: Density	Density	Strength	Allows density bonuses within PUDs based on design elements and provision of amenities
18.20.085	Planned Unit Developments: Residential Infill Planned Developments	Density	Strength	Allows 15 percent increase in density as an infill incentive
18.22	Infill Development	Density	Opportunity	Repealed by ordinance in 2006