

MEMORANDUM

TO: Ordinance Revisions Committee
FROM: Alexis DiLeo, City Planner
DATE: February 23, 2021
SUBJECT: New Zoning District for Transit Corridors

The single most-heard comment at the Planning Commission's February 9, 2021 Working Session on the proposed transit corridor zoning district was that it should be available and allowed along all transit corridors, not only the State & Eisenhower corners. Other feedback and comments were related to confirming collaboration with AAATA and the Sustainability unit, ensuring new developments aren't more of the same, height limitations in proximity to residential districts, parking requirements, preferring incentives over requirements, allowing increased density with proximity to transit stops, and an over emphasis on transit for transportation.

Staff have since worked to sketch new language for the Transit Corridor zoning district's use specific standards to incorporate and reflect this feedback. This work, along with annotation and discussion questions, is below.

Transit Corridor Development – Use Specific Standards

The specific standards below are intended to ensure development in the TC1 district creates places where people can live, work, socialize, play and shop in well-designed, comfortable places that support active, sustainable, city living.

1. Buildings

- a. All buildings must have at least 2 floors, in addition to the basement. The floor area of the second floor must be at least 75% of the floor area of the first floor.
- b. The first floor must have a minimum of 15 feet in height. Upper floors must have a minimum of (none, 12, 11) feet in height.
- c. New buildings must have a maximum diagonal of 360 feet.

Commented [AD1]: There will be no requirement for mixed uses.

Commented [AD2]: Should there be a standard to future-proof buildings for mixed use on upper floors?

Commented [AD3]: This dimension will replicate walkable downtown blocks.

2. Placement and Site Layout

- a. New buildings must be placed to create a streetwall along the transit corridor, meeting the minimum and maximum front required setbacks in Table 5.19-3.
- b. Where existing buildings already form a streetwall, new buildings must be placed, and have driveways and sidewalks provided, to create blocks no more than 360 feet on each side within the site.
- c. Amenities must be provided ... consistent with the anticipated needs and interests of the prospective residents and occupants ... decorative paving ... hardscape ... benches and

Commented [AD4]: More research and discussion needed on critical amenities to require, and other amenities to encourage.

seating walls ... shelters, gazebos ... shade structures ... places to congregate and socialize

...

3. Transparency

- a. A minimum of 60% of the first floor facing any transit corridor or fronting any internal block between two and nine feet in height must be comprised of clear windows and doors that allow views of interior space or product display areas.
- b. The bottom of any window or product display area used to satisfy the transparency percentage required above must not be more than 3 feet above the adjacent sidewalk.
- c. A minimum of 30% of each upper floor facing any transit corridor or fronting any internal block must be comprised of clear windows.

4. Doors and Entrances

- a. Buildings must have a functional entrance door facing the transit corridor or internal block sidewalk as applicable. Entrances at building corners may be used to satisfy this requirement.
- b. A building entrance may include doors to individual offices or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of mixed-uses.

5. Access and Circulation

- a. No more than 2 curb cuts are permitted per Lot.
- b. Driveways within the site must be provided to function as streets within the development, being adjacent to at least one side of each building and having sidewalks on both sides.
- c. All modes of transportation, including pedestrian, bicycles, personal vehicles, ride sharing, and public transit, must be equally accommodated.

Commented [AD5]: These standards equalize all modes of transportation and provide the streetscape and placemaking desired by this district.

6. Off-Street Parking

- a. The Vehicular Use Area of a site cannot exceed the area of Building(s) footprint.
- b. There is no minimum off-street vehicle parking requirement for any land use developed in this district. Maximum vehicle parking standards, required bicycle spaces and EV parking spaces for a particular use provided in Table 5.19-1 remain in effect.

Commented [AD6]: This requirement ensures that land is used consistent with the intent of the district rather than mostly car storage.

Commented [AD7]: This standard removed parking as a barrier to development.

Commented [AD8]: This standard provides flexibility to developers for successful projects equal to any other district.

Commented [AD9]: Discussion and feedback is needed to determine the buffer distance for a lower height limit, what that lower height limit is, and the upper height limit. Lower height limit can be flat or scale. Between 65-75 feet height limit is needed to fully realize tallest allowed stick-built buildings. Currently, the zoning district most often adjacent to residential districts allow 45, 55, and 60-foot maximum height with average of 30-foot setback. Currently, the C2B, C3 and O (when within 300') districts have 55-foot height limit and 20'-30' setback.

7. Height

- a. The maximum height for any portion of a lot within # feet of residential zoning is # feet, and # feet for all other portions.