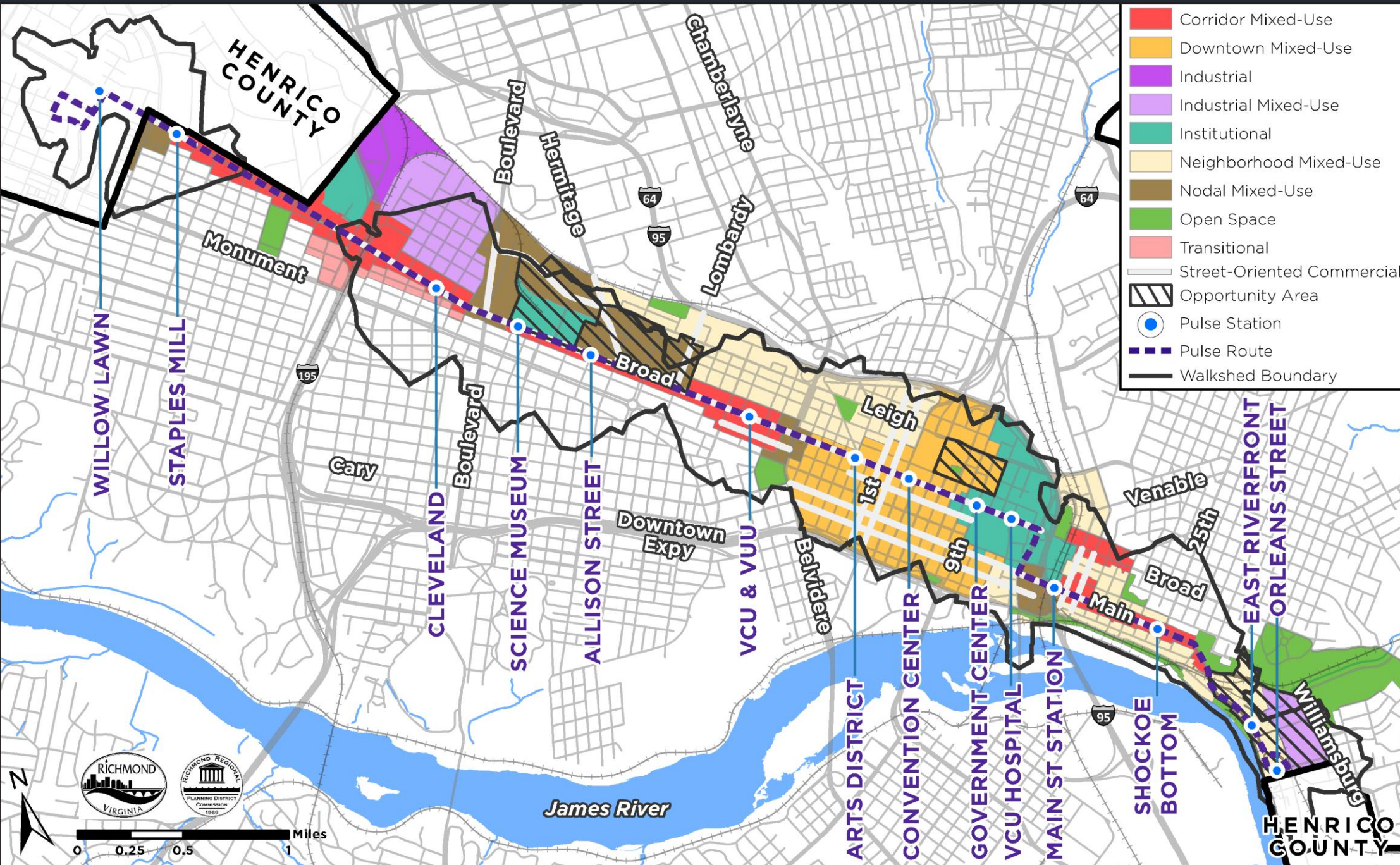


Proposed New Zoning District: TOD-1 Transit- Oriented Mixed Use & Scott's Addition/West Broad Street Rezoning

Planning Commission Informational Presentation

June 5, 2017



- Corridor Mixed-Use
- Downtown Mixed-Use
- Industrial
- Industrial Mixed-Use
- Institutional
- Neighborhood Mixed-Use
- Nodal Mixed-Use
- Open Space
- Transitional
- Street-Oriented Commercial
- Opportunity Area
- Pulse Station
- Pulse Route
- Walkshed Boundary



Land Use Category and Description

Nodal Mixed-use

- Transit-oriented district immediately adjacent to the Pulse at key gateways and nodes in the city with highly-active street-oriented uses and urban design features that encourage pedestrian activity.
- Nodal Mixed-use provides an opportunity for intense development along the Pulse in locations that are not adjacent the Downtown Mixed-use area.
- Higher-density pedestrian- and transit-oriented development encouraged on vacant or underutilized sites.
- Active commercial uses on ground floors are required on all street frontages.
- New curb cuts prohibited on primary streets and minimal curb cuts allowed on secondary streets.
- Ground floor parking along the street is prohibited.
- Well-served by existing and planned public transportation providing access to parts of the city.

Details

Density/Size: High density, buildings typically a minimum height of 5 stories
Zoning Districts: B-4, B-5, RF-1, RF-2, or new district
Primary Uses: Office, retail, cultural, and multi-family residential uses.
Secondary Uses: Institutional and governmental uses, and plazas, squares, pocket parks, and open space.

Example Photograph



Corridor Mixed-use

- Located between Nodal Mixed-use areas, Corridor Mixed-use areas are found along major thoroughfares that have traditionally been commercial corridors, like Broad Street or E. Main Street.
- Medium-density pedestrian- and transit-oriented development encouraged on vacant or underutilized sites.
- Active commercial uses on ground floors are required on primary street frontages. Residential uses may be permitted on the ground floor in certain sections of the Corridor. Ground floor residential units should still have street-oriented facades with setbacks, front yards, and balconies where appropriate.
- New curb cuts prohibited on primary streets and minimal curb cuts allowed on secondary streets.
- Ground floor parking prohibited on primary street frontages.
- Well-served by existing and planned public transportation providing access to parts of the city and the region.
- Parking lots/areas are located to the rear of buildings and are only permitted as an accessory use.

Density/Size: Medium density, buildings generally ranging from 2 to 10 stories
Zoning Districts UB-2, B-5, B-6, RF-1, or a new district
Primary Uses Office, retail, cultural, and multi-family residential uses.
Secondary Uses Institutional and governmental uses, and plazas, squares, pocket parks, and open space.



Uses

- Goal of making it a true mixed-use district allowing wide array of commercial uses, including intense uses like hospitals
- Modeled on B-5 and B-6, including some uses from B-7 as appropriate like breweries. Uses sometimes modified in fitting with the goals of the district as “unapologetically urban”
- Small (under 8,000 square feet) food & beverage manufacturing allowed when at least 1,000 square feet of another principal use
- Conditional uses: nightclubs, social service delivery uses
- Does not allow parking lots and parking areas as a principal use or as a conditional use

Height & Massing

- 2-story minimum, 12-story maximum
- No limit on residential density, set by form requirements (consistent with other mixed-use districts)
- Front yards have a maximum of 10' except in special cases
- Ground-floor dwelling units have a front yard setback of 10'-15'

Buffering to Residential Districts

- Height limit responding to rear yard or side yard adjacency to R districts
- 20' setback required, reverse inclined plane starting at third story that pushes building height away from R districts

Parking

- No surface parking as a principal or conditional use
- No commercial parking requirement besides hotels
- No residential parking requirement up to 16 dwelling units
 - Over 16 units, parking ratio of 1:2
- Added to districts allowing off-premise parking
- Not allowing credit for on-street spaces: on-street spaces managed as common resource, not to meet zoning requirement

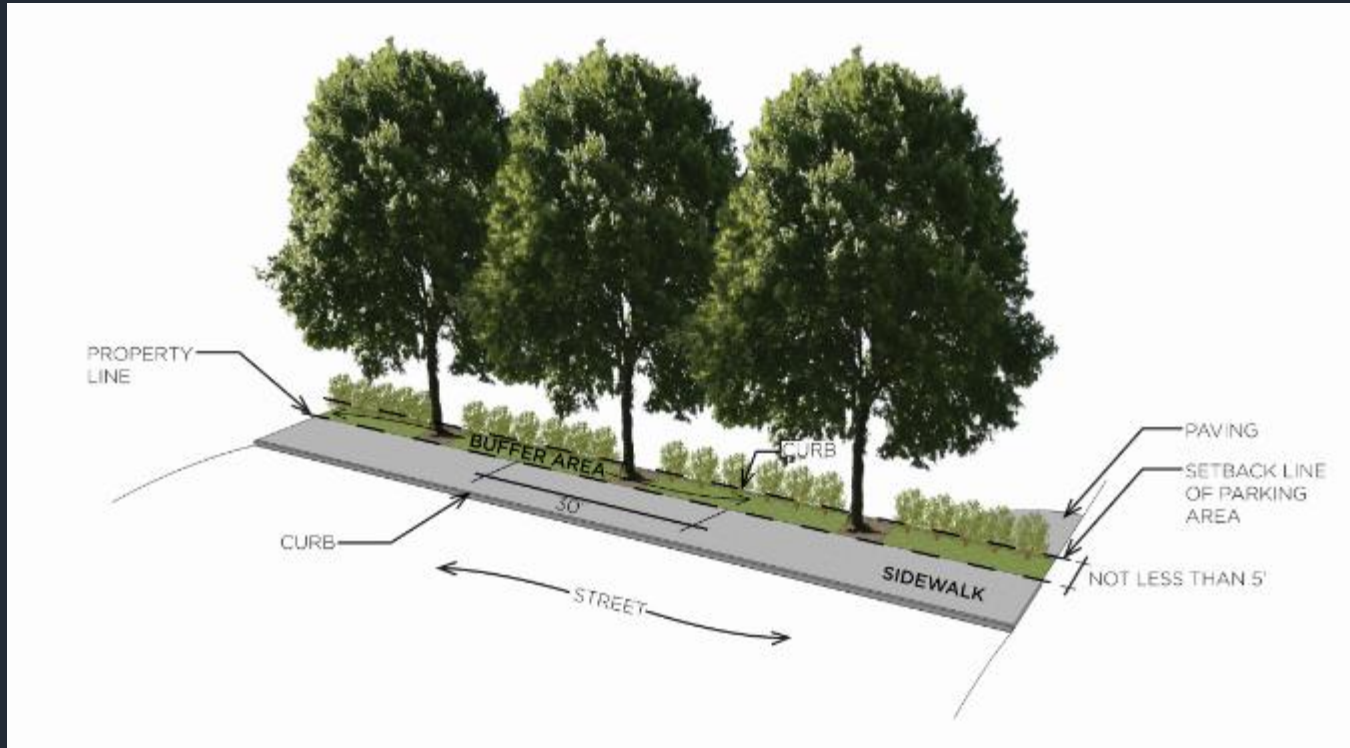
Parking

- Parking decks and garages as a principal use must have **minimum** 20 feet depth of another principal use along **ALL** street frontages
- No parking deck access along principal or priority streets if alley access is available

Form-based elements: Parking & Circulation

- Building orientation: Areas devoted to parking cannot be located between main building on a lot and the street line. Applies to priority streets as well as principal street frontage
- No driveway intersecting a street permitted when alley access available
- No driveway intersecting a principal street frontage when other street frontage available to serve the lot

Parking Perimeter Buffers



- New buffer: 5' wide, more trees required, 50% groundcover
- Other allowed buffer is 5' with wall or fence

Form-based elements

- Fenestration requirements modeled after other mixed use business districts, but apply to priority streets as well as principal streets
- Usable open space requirement ratio of 0.10

Form-based elements

- Plan of development required for 30,000 square feet (versus 50,000 square feet in other districts)

Signage Requirements

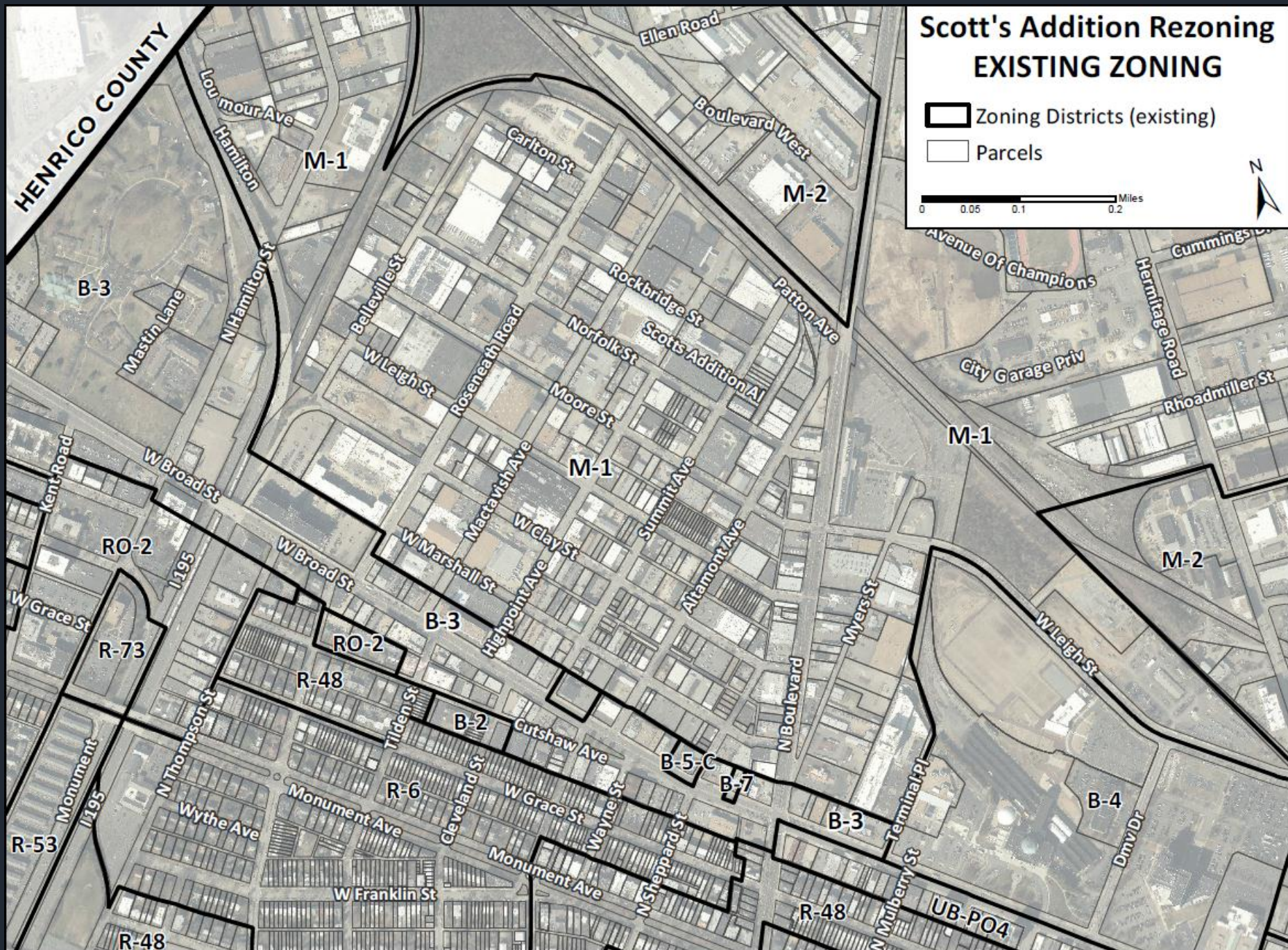
- Consistent with other mixed-use business districts in terms of scale and size allowances
- Most building-mounted signs allowed; limits on freestanding signs

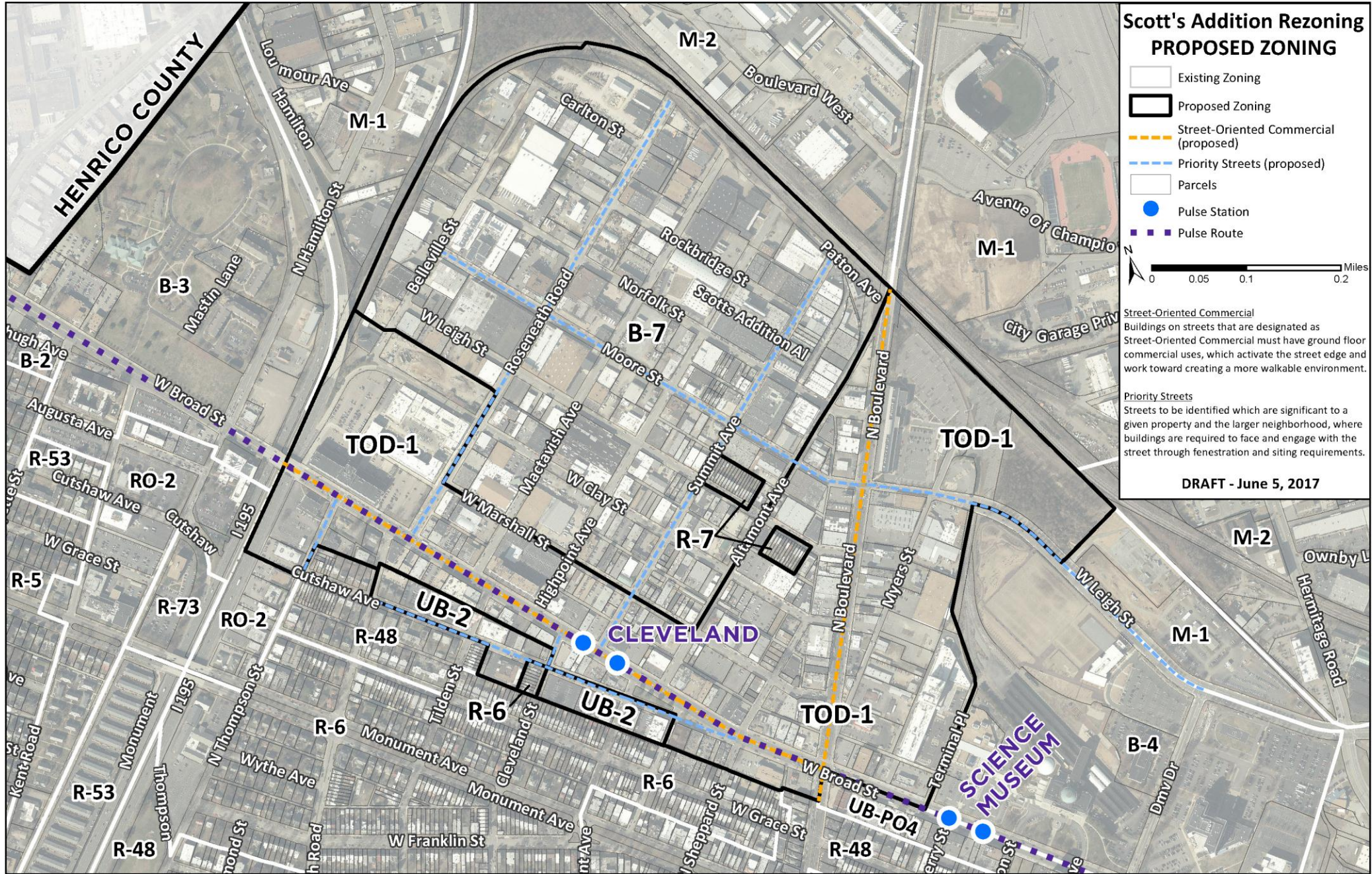
Application

- Intended to be a nodal mixed use: located at key gateways, prominent areas of activity, and served by transit



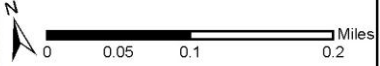
- Corridor Mixed-Use
- Downtown Mixed-Use
- Industrial
- Industrial Mixed-Use
- Institutional
- Neighborhood Mixed-Use
- Nodal Mixed-Use
- Open Space
- Transitional
- Street-oriented Commercial
- ✱ Significant Node
- Pulse Station
- Pulse Route
- Walkshed Boundary





Scott's Addition Rezoning PROPOSED ZONING

- Existing Zoning
- Proposed Zoning
- Street-Oriented Commercial (proposed)
- Priority Streets (proposed)
- Parcels
- Pulse Station
- Pulse Route



Street-Oriented Commercial
Buildings on streets that are designated as Street-Oriented Commercial must have ground floor commercial uses, which activate the street edge and work toward creating a more walkable environment.

Priority Streets
Streets to be identified which are significant to a given property and the larger neighborhood, where buildings are required to face and engage with the street through fenestration and siting requirements.

DRAFT - June 5, 2017

Text Amendments to B-7

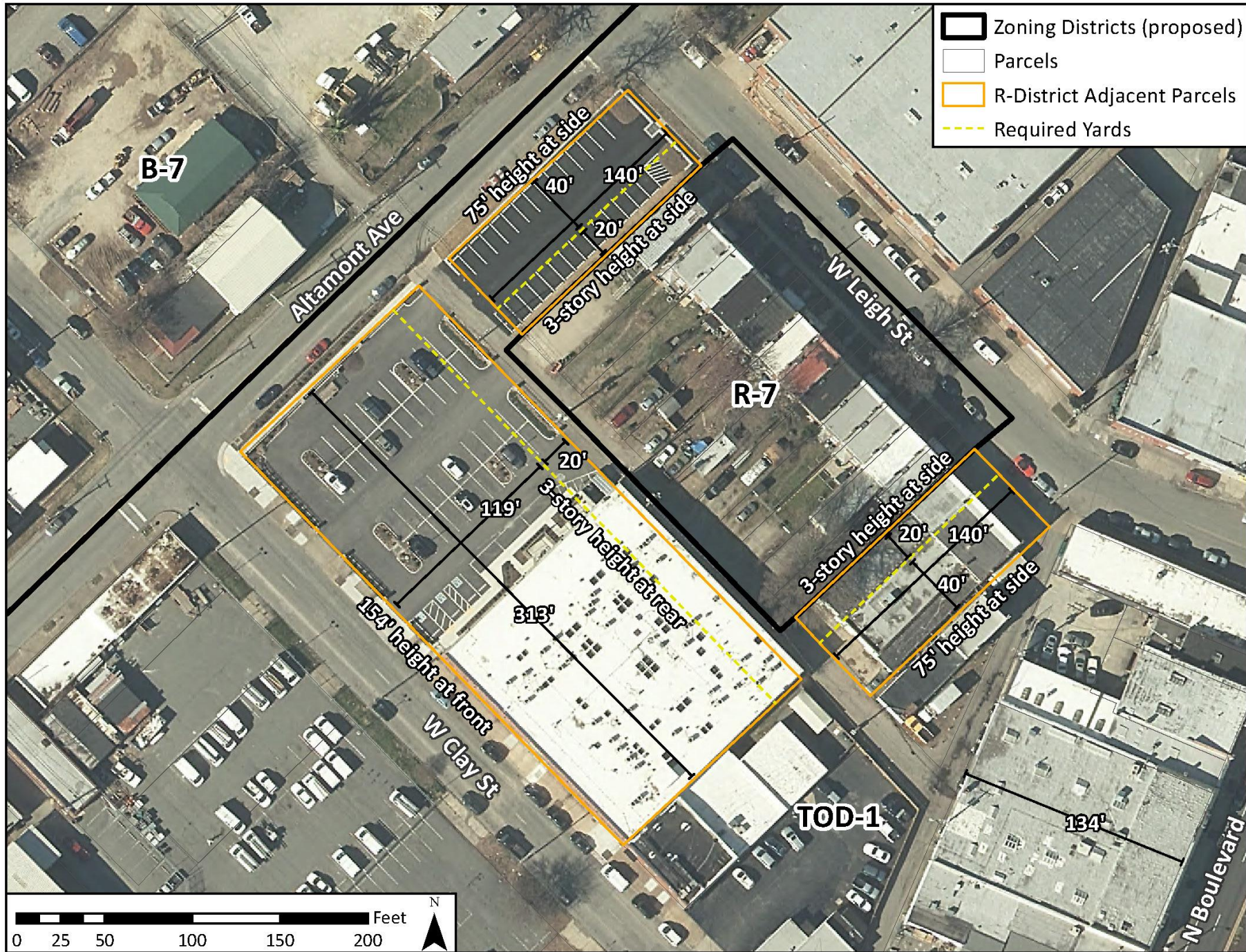
- Priority Streets
- Expanded radius for off-premise parking to 750'
- 50% parking reduction for uses in existing buildings
- Allowing new small-scale manufacturing uses of under 10,000 square feet
- Open space/Green space

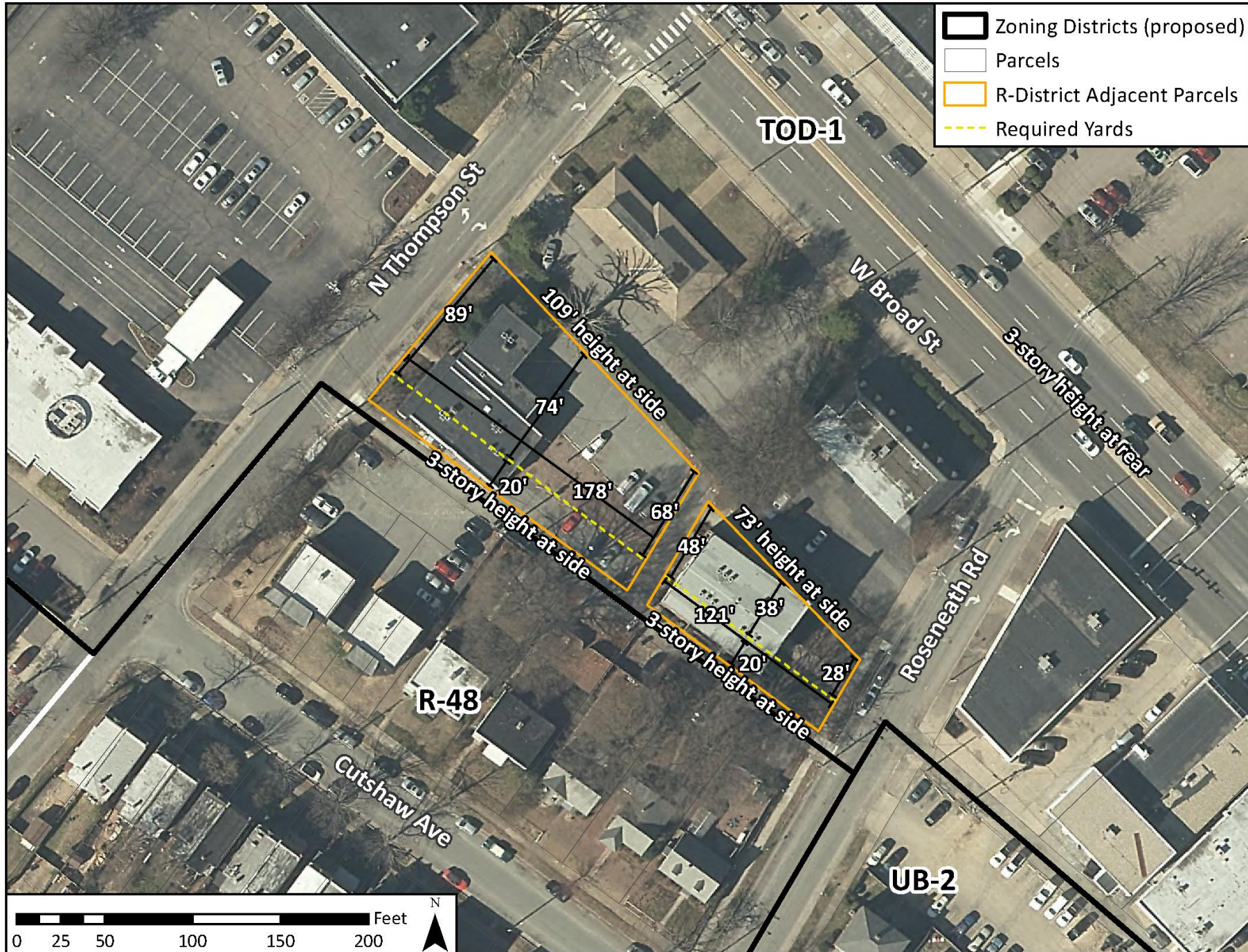
Open House #1 May 24

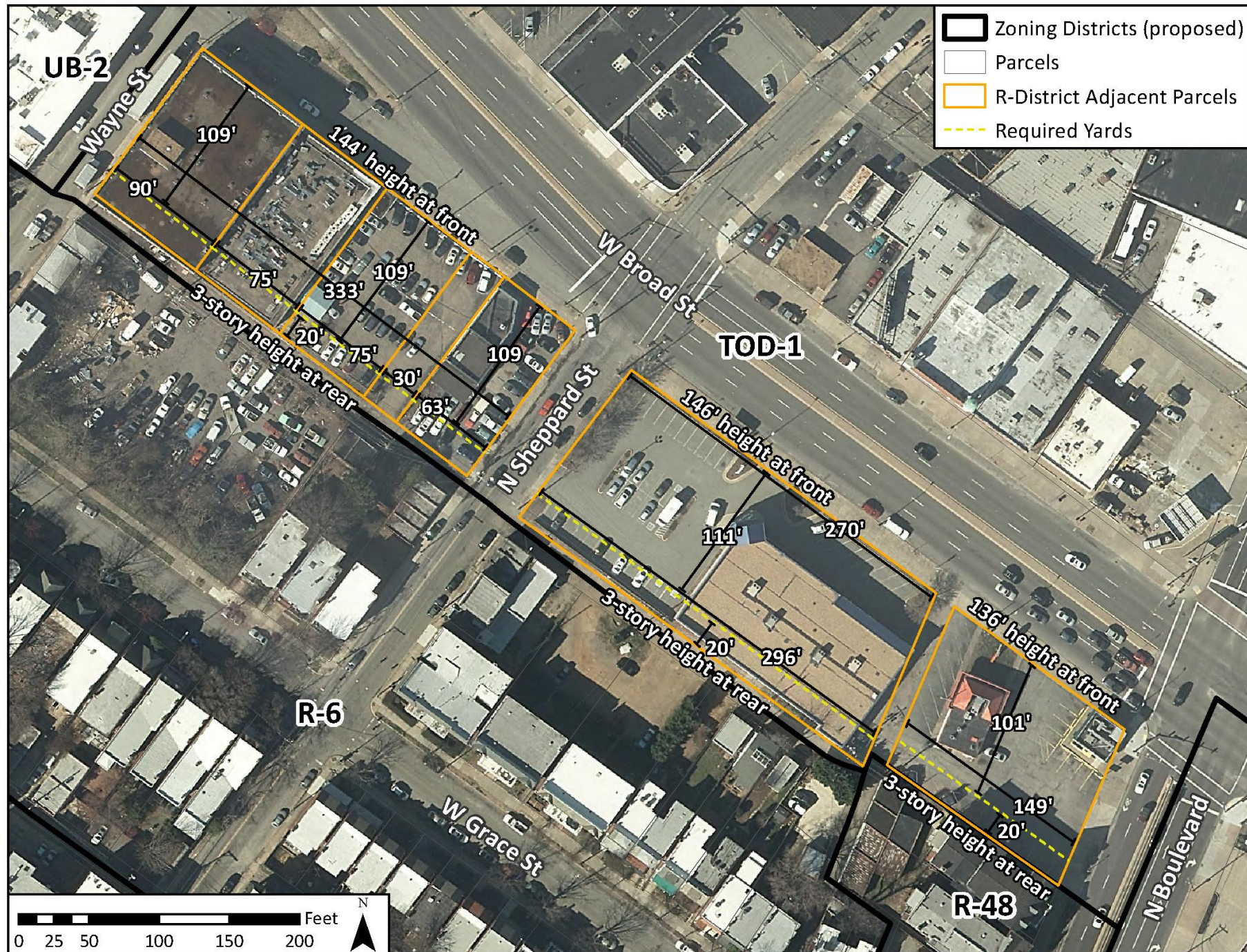
- Over 50 attendees had one-on-one discussions with staff
- Feedback forms asked about balance of commercial/residential on Cutshaw, scale of development on Myers St, priority streets within Scott's Addition, and general comments

Open House #1 Concerns

- Transportation & Circulation: DPW Circulation Study, Master Plan Parking Study
- Parking: Master Plan Parking Study, management of on-street spaces
- Non-conforming uses & features
- Adjacency to R districts and restrictions within TOD-1







Next Steps

- Open House #2: Wednesday, June 7, 5:30-7 PM DMV Headquarters, 2300 W Broad St
- Release of draft text amendments and zoning map changes for public comment
- Resolution of Intent at June 19 Planning Commission meeting for Scott's Addition rezoning