

SUMMARY OF DRAFT LAND USE CODE AMENDMENTS

Public Informational Meeting – July 23, 2008

(For additional information and detail, see Appendix C to the Staff Report, the Draft Land Use Regulatory Code Text Amendments)

Topic	Summary of Amendments
<u>Mixed Use Center Core Areas and Designated Pedestrian Streets</u>	Each center will contain one or more designated pedestrian streets. Specific segments of the Designated Pedestrian Streets will comprise the core of each center and will be called Core Pedestrian Streets. Within the NCX and CCX zones, the Core Pedestrian Streets will be the focus of incentives for more intensive mixed-use development, as well as enhanced standards to ensure a pedestrian-friendly and transit-oriented environment.
<u>Building Heights and Minimum Densities</u>	<p>The proposed amendments will reduce allowable height in some portions of the centers near single-family zones. Portions of the NCX and CCX zones along core pedestrian streets will be eligible for a height bonus. Height will be increased somewhat in the CCX zone and in some NCX areas. No change to the height limit in the UCX or RCX zones are proposed.</p> <p>Higher minimum densities are proposed for the RCX, NCX, CCX and UCX zoning districts. A minimum residential density that is consistent with the recommended increases also is proposed for the new URX zone. See Appendix C for more detail.</p>
<u>Bonus Program</u>	Bonus heights will be available within 200' of the centerline of a Core Pedestrian Street. A height bonus of up to 20' may be achieved by providing one or more features or facilities that benefit the centers, the public and/or achieve community goals.
<u>Changes to Allowed Uses in X Zones</u>	The proposed amendments will prohibit certain uses from mixed use centers, including golf courses and new single-family residential uses (except new single-family uses will be allowed in the NRX district); restrict additional uses from locating along the Core Pedestrian Streets, including building materials and services, self-storage, and vehicle service and repair; and provide additional standards for drive-throughs and gas stations located along Designated Pedestrian Streets.
<u>New URX Zone</u>	The new URX zone is envisioned as an urban residential zone, allowing for townhouses and low-rise multifamily residential dwellings, adult family homes, retirement homes, family daycare, and similar uses, but not allowing for commercial uses.
<u>New NRX Zone</u>	The new NRX zone, which will apply to a limited area near South 8th Street & South I Street area in the MLK mixed use center, will allow one-family dwellings; family day care homes; special needs housing; foster homes; duplexes and triplexes lawfully in existence at time of rezone; new duplexes, triplexes and townhouses with approval of a Conditional Use Permit and multi-family dwellings lawfully in existence at time of rezone.
<u>Additional Building Envelope Standards</u>	Additional building envelope standards include specific standards for townhouse development, an upper-story setback requirement for tall buildings along pedestrian street, and standards for the URX and NRX zones. The proposed changes also include a conditional exemption to the maximum setback standards for large public facilities.

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<u>Building Design Standards</u>	<p>Proposed amendments will:</p> <ul style="list-style-type: none"> • Revise exemptions to building design standards so that only single-family detached homes are exempt from design standards. • Add specific design standards for duplex and triplex developments. These will include covered entry, windows on the street side, garage design standards, and standards for corner buildings. • Add specific design standards for townhouse developments. These will include a maximum of 6 units per building, minimum 10-foot separation between buildings, required ground floor pedestrian entries, emphasized pedestrian entries, and address garage configurations (not facing a street, building articulation, and façade articulation). • Replace current Mass Reduction features with a new “toolbox” approach for articulation features for both residential and non-residential buildings. The toolbox approach will better address perceived bulk and provide more flexibility in achieving this goal. Allowed features will include windows, awnings, roofline changes, building material changes, building modulation and lighting/landscape features. • Add a maximum façade width standard for upper stories of larger/wider buildings. Upper story façades of multi-story buildings that are greater than 120 feet in width will be required to incorporate a significant modulation of the exterior wall through all floors except the ground floor. • Add new requirements for building details, window/trim detailing, and street corner design to add visual interest, depth and integrity to buildings. • Remove the existing exemption from transparency for residential buildings, and add a requirement of 15% transparency for upper levels. • Clarify existing standards to ensure appropriate results. • Increase required pedestrian weather protection from 25% to 50% for buildings not located on Pedestrian Streets. • Add a height limitation for fences in front yards and require terracing for tall retaining walls, to enhance the pedestrian environment along streets and enhance safety. • Provide a tiered system for how building design standards apply to additions and remodels to existing, non-conforming structures.
<u>Residential Compatibility Standards</u>	<p>Standards will be refined where X zones are adjacent to or abutting single-family zones. The proposed standards require:</p> <ul style="list-style-type: none"> • Upper story setbacks above a height of 25’ where the mixed use center development abuts or is across an alley from a single-family residentially-zoned property, and above a height of 35’ where the parcel is across the street from single-family residentially-zoned property. Setbacks must be equal to 10’ back for each 10’ in height, up to the maximum height allowed by the zone.
<u>Parking Standards</u>	<ul style="list-style-type: none"> • Eliminate off-street parking requirements for new development within 200 feet of the Core Pedestrian Streets (height bonus area). • Provide a parking credit program to allow a reduction to off-street parking requirements within other portions of the centers. Reductions will be allowed for: <ul style="list-style-type: none"> ○ Sites located within 500 feet of a transit stop. ○ Developments that create and implement a site-specific Trip Reduction plan and program. ○ Developments that provide a dedicated parking stall(s) for a locally operating car sharing program. ○ Residential/commercial mixed-use projects. ○ Provision of additional on-street public parking. ○ Provision of bicycle parking beyond the standard requirement. ○ Provision of motorcycle/scooter parking • Revise location standards for large developments to encourage broken-up parking areas and interconnected pedestrian activity.

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	<ul style="list-style-type: none"> • Require alley access where available (prohibit street driveways when an alley is available). • For sites abutting multiple streets, require access from the lowest designated street. • Revise parking garage standards along street frontages. • Add new multi-family parking design standards.
<u>Pedestrian and Bicycle Support Standards</u>	Proposed changes will revise walkway standards to ensure provision of internal walkway circulation within large developments; and add internal pedestrian paths and circulation requirements for large sites with multiple buildings to improve internal pedestrian-orientation and connectivity.
<u>Landscaping and Buffering Standards</u>	<p>Proposed changes will revise the format of the landscaping section of the code, as it applies to X zones, to include a list of “landscaping/buffer types,” each with its own specific standards. The various types would be utilized depending on the buffer scenario. Changes will also:</p> <ul style="list-style-type: none"> • Increase landscaping quantity requirements to better ensure the human-oriented design of the centers and support the City’s overall sustainability and environmental goals. • Provide additional guidance on appropriate trees and plants. <p>Modify the existing landscaping exemptions. This will eliminate the exemption for duplex and triplex uses; revise landscape exemption for small parking lots behind buildings to a threshold of 15 stalls or less (currently 20); and remove the exemption for additions that more than double the square footage of the applicable use or where the addition/remodel is valued at two times the value of the existing structure.</p>
<u>Hospital Medical (HM) Zone</u>	<p>The proposed changes include adding a new Hospital Medical Mixed Use (HMX) zone and rezoning areas within the centers that were previously HM and some additional areas to HMX. Changes to HM with the application of mixed use zone design and development standards include the following:</p> <ul style="list-style-type: none"> • New golf courses and single-family homes will be prohibited in HMX. However, other permitted use standards for HMX will be the same as for HM, and the existing 7,000 square foot limit on eating/drinking establishments, retail and personal service uses within this zone will remain. • Additional building envelope standards • Building design standards • Residential compatibility standards • Revised parking standards (parking credits will apply) • Revised pedestrian and bicycle support standards • Revised landscaping and buffering standards • Minimum setbacks where HMX abuts an R district will not apply; residential compatibility standards will apply instead. • Maximum setback standards for non-residential buildings will be consistent with those of the UCX and CIX zones. This means 20 feet maximum front and corner side setback from the property lines at the public right of way for 50 percent of front and corner side façade.