

City of Philadelphia



(Bill No. 260517)

AN ORDINANCE

Amending Title 14 of The Philadelphia Code, entitled “Zoning and Planning,” by revising certain provisions of Section 14-513, entitled, “/TOD, Transit-Oriented Development Overlay District” to rename it “/TOC, Transit Oriented Communities Overlay District,” to expand its applicability radius, and amending various sections to make changes to applicable use, dimensional and parking standards, all under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Title 14 of The Philadelphia Code is hereby amended to read as follows:

* * *

TITLE 14. ZONING AND PLANNING

* * *

CHAPTER 14-500. OVERLAY ZONING DISTRICTS

* * *

§ 14-513. [/TOD,] /TOC Transit-Oriented [Development] *Communities* Overlay District.

(1) Purpose.

The [/TOD,] /TOC Transit-Oriented [Development] *Communities* Overlay District [including the development, use, and parking standards of this section,] is intended to [encourage compact urban growth patterns, opportunities for increased transportation mode choice, reduced reliance on the automobile,] *foster vibrant, sustainable, mixed-use communities near transit stations. This includes improving the* [and a safe and pleasant] *safety and quality of the* pedestrian [environment.] *environment; the inclusion of places to live, work, shop, and play; and enhanced access to transit.* [The regulations help ensure an attractive streetscape, a functional mix of complementary uses and provision of amenities that] *Taken together, these features will support the use of transit, [bicycles, and pedestrian facilities.] biking, and walking, while reducing reliance on motor vehicles.*

(2) Applicability.

The [/TOD, Transit-Oriented Development Overlay District] standards of [this section] *the /TOC Transit-Oriented Communities Overlay District* shall apply to new construction

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and expansions of more than [thirty] *twenty-five* percent [(30%)] 25% of gross floor area on lots located within [the /TOD Transit-Oriented Development Overlay Districts designated] *area described* in § 14-513(3) (Designation).

(3) Designation.

Any lot that meets the conditions set forth in subsection § 14-513(3)(b) shall be subject to the [/TOD,] /TOC Transit-Oriented [Development] *Communities* Overlay District rules of this section. *A Designated Transit-Oriented Communities (TOC) Transit Station may include any rail stop or station; any water taxi stop; any intercity bus station; and any bus or trolley stop that is located within 500 feet of a rail stop or station, includes permanent structures outside of the right-of-way, or includes dedicated passenger infrastructure.*

(a) Transit-Oriented [Development (TOD)] *Communities (TOC)* Transit Station, Designated.

The following transit stations are designated as Transit-Oriented [Development (TOD)] *Communities (TOC)* Transit Stations. Any renaming of a station shall not affect its designation herein.

(.1) The L (Market-Frankford Line)

[(.1)] *(.a)* Frankford Transportation Center [(Market-Frankford Line).]

[(.2)] *(.b)* Erie-Torresdale Station [(Market-Frankford Line).]

[(.3)] *(.c)* Tioga Station [(Market-Frankford Line).]

[(.4)] *(.d)* Allegheny Station [(Market-Frankford Line).]

[(.5)] *(.e)* Somerset Station [(Market-Frankford Line).]

[(.6)] *(.f)* Huntingdon Station [(Market-Frankford Line).]

[(.7)] *(.g)* Berks Station [(Market-Frankford Line).]

[(.8)] *(.h)* Spring Garden Station [(Market-Frankford Line).]

[(.9)] *(.i)* 46th Street Station [(Market-Frankford Line).]

[(.10)] *(.j)* 52nd Street Station [(Market-Frankford Line).]

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[(.11)] *(.k)* 56th Street Station [(Market-Frankford Line).]

[(.12)] *(.l)* 60th Street Station [(Market-Frankford Line).]

[(.13)] *(.m)* 63rd Street Station [(Market-Frankford Line).]

(.2) The B (Broad Street Lines)

(.a) Reserved

(.3) Regional Rail Lines

(.a) Reserved

(.4) The T (Subway-Surface Trolley Lines)

(.a) Reserved

(.5) Other Transit

(.a) Reserved

(b) Transit-Oriented [Development (TOD)] *Communities (TOC)* Lots, Designated.

The [/TOD,] /TOC Transit-Oriented [Development] *Communities* Overlay District shall include [any lot lying in whole or in part within 500 linear ft. of any entrance to, or exit from, a TOD Transit Station.] *all lots in the areas described below.* The Commission shall maintain a map of all [TOD] /TOC Overlay [Districts] *District areas* and shall be responsible for determining whether a given lot lies within the [/TOD] /TOC Overlay District.

(.1) Any lot lying, in whole or in part, within 1,320 ft. of any entrance to, or exit from a (TOC) Transit Station listed under (a)(.1), (a)(.2), or (a)(.3), above or a subterranean (TOC) Transit Station listed under (a)(.4) or (a)(.5), above.

(.2) Any lot lying, in whole or in part, within 500 ft. of any entrance to, or exit from, a non-subterranean (TOC) Transit Station listed under (a)(.4) or (a)(.5), above.

(.3) For (TOC) Transit Stations that are located at grade or otherwise lack a clearly defined entrance or exit, these distances shall be measured

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from the edges of waiting areas (boarding platforms or permanent shelters).

(4) Use Regulations.

Notwithstanding [the] *other* provisions of this Zoning Code, lots located in [any /TOD] *the /TOC* Overlay District shall comply with the following use regulations.

[(a) Non-Accessory Parking Garages.

Where non-accessory parking garages are otherwise permitted by the base zoning district, non-accessory parking garages shall require a special exception.]

(a) Maximum Number of Dwelling Units.

For any lot within a CMX-1, CMX-2, CMX-2.5, or RM-1 district, the maximum number of dwelling units permitted is increased by fifty percent (50%).

(b) Active Ground-Floor Uses.

[If permitted under the base zoning district,] *Except in any RSA, RSD, RM, RTA, or SP-PO district, at least one of the following uses, which use must be permitted under the base zoning district, is required [on] along one hundred percent (100%) of the ground floor [of any building along the primary] frontage and within the first 30 ft. of building depth, measured from the front building line. If the property is bounded by two or more streets, only the primary frontages as designated in § 14-701(1)(d)(.4) (Primary Frontage) shall be subject to this requirement.*

(.1) Retail sales;

(.2) Commercial services;

(.3) Public, civic, and institutional uses;

(.4) Office uses; [or]

(.5) Enclosed public space, enclosed gardens, public rooms, through-block [connections.] *connections; or*

(.6) *Lobbies associated with multi-family household living, visitor accommodations, live theaters, movie theaters, or structured garages.*

(c) Non-Accessory Parking Garages.

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Where non-accessory parking garages are otherwise permitted by the base zoning district, non-accessory parking garages shall require a special exception.

[(c)](d) Prohibited Uses and Development.

The following uses are prohibited:

- (.1) Vehicle and vehicular equipment sales and services uses;
- (.2) Wholesale, distribution, and storage uses;
- (.3) Non-accessory surface parking; and
- (.4) Drive-throughs.

[(d)] Maximum Number of Dwelling Units.

For any lot within a CMX-1, CMX-2, CMX-2.5, or RM-1 district, the maximum number of dwelling units permitted is increased by fifty percent (50%).]

(5) [TOD] TOC Form and Design Standards.

(a) Dimensional Standards.

(.1) Properties in a *CMX-1*, *CMX-2*, or *RM-1* zoning district [where Table 14-701-2 (Dimensional Standards for Higher Density Residential Districts) or Table 14-701-3 (Dimensional Standards for Commercial Districts) allows a maximum height of 38 ft.] are subject to a maximum height of 45 ft.

(.2) Except if located within the /MIN, Mixed-Income Neighborhoods Overlay District, properties in a CMX-3, CMX-4, CMX-5, or RMX-3 zoning district are subject to a base maximum floor-area ratio that is thirty percent (30%) greater than that indicated in § 14-701 (Dimensional Standards).

(.3) The minimum building height shall be 25 ft. *in all districts*.

(.4) New buildings must be built to the street line at ground level, along at least eighty percent (80%) of the primary street frontage, excluding curb [cuts.], *cuts, except as follows:*

(.1) If a lot fronts an elevated rail line, this provision does not apply and the maximum height shall be increased by an amount

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equal to the shortest distance between the front facade and the street frontage.

(.2) If a public space is provided between the building and a curb line, then this requirement only applies to the length of the primary street frontage that does not abut the public space. To qualify for this exemption, the public space must meet all of the criteria in § 14-702(6)(a) (Qualifying Criteria for Open Space, Public Parks, and Public Plazas) except for § 14-702(6)(a)(.2).

(.3) If a lot includes multiple buildings, then only buildings located, entirely or in part, within one hundred (100) linear ft. of the primary street frontage are subject to this provision.

(b) Parking.

The following standards apply in [all /TOD] *the /TOC* Overlay District[s]:

[(.1) Accessory parking shall be required as follows: the lesser of (.a) the required minimum for the proposed use, as adjusted by subsection (.2), below; or (.b) the number of accessory parking spaces in existence prior to the proposed use.]

[(.2)] (.1) Reductions in Parking Minimums.

(.a) For lots within a [CMX-4, CMX-5,] *CMX-3*, *RMX-3*, or *RM-4* district, any parking requirement otherwise applicable under § 14-802(2) (Required Parking in Residential Districts) or § 14-802(3) (Required Parking in Commercial Districts) is reduced by five spaces or by fifty percent (50%), whichever reduction is greater.

(.b) For lots within any other base zoning district, any parking requirement otherwise applicable under § 14-802(2) (Required Parking in Residential Districts), § 14-802(3) (Required Parking in Commercial Districts) or § 14-802(4) (Required Parking in Industrial Districts) is reduced by five spaces.

[(.3)] (.2) Accessory surface parking lots and accessory parking garages are prohibited between the principal structure and the street frontage.

[(.4) Accessory and non-accessory parking garages must have active ground floor uses as listed in § 14-513(4)(b), above.]

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[(.5)] (.3) For non-residential uses, [any] accessory parking [requirement] *requirements* otherwise applicable under § 14-802 may not be exceeded by more than fifty percent [(50%).] (50%), *except for parking accessory to the following uses:*

(.a) *All uses in the Public, Civic, and Institutional use category; and*

(.b) *Group Medical, Dental, and Health Practitioner.*

[(.6)] (.4) For residential uses, no more than one auto parking space may be provided per every two housing units, rounding up to the nearest whole number.

[(.7)] (.5) No more than one curb cut may be permitted along each street frontage of a property; provided, however, that [a second] *additional* curb [cut] *cuts* may be permitted if a minimum of 200 linear ft. is provided between each curb cut.

(.6) *If any bicycle parking spaces are required under the provisions of § 14-804. (Bicycle Parking Ratios and Standards.), then the number of required bicycle parking spaces is double what would otherwise be required.*

* * *

§ 14-533. /MIN, Mixed Income Neighborhoods Overlay District.

(1) Applicability.

* * *

(b) Any lot that is located both within the [/TOD] /TOC overlay district and the 7th Council District, as shown on the maps under (c) and (d) below, for illustrative purposes only;

* * *

(4) Development Standards.

* * *

(c) Notes for Table 14-533-4.

* * *

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Table 14-533-4: Maximum Floor Area Ratios in /MIN Overlay District

District Name	RSD-1/2/3, RSA-1/2/3/4/5, RTA-1, RM-1, CMX-1/2/2.5 CA-1/CA-2	RM-2	RM-3	RM-4	RMX-1	RMX-2	RMX-3, CMX-3 (except within {/TOD} /TOC), IRMX	CMX-3 (within {/TOD} /TOC)	CMX-4	CMX-5	ICMX, I-1/2/3/P	SP-INS/ENT/POA/PO-P/AIR
* * *												

* * *

CHAPTER 14-700. DEVELOPMENT STANDARDS

* * *

§ 14-702. Floor Area, Height, and Dwelling Unit Density Bonuses.

* * *

(2) Eligibility for Floor Area Bonuses.

* * *

(c) Except for bonuses earned pursuant to § 14-702(7) (Mixed Income Housing), if the property is located in the CMX-3 district, it must be located in:

* * *

(.3) An area where the [Transit Oriented Development (TOD) regulations of § 14-513 apply.] *provisions of section 14-513, /TOC Transit Oriented Communities Overlay District apply.*

* * *

(3) Floor Area Bonus Options Summary Table.

* * *

Table 14-702-1: Floor Area Bonus Summary

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Bonus Category	Additional Gross Floor Area, as Percent of Lot Area (see § 14-701(2) (Residential District Dimensional Tables) and § 14-701(3) (Commercial Districts Dimensional Table) for the maximum allowed base floor area ratios for each district.)									
	RM-2	RM-3, RMX-1	RM-4	RMX-2	IRMX	RMX-3	CMX-3 as provided in § 14- 702(2)(c) (except in {/TOD} /TOC)	CMX-3 (within {/TOD} /TOC only)	CMX-4	CMX-5
				*	*	*				

(6) Public Space.

* * *

(d) Bonus Floor Area or Building Height.

The additional gross floor area or building height earned by providing public space is:

Amount of Public Space as Percentage of Lot Area	Additional Gross Floor Area, as Percentage of Lot Area			Additional Building Height	
	CMX-3 (within {/TOD} /TOC only)	CMX-4	CMX-5	/CDO	/ECO
	*	*	*		

(7) **Mixed Income Housing.**

* * *

(c) Bonus Floor Area, Building Height, and Dwelling Unit Density

* * *

(.3) Mixed Income Housing Bonus Tables.

Table 14-702-3: Mixed Income Housing Bonus – Additional Gross Floor Area

	Additional Gross Floor Area, as Percent of Lot Area									
	RM-2	RM-3, RMX-1	RM-4	RMX-2	IRMX	RMX-3	CMX-3 as provided in	CMX-3 (within	CMX-4	CMX-5

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							§ 14-702(2)(c) (except {/TOD} /TOC)	in {/TOD} /TOC only		
				*	*	*				

* * *

(8) Transit Improvements.

* * *

(b) Bonus Floor Area or Building Height.

The additional gross floor area or building height earned by providing transit improvements is:

Additional Gross Floor Area, as Percentage of Lot Area			Additional Building Height
CMX-3 (within {/TOD} /TOC only)	CMX-4	CMX-5	/CDO
	*	*	*

(9) Underground Accessory Parking.

* * *

(b) Bonus Floor Area.

The additional gross floor area earned by providing underground accessory parking is:

Additional Gross Floor Area, as Percentage of Lot Area			
RMX-3	CMX-3 (within {/TOD} /TOC only)	CMX-4	CMX-5
	*	*	*

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CHAPTER 14-800. PARKING AND LOADING

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* * *

§ 14-802. Motor Vehicle Parking Ratios.

* * *

(8) Adjustments and Alternatives.

The minimum parking requirements listed in this Chapter 14-800 may be adjusted as follows:

* * *

(a) Sharing of Parking Spaces.

* * *

(.4) For any lot located within the /TOC, Transit-Oriented Communities Overlay District, the shared parking reduction factor indicated in Table 14-802-6: Shared Parking Reduction Factors shall be doubled.

* * *

(d) Proximity to Transit.

In addition to the parking adjustments permitted in subsections (a) through (c), above, a reduction in the required minimum number of off-street parking spaces is available under § 14-513 ([/TOD,] /TOC Transit-Oriented [Development] *Communities* Overlay District).

* * *

SECTION 2. This Ordinance shall become effective immediately.

Explanation:

[Brackets] indicate matter deleted, except in tables and notes to tables.

{Braces} indicate matter deleted in tables and notes to tables.

Italics indicate new matter added.

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CERTIFICATION: This is a true and correct copy of the original Bill, Passed by the City Council on June 11, 2026. The Bill was Signed by the Mayor on June 12, 2026.

A handwritten signature in black ink, reading "Elizabeth McCollum". The signature is fluid and cursive, with the first name "Elizabeth" and last name "McCollum" clearly distinguishable.

Elizabeth McCollum
Chief Clerk of the City Council