Summary of Downtown/Mixed Use Development Amendments

July 1, 2013

	Topic	Description	Code Section(s)
1.	Housing in Commercial	The goal of these amendments is to increase housing opportunities in commercial areas. This amendment would allow for multi-housing on the ground floor in a building in the C-2 Community Commercial zone citywide, where currently it is only allowed if a certain percentage of the ground floor of the building is in commercial or non-residential use. Council recently removed this requirement for downtown. The amendment would also allow for one or two apartment units (aka non "multi-family") in the C-3 Major Commercial zone in a building with commercial use on the ground floor, but not allow traditional detached single-family dwelling or duplexes.	EC 9.2160, Table 9.2160 EC 9.2161
2.	Surface Parking Limitation	The goal of this amendment is to provide flexibility for redevelopment sites within downtown. Currently, in the C-3 zone, the maximum number of surface parking spaces is limited to 20 when the parking is not associated with a use on the site. All parking in excess of 20 must be within a parking structure, and new stand-alone surface parking lots are prohibited. This amendment would allow up to 20 additional surface parking spaces for sites where all vehicle access is via an alley, and would remove prohibition on stand-alone surface parking lots.	EC 9.2161
3.	Large Commercial Facilities Standards	The goal of this amendment is to ensure that development standards applicable to downtown developments are appropriate for a high quality urban setting. Currently, new buildings with 25,000 square feet or more of floor area in commercial zones are required to meet the Large Commercial Facilities Standards, which for the most part, require designs intended for a suburban, car oriented context. This amendment would exempt downtown developments from certain large commercial facilities standards, including on-site pedestrian circulation, that are redundant in an urban setting with ample sidewalks, but would retain requirements for providing building articulation, ground floor windows and other relevant standards.	EC 9.2171 EC 9.2173
4.	Commercial Landscaping Standards	The goal of this amendment is to make the commercial landscaping standards align with desired urban development and a pedestrian-oriented streetscape design. This amendment would reduce the minimum landscape area requirement for C-2 zoned properties in downtown (C-3 zoned properties are exempt from providing landscaping), and remove the required width for front yard landscape beds.	EC 9.2171

#	Name	Description	Code References
5.	Nodal Development Overlay Zone	The goal of this amendment is to provide flexibility while adding clarity, in application of these standards. The /ND overlay zone currently applies in four areas (Crescent Village, Danebo, Lower River Road and Downtown). Although intended to direct and encourage development supportive of mixed use, the development standards have the effect of restricting or limiting redevelopment in these areas. The amendment is to add flexibility to the overlay zone by allowing for all properties to seek adjustments to the development standards, and by adding relevant adjustment review criteria. Other clarifications are proposed regarding the applicability of the standards.	EC 9.4290 EC 9.8030
6.	Transit Oriented Development Overlay Zone	The goal of this amendment is to provide clarity in application of these standards. Similar to the /ND overlay zone, the /TD overlay zone is intended to promote mixed use. The proposed changes mirror two of the changes proposed for the /ND overlay zone, and are intended to provide clarity and better align the adjustment review criteria with the intent of the zone and development standards.	EC 9.4530 EC 9.8030
7.	Traffic Impact Analysis/Level of Service in Downtown	The goal of this amendment is to provide clarity in the expected outcome for property owners and affected community members. Currently, a traffic impact analysis (which must go through a land use application review process) is required for projects that will generate 100 or more vehicle trips during any peak hour. This amendment would remove the TIA requirement and reduce the allowed level of service for projects within the Downtown Plan area, with the exception of the properties subject to the EWEB master plan. The downtown has some unique characteristics that lessen the benefits or need of a TIA, including a lower adopted level of service standard, an established grid pattern with numerous options for entering and exiting the area, slower speeds and ample transit. Additionally, it is unlikely that any streets would be widened or realigned or that any new intersections would be proposed or exacted to accommodate additional traffic.	EC 9.8670
8.	General Commercial Standards	The goal of the amendment is to simplify the structure of one section of the land use code. Although this proposal does not result in any substantive changes that would facilitate development, it does help with administration and implementation of the general commercial development standards. Currently, this section of the code contains general standards and special standards for commercial development. As there is little to no distinction between the general and the special standards, the special standards heading is proposed for removal and additional subheadings are added for clarity.	EC 9.2170 Table 9.2170 EC 9.2171