

A Vibrant and Walkable City: Creating a new Form Based Code for Burlington's Downtown and Waterfront

14.3.8 - FB6 - DOWNTOWN CORE

FB6



KEY
Property Line (PCPL)
Minimum Air-Spacing Edge

14.3.8-1-INTENT

To enhance the vitality of the urban core with a variety of high-density building types. Provide flexible and adaptable zoning which allow, service, encourage, entertainment, civic facilities, as well as a wide variety of other housing choices. This district also aims to preserve the walkable nature of the urban core of the city.

- Attached buildings
- Small to large footprints
- Building at the heritage line
- No side setbacks
- 3 to 15 stories
- Subbuildings not common



This presentation is intended to provide an overview of the proposed FBC— describing the separate components and how they are intended to work together.

The focus is on the Purpose of the Form Based Code, the Regulating Plan, and the Form Districts.



When creating zoning regulations to guide new development, people often have places like this in mind...



However after everything is said and done, we often find we got a place like this instead...

Why? Because our local regulations aren't focused on the things we really care about the most and that are fundamental to how people use and experience the new development.

Things like where's the front door, can I see what's going on inside (or outside), scale, diversity, mixed uses, proximity of destinations, connectivity, and location of the parking.

Just tell me what you want!!



THE number one complaint we consistently get about development in Burlington is that it is unpredictable. We hear all the time: “Just tell me what you want (green lights), or don’t want (red lights), but don’t say maybe (yellow lights)!”

Zoning regulations can’t be both highly flexible and highly predicable all at the same time. Our current regulations have many areas of great flexibility and discretion which means the outcome can be highly uncertain. We also “over-process” (lots of unnecessary hoops, Boards and criteria) development because of this uncertainty and a lack of confidence that we will get a good result.

Unpredictability is a really bad thing for:

- **Applicants** who are investing thousands - often hundreds of thousands - of dollars just to go through the process. Many just choose to do nothing.
- **Neighbors** who are not clear about what could happen next door or in their neighborhood and fearful of any proposed change
- **The City** who is trying to encourage certain types of development in some places and not in others to meet the evolving needs of our community

Form Based Code: Keep in mind...

- Standards are based on actual types, scale and pattern of existing development from synoptic surveys conducted by TPUDC.
- Existing regulatory standards are used where they support overall goals.
- Primary focus is along the Private Frontage where the development is actually experienced by most people. Side and rear areas are of lesser concern.
- The height and type of Buildings, lot coverage, lot & Building width, and setbacks control the overall density.
- Building height is controlled relative to the number of stories. Height of each story is controlled depending if it's at the ground level or above.
- Building Types and Frontage Types play important role in guiding uses.
- Current Site Plan and Design Review standards are embedded in the standards for the Form Districts, Building Types and Frontage Types as appropriate.

We aren't trying to create something new – a new community or downtown center. We love what we have and are trying to ensure that we maintain and expand upon an existing pattern of development and the general intent behind the existing regulations. But we also understand that there are limited opportunities to do something a little more, a little different where the historic pattern has already been disrupted or never really established itself.

We are focused on those aspects or elements of new development that we experience the most, and that play the most significant role in how we experience a place as a pedestrian. And we focus on how the physical form that development takes effects how we perceive and experience it.

Finally, we recognize that we can't, and in fact shouldn't even try to, control every aspect of new development. We have to allow for a certain degree of flexibility in how new development happens within the prescribed standards. Every site and every project has its own unique challenges and opportunities, and by providing for a greater degree of flexibility we can also be assured of greater variation of design and form which is also an important community goal.

What's the purpose?

Preserve



Transform



Form Based Code's (FBC) are highly adaptable. Depending on the community's objective, FBC's can be equally well-suited to **preserve** in-place a historic neighborhood, completely **transform** a suburban strip, or **facilitate incremental change** within an already developed downtown.

It is critical that the purpose behind the use of a form-based tool is clear so that the outcome meets the expectations. This is why a community-based planning process typically precedes the creation of any form-based regulations.

Form Based Code: The Purpose

- To **implement the community vision** established by the *planBTV: Downtown and Waterfront Master Plan*.
- To **promote and advance new infill development and adaptive re-use** that reflects Burlington's character and sense of place while taking advantage of limited opportunities for new development at modestly larger scales and densities where appropriate.
- **Modernize Burlington's permitting process** with a regulatory tool that combines clear and objective regulatory standards with a timely and predictable review process.



Help us go from this...

...to this.

plan **BTV**

Downtown & Waterfront

Fundamentally our development and use of a FBC is about:

- Implementing the vision for the downtown and waterfront adopted in planBTV: Downtown and Waterfront
- and in so doing, facilitating opportunities to realize new infill and taking advantage of opportunities to develop under-developed sites
- Finally it's about modernizing the regulations and the process. We've been trying to use a more form based approach in our zoning code since we first adopted Design Review in 1973. Today we are completing this task with modern tools.

Form Based Code: The Purpose

The Burlington Form-Based Code is adopted as a portion of the *Burlington Comprehensive Development Ordinance (CDO)* to implement the community vision established by the *planBTV: Downtown and Waterfront Master Plan* for the purpose of:

- **encouraging and facilitating new infill and adaptive reuse** that enhances Burlington's role as a dynamic and vibrant regional economic center; reflects the diversity of scale and form that permeates the downtown; adds visual interest and complexity to the urban environment; and creates new opportunities for people to live, work, and play;
- emphasizing **active uses at the street level** to support the creation of a dynamic, engaging and pedestrian-oriented streetscape;
- facilitate the building of a greater choice of housing opportunities by allowing for a **more diverse range of unit and building types** to support job creation, sustain retail and entertainment, and reduce driving, traffic congestion and parking demand;
- **respecting historical development patterns and architecture**; protecting valuable natural, historic, and recreational resources; **developing lively cultural events**, resources and activities; and putting the needs of City residents above the desires of visitors;
- **enlivening the waterfront year-round** with a mix of uses, activities, attractions and amenities for all walks; and,
- **maintaining or creating areas of open civic spaces** to sustain our city's quality of life and livability

This is the Purpose Statement that was endorsed by the City Council and will be incorporated into the draft FBC...

Components of the Form Based Code

Regulating Plan

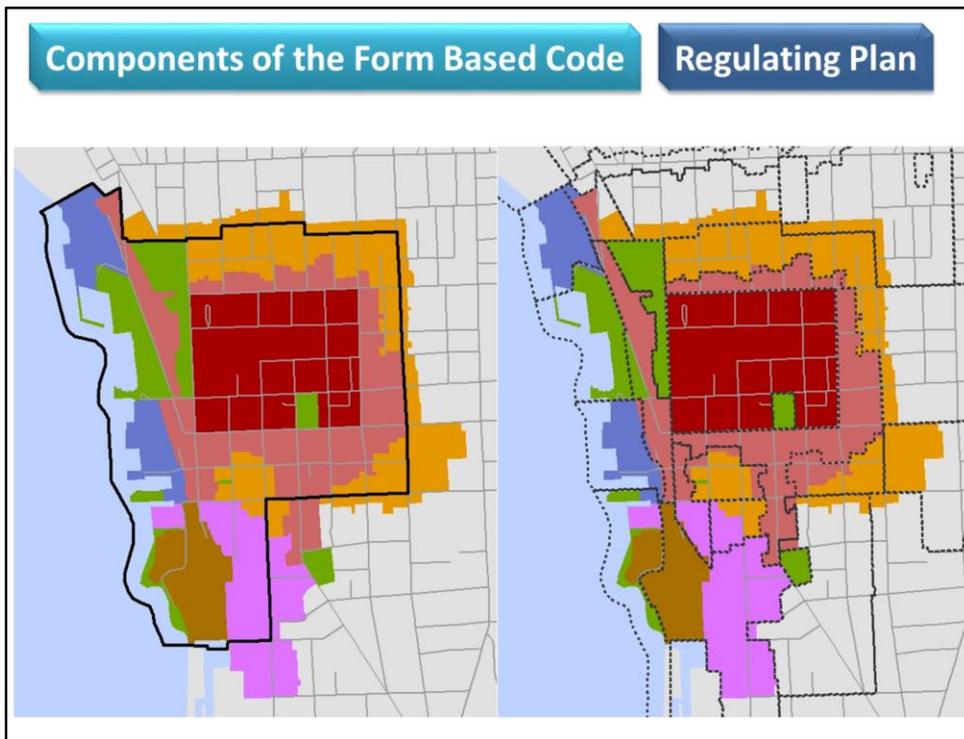


Form Districts:

- FD6 Downtown Core
- FD5 Downtown
- FD5 Art and Industry
- FD5 Public Trust
- FD4 Downtown Neighborhood
- Civic Spaces
- Railyard/Wastewater Special District

The Regulating Plan is the same as a Zoning Map that is used in defining **WHERE** development of certain types can occur based on the delineation of the Form Districts.

As we get to the discussion of the individual Form Districts themselves this will have more meaning...



The extent of the proposed Regulating Plan is limited to the approximate extent of the *planBTV: Downtown and Waterfront Plan* study area (on the left). In order to maintain continuity across a street or among similar areas the boundary extends beyond the study area in some places.

The boundaries of the proposed Form Districts are VERY similar to the current zoning districts in this part of the city (on the right – dashed lines).

Components of the Form Based Code Regulating Plan



- A. The height of a Building in FD5 with a Principal Frontage on **Main Street, Pearl Street or South Winooski Avenue** may be increased to a maximum of 8 stories to a depth of 150' from the Frontage Line.
- B. The height of a Building in FD6 with a Principal Frontage on the **Church Street Marketplace District** shall be decreased to a maximum of 4 stories to a depth of 50' from the Frontage Line.
- C. The height of a Building in FD6 with a Principal Frontage on generally the **south side of Pearl Street, east side of Battery Street, north side of College Street and 50' from the Frontage line along the west side of Church Street** may be increased to a maximum of 12 stories.
- D. The height of a Building in FD5 with a Principal Frontage on **Lake Street** may be incrementally increased beyond 50' from the Frontage Line in order to establish a second Façade and Frontage along Battery Park Extension with the building having a presence of no more than 1 Story facing Battery Park Extension.

The Regulating Plan also includes two additional maps that modify specific requirements of the Form Districts. Again, this will have more meaning when we get to the discussion of the individual Form Districts themselves...

The first map illustrates areas where special height limits apply - providing variation (taller or shorter) from what is generally specified in a Form District in order to address specific objectives in specific places.

- "A" and "B" are consistent with similar provisions in the current CDO;
- "C" allows taller buildings in the core of the downtown; and,
- "D" allows a building to grow taller (relative to Lake Street) as it moves up the embankment to Batter Park Ext. in order to create a 1-story presence on the west side.

Components of the Form Based Code Regulating Plan

14 14.1 Specific to Frontage Type

14.5.12 - SHOPFRONT



Graphics and photos on this page are illustrative, not regulatory.

14.5.12-B - DESCRIPTION
 A Frontage where the Facade is aligned close to or at the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for a Street level Retail or Hospitality use. It has substantial glazing on the Sidewalk level and may include an awning that overlaps the Sidewalk.

14.5.12-B - ALLOWED WITH

Work Use	Flex
Model Use	Residential Building

14.5.12-C - SIZE

Distance between glazing	2' min.
Sill Height	3' min.
Ground floor glazing	70% min.
Depth of overcast awning	0' min.
Principal Entrance level	At grade

14.5.12-D - MISCELLANEOUS
 Shopfronts with accordion-style doors/awnings or other operable windows that allow the space to open to the Street are encouraged.
 (See Section 14.5.9 (Supplemental) for Form Districts - Sign Standards) for Signs and awning requirements.
 This Frontage type may also be used in conjunction with other Frontage types such as Awning, Canopies and Terraces. In case of conflict between them, the Shopfront Frontage Type standards shall prevail.
 A separate entrance to upper stories is allowed.



14 | 14 Minimum Form Based Code



The other map illustrates areas where Shopfront Frontage Types are required - to activate the streetscape to support retail and hospitality uses for a richer pedestrian experience. This will have more meaning when we get to the discussion of the individual Frontage Types themselves...

Components of the Form Based Code

Form Districts

Less urban



More urban



The Form Based Code is grounded in, a series of “Form Districts.” Form Districts are similar to zoning districts which divide a community (or part of a community) into areas of common development characteristics.

These Form Districts serve as the foundation for all other development standards by defining where on a lot development may be located and its intensity, the building types and heights that are permitted, and permitted and conditionally permitted uses.

The Form District concept design is organized along a transect that describes development from the most to least urban places within a community following the organizational structure found in the *Smart Code* originally developed by Duany Plater-Zyberk & Company in the 1980’s.

Form Districts

FD-6 Downtown Core

14.3.8 - FD6 - DOWNTOWN CORE

FD6



14.3.8-A- INTENT

To enhance the vitality of the urban core with a variety of high density building types. Provide locally and regionally serving office, retail, service, hospitality, entertainment, Civic functions, as well as a wide variety of urban housing choices. This district also aims to reinforce the walkable nature of the urban core of the city.

Attached buildings

Small to large footprint

Building at the frontage line

No side Setback

3 to 10 stories

Outbuildings not common



The purpose and intent behind each Form District is first described and illustrated with examples of development that exists or could be anticipated.

The boundaries for FD6 are the same as for “Downtown” zoning district as illustrated on the map where the deepest red represents FD6. This is the area of the city where we expect to see the largest buildings, greatest variety of uses and activities, and most urban amenities.

FD-6 Downtown Core

	Proposed	Current Zoning
	FD6	<i>Downtown Dist.</i>
Bldg Height	3-10 stories	30-65' (105')
Lot Coverage	100% max	100% max
FAR/Density	NA	FAR 5.5 (8.5)
Setbacks:	(min-max)	
- Front	0-6'	0 (12' from curb)
- Side	0-12'	0
- Rear	0-15'	0
Frontage Buildout	100% Principal 80% Secondary	NA
Block Perimeter	2,000' max	NA
Ground Floor Entries	Every 60'	NA
Vertical Offsets	50' max	NA
Massing Differentiation	150' max	NA

Yard Types	
Rearyard	
Sideyard	

Building Types	
Rowhouses	
Multi-Family - Large	
Mixed Use	
Perimeter	
Civic	

Sign Types	
Awning	Nameplate
Band	Display Case
Blade	Wall
Freestanding	Window
Marquee	

Dimensional standards are compared to current zoning where applicable...the numbers shown in parentheses are currently allowed as a discretionary bonus.

FYI...the following are not specifically found in the current zoning although many have origins in the design review criteria:

- **Frontage Buildout and Streetscreens:** In the absence of a Building Façade along any part of a Frontage Line, a Streetscreen shall be built on the same plane as the Façade. A Streetscreen shall be between 3.5 and 8 feet in height and may be no longer than 20 feet or 20% of the Frontage, whichever is less.
- **Block Perimeter:** The perimeter of a block is regulated in order to facilitate the street grid and prevent the closing of streets and assembly of blocks. This is very important for pedestrian connectivity and traffic circulation.
- **Ground Floor Entries:** The distance between entries is very important to supporting pedestrian activity.
- **Vertical Offsets:** Meaningful offsets (at least 4') in the vertical plane (front to back) of a Building Façade are important to providing relief, variability and visual interest to the Façade.
- **Massing Differentiation:** Differentiating the massing of very large buildings into two or more masses is important to providing variability and visual interest along the face of a block while enabling larger floor plates within the building itself for greater efficiency and functionality.

Important changes from the current CDO:

- Height and density bonuses have been eliminated – all development happens as-of-right with no need to seek a discretionary bonus.
- Principal View Corridor setback have been eliminated – currently this requires a very large and awkward setback of 25% of the Right-Of-Way width (15-25') at 45' or 55'.

Discussion points

- Instead of a view corridor setback, should we instead require a horizontal offset above "X" story in order to ensure a break in the façade?
- Should there be an exception to the Frontage Buildout requirement for things like outdoor seating?

Components of the Form Based Code Regulating Plan



- A. The height of a Building in FD5 with a Principal Frontage on **Main Street, Pearl Street or South Winooski Avenue** may be increased to a maximum of 8 stories to a depth of 150' from the Frontage Line.
- B. The height of a Building in FD6 with a Principal Frontage on the **Church Street Marketplace District** shall be decreased to a maximum of 4 stories to a depth of 50' from the Frontage Line.
- C. The height of a Building in FD6 with a Principal Frontage on generally the **south side of Pearl Street, east side of Battery Street, north side of College Street and 50' from the Frontage line along the west side of Church Street** may be increased to a maximum of 12 stories.
- D. The height of a Building in FD5 with a Principal Frontage on **Lake Street** may be incrementally increased beyond 50' from the Frontage Line in order to establish a second Façade and Frontage along Battery Park Extension with the building having a presence of no more than 1 Story facing Battery Park Extension.

As mentioned previously, the Regulating Plan also includes a map that illustrates areas where special height limits apply - providing variation (taller or shorter) from what is generally specified in a Form District in order to address specific objectives in specific places.

“B” and “C” specifically allow for a change in the maximum height within FD6:

- “B” is consistent with a similar provision in the current CDO that requires a lower height for buildings on the Church Street Marketplace; and,
- “C” allows for taller buildings in the Urban Renewal District where the historic scale has already been largely disrupted and on the highest point of land within the core of the downtown where it will least affect viewscales.

FD-6 Downtown Core



Encroachments	Setbacks (Rear)	Public ROW
Entrance Steps	Allowed	Not allowed
Architectural Features	3' max	3' max
Landscaping	Allowed	Not allowed
Fences & Walls	6' max height	Not allowed
Driveways & Walkways	Allowed	Not allowed
Utility Structures	Allowed	Not allowed
Signs	NA	Allowed
Awnings & Canopies	NA	15' max

Certain types of encroachments are allowed within a required setback.

The FBC also specifies allowed encroachments over the Public ROW which is something new...this would allow them through the issuance of a zoning permit rather than require an additional process of review and approval by the City Council.

Encroachments onto (on or underground) the Public ROW would still require additional DPW review and Council approval.

Form Districts

FD-5 Downtown Center

14.3.7 - FD5 - DOWNTOWN CENTER

FD5



14.3.7-A-INTENT

To enhance the vibrant urban center with a variety of high density building types. Provide locally and regionally serving office, retail, service, hospitality, entertainment, Civic functions, as well as a wide variety of urban housing choices. This district also aims to reinforce the walkable nature of the urban core of the city.

Attached buildings

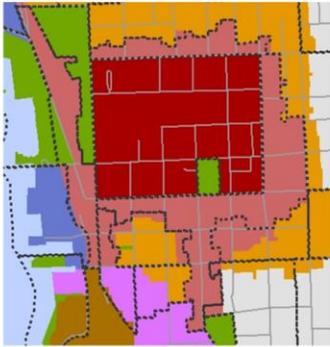
Small to large footprint

Building at the frontage line

No side Setback

3 to 6 stories

Outbuildings not common



The purpose and intent behind each Form District is first described and illustrated with examples of development that exists or could be anticipated.

The boundaries for FD5-Downtown Center are similar as for the “Downtown Transition,” “Downtown Waterfront,” part of the “Battery Street Transition” zoning districts and the RH-High Density Overlay. FD5-Downtown Center is represented on the map as the lighter red area surrounding the darker red of FD6. The dashed lines represent the current zoning district boundaries.

FD-5 Downtown Center

	Proposed	Current CDO		
	FD5 DC	Downtown Transition	Downtown Waterfront	Battery St Transition
Bldg Height	3-6 stories	30'-65' (105')	30'-45' (65')	30'-35' (55')
Lot Coverage	100% max	100% max		
FAR/Density	NA	FAR 2-5.5 (8.5)	FAR 2-5.5 (8.5)	FAR 2-4 (5.5)
Setbacks:	(min-max)			
- Front	0-6'	0 (12' from curb)		
- Side	0-12'	0 (15' from Residential District)		
- Rear	3-15'	0 (15' from Residential District)		

Dimensional standards are compared to current zoning where applicable...the numbers shown in parentheses are only allowed as a discretionary bonus.

This is very similar to FD6, but with shorter buildings and a required rear setback.

Important changes from the current CDO:

- Height and density bonuses have been eliminated – all development happens as-of-right with no need to seek a discretionary bonus.
- Principal View Corridor setback have been eliminated – currently this requires a very large and awkward setback of 25% of the Right-Of-Way width (15-25') at 45' or 55'.

Discussion points

- Should we require a horizontal offset above "X" story?
- Should we require a transition setback in height from an adjacent FD with a lower height? - currently a 15' setback. "Within 20' of a Form District boundary with a lower maximum building height, buildings shall not be more than a Story taller than the maximum permitted height of buildings in the Adjacent Form District."

FD-5 Downtown Center

	Proposed	Current CDO		
	FD5 DC	Downtown Transition	Downtown Waterfront	Battery St Transition
Frontage Buildout	80%		NA	
Block Perimeter	2,000' max		NA	
Ground Floor Entries	Every 60'		NA	
Vertical Offsets	50' max		NA	
Massing Differentiation	150' max		NA	

Building Types		Yard Types		Sign Types	
Rowhouses	Mixed Use	Rearyard		Awning	Nameplate
Multi-Family - Small	Perimeter	Sideyard		Band	Display Case
Multi-Family - Large	Civic			Blade	Wall
Work/Live				Freestanding	Window
				Marquee	

None of these standards are specifically found in the current zoning although many have origins in the design review criteria.

Same as FD6 but with a Frontage Buildout of 80%

Components of the Form Based Code Regulating Plan



- A. The height of a Building in FD5 with a Principal Frontage on **Main Street, Pearl Street or South Winooski Avenue** may be increased to a maximum of 8 stories to a depth of 150' from the Frontage Line.
- B. The height of a Building in FD6 with a Principal Frontage on the **Church Street Marketplace District** shall be decreased to a maximum of 4 stories to a depth of 50' from the Frontage Line.
- C. The height of a Building in FD6 with a Principal Frontage on generally the **south side of Pearl Street, east side of Battery Street, north side of College Street and 50' from the Frontage line along the west side of Church Street** may be increased to a maximum of 12 stories.
- D. The height of a Building in FD5 with a Principal Frontage on **Lake Street** may be incrementally increased beyond 50' from the Frontage Line in order to establish a second Façade and Frontage along Battery Park Extension with the building having a presence of no more than 1 Story facing Battery Park Extension.

As mentioned previously, the Regulating Plan also include a map that illustrates areas where special height limits apply - providing variation (taller or shorter) from what is generally specified in a Form District in order to address specific objectives in specific places.

“A” and “D” specifically allow for a change in the maximum height within FD5:

- “A” is consistent with similar provisions in the current CDO that allows for taller buildings along the south side of Main St for better consistency in scale with FD6 across the street; and,
- “D” allows a building to grow taller (relative to Lake Street) as it moves up the embankment to the east in order to create a 1-story presence on the Battery Park Extension.

FD-5 Downtown Center



Encroachments	Setbacks (Rear)	Public ROW
Entrance Steps	Allowed	Not allowed
Architectural Features	3' max	3' max
Landscaping	Allowed	Not allowed
Fences & Walls	6' max height	Not allowed
Driveways & Walkways	Allowed	Not allowed
Utility Structures	Allowed	Not allowed
Signs	NA	Allowed
Awnings & Canopies	NA	15' max

Same as for FD6...

Form Districts

FD5-AI Art & Industry

14.3.6 - FD5-AI - ART & INDUSTRY

FD5-AI

KEY: A Property Line (ROW) Metrics on Facing Page

THE DIAGRAM ABOVE IS FOR ILLUSTRATIVE PURPOSES ONLY. METRICS SHOWN THEREON SHALL HAVE REGULATORY EFFECT.

14.3.6-A- INTENT

To support the emerging artisan neighborhood by encouraging revitalization and investment through a very diverse range of uses and building types, including housing mixed with light industrial. This district aims to enhance the walkable nature of the neighborhood, given its close proximity to Adjacent Mixed Use areas.

Attached or detached buildings

Small to large footprint

Building at or close to the frontage line

Small to no side Setback

3 to 5 stories

Outbuildings not common

The purpose and intent behind the Form District is first described and illustrated...

The boundaries for FD5-AI are shown here in purple and includes the “Battery Street Transition,” a small portion of Residential – Medium Density (BHA property), the Enterprise – Light Manufacturing” and RCO-R/G (Perkins Pier) zoning districts. Starting at Maple and running south to Howard, it also includes Perkins Pier.

Discussion points

- Should this include Perkins Pier or should it be FD5?
- Given concerns re: housing in the South End generally and need for further discussion, should the Battery Street Transition and Residential – Medium Density district areas be FD5?
- Should this extend all the way to Howard or end at Marble Ave?
- Western boundary with Railyard remains uncertain until completion of the Railyard Enterprise Study

FD5-AI Art & Industry

	Proposed	Current CDO			
	FD5 AI	Battery Street Transition	Enterprise-Light Manuf.	Residential – Medium Density	RCO-Recreation Greenspace
Bldg Height	3-5 stories	30'-35' (55')	45'	35'	35' max
Lot Coverage	80% max	100%	80%	40% (60%)	70% max
FAR/Density	NA	FAR 3 (4.5)	FAR 2	20 du/ac (40)	FAR 0
Setbacks:	(min-max)				
- Front	0-15'	0 (12' from curb)	5'	+/- 5' ave. of adjoining lots	15' min
- Side	0-30' (combined sides)	0 (15' from Residential District)	0 (25' from Residential District)	10% width or 5' min	10% width
- Rear	5-15'	0 (15' from Residential District)	10% lot width (25' from Residential District)	25% depth or 20' min	25% depth

Dimensional standards are compared to current zoning where applicable...the numbers shown in parentheses are only allowed as a discretionary bonus.

Discussion points

- Should we require a transition setback in height from an adjacent FD with a lower height? - currently a 25' setback. "Within 20' of a Form District boundary with a lower maximum building height, buildings shall not be more than a Story taller than the maximum permitted height of buildings in the Adjacent Form District."
- Should lot coverage be reduced in order to require additional stormwater management?

FD5-AI Art & Industry

	Proposed	Current CDO		
	FD5 AI	Battery Street Transition	Enterprise-Light Manuf.	Residential – Medium Density
Frontage Buildout	60%		NA	
Block Perimeter	2,000' max		NA	
Ground Floor Entries	Every 75'		NA	
Vertical Offsets	50' max		NA	
Massing Differentiation	150' max		NA	

Building Types		Yard Types	Sign Types	
Work/Live	Mixed Use	Edgeyard	Awning	Nameplate
Flex	Perimeter	Rearyard	Band	Display Case
	Civic	Sideyard	Blade	Wall
			Freestanding	Window

None of these standards are specifically found in the current zoning although many have origins in the design review criteria.

Discussion points

- Given concerns re: housing in the South End generally and need for further discussion, should any Building Types that enable residential use (Work/Live and Mixed Use) be allowed?

FD5-AI Art & Industry

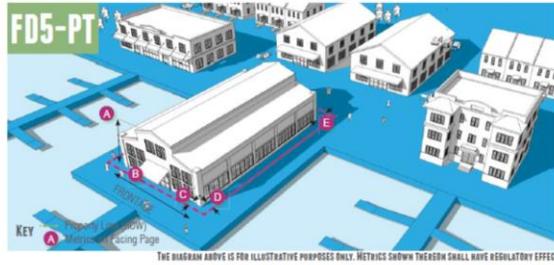


Encroachments	Setbacks (Side & Rear)	Public ROW
Entrance Steps	Allowed	Not allowed
Architectural Features	3' max	3' max
Landscaping	Allowed	Not allowed
Fences & Walls	6' max height	Not allowed
Driveways & Walkways	Allowed	Not allowed
Utility Structures	Allowed	Not allowed
Signs	NA	Allowed
Awnings & Canopies	NA	15' max

Same as for FD6 and FD5...

Form Districts

FD5-PT Public Trust



14.3.5-A- INTENT

To enhance the vibrant urban waterfront with a variety of building types and uses. Protect and improve the lakeshore and Access to the water and water-specific activities. This district aims to reinforce the walkable nature given its highly desirable waterfront location and close proximity to the urban city core.

Detached and attached buildings

Medium to large footprint

Building at or close to the frontage line

None to medium side Setback

1 to 3 stories

Outbuildings not common

The purpose and intent behind the Form District is described and illustrated...

The boundaries for FD5-PT are the same as for the “Downtown Waterfront – Public Trust” zoning district.

FD5-PT Public Trust

	Proposed FBC	Current CDO
	FD6	DW-PT
Bldg Height	3 stories max	35'
Lot Coverage	100% max	100% max
FAR/Density	NA	FAR 2-3
Setbacks:		
- Front	0-6'	0 (12' from curb)
- Side	0-12'	0
- Rear	3-15'	0
- Lakeshore	50' min	50' min
Frontage Buildout	60%	NA
Block Perimeter	NA	NA
Ground Floor Entries	NA	NA
Vertical Offsets	NA	NA
Massing Differentiation	150' max	NA

Lakeshore frontage shall be considered a second Principal Frontage.

Yard Types	
Rearyard	Edgeyard
Sideyard	

Building Types
Mixed Use
Perimeter
Civic

Sign Types	
Awning	Nameplate
Band	Display Case
Blade	Wall
Freestanding	Window
Marquee	

Dimensional standards are compared to current zoning where applicable...the numbers shown in parentheses are only allowed as a discretionary bonus.

Less intense than FD5 DC - shorter buildings and no block perimeter limit. Edgeyards are permitted. Lakeshore also treated as a required Frontage.

Discussion points –

- Currently there are no offsets and entrance standards – should there be?
- 100% lot coverage along lakeshore – should it be less?

FD5-PT Public Trust



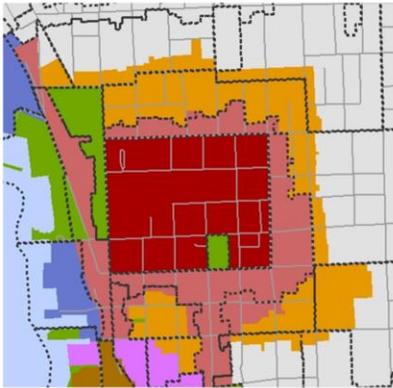
Encroachments	Setbacks (Rear)	Public ROW
Entrance Steps	Allowed	Not allowed
Architectural Features	3' max	3' max
Landscaping	Allowed	Not allowed
Fences & Walls	6' max height	Not allowed
Driveways & Walkways	Allowed	Not allowed
Utility Structures	Allowed	Not allowed
Signs	NA	Allowed
Awnings & Canopies	NA	15' max

Same as for FD6 and FD5...

Form Districts

FD4 Downtown Neighborhood

FD4



14.3.4-A- INTENT

To provide a wide variety of urban housing choices, in medium to high density building types with small-scale neighborhood supportive uses primarily at corners. This district aims to reinforce and enhance the walkable nature of the neighborhood, given its close proximity to Adjacent Mixed Use zones.

Attached or detached buildings

Small to medium footprint

Building at or close to the frontage line

Small to no side Setback, large rear Setback

2 to 3 stories

Outbuildings common



The purpose and intent behind the Form District is described and illustrated...

The boundaries for FD4 are the same as for the "Residential – High Density" zoning district but stops at/near study area boundary

FD4 Downtown Neighborhood

	Proposed FBC	Current CDO
	FD6	RH
Bldg Height	2-3 stories	35' (45')
Lot Coverage	80% max	80% (92%)
FAR/Density	40 DU/ac	40 du/ac (80)
Setbacks:		
- Front	5-18'	+/- 5' ave. of adjoining
- Side	0 or 5' min	10% width or 5' min
- Rear	5' min	25% depth or 20' min
Frontage Buildout	60%	NA
Block Perimeter	2,400	NA
Lot Width	30-75'	NA
Ground Floor Entries	NA	NA
Vertical Offsets	NA	NA
Massing Differentiation	NA	NA

Yard Types	
Rearyard	Edgeyard
Sideyard	
Building Types	
Carriage House	Detached House
Duplex	Rowhouse
Multi-Family - Small	Multi-Family - Large
Work-Live	Civic
Mixed Use	
Sign Types	
Awning	Display Case
Band	Window
Blade	Nameplate
Freestanding	

Dimensional standards are compared to current zoning where applicable...the numbers shown in parentheses are only allowed as a discretionary bonus.

Least intense – only FD with density and lot width limits. Edgeyards are permitted. Sideyard lots, and Duplexes, Rowhouses and Mixed Use buildings allow no sideyard setback because their form requires them to be on a side lot line. Mixed Use buildings allowed only at corners.

FD4 Downtown Neighborhood



Encroachments	Setbacks (Front)	Setbacks (Side)	Setbacks (Rear)
Frontage Type	Allowed	NA	NA
Entrance Steps	Allowed	Allowed	Allowed
Architectural Features	3' max	3' max	3' max
Landscaping	Allowed	Allowed	Allowed
Fences & Walls	4' max height	6' max height	6' max height
Driveways & Walkways	Allowed	Allowed	Allowed
Utility Structures	NA	Allowed	Allowed
Signs	Allowed	NA	NA

No ROW encroachment allowed



14.3.9-A- INTENT

To accommodate municipal wastewater treatment; and railroad operations, intermodal transfers, rail equipment servicing, storage and repair, material storage and administrative functions.

Detached buildings

Medium to large footprint

2 to 3 stories

Outbuildings are common

Outdoor storage is common

Outbuildings not common

The purpose and intent behind the Form District is described and illustrated...

The boundaries for SD fall within areas currently zoned RCO-R/G where the wastewater plant is and E-LM where the railyard is. This district accommodates specialized development types, building forms, and activities that do not otherwise fit within Form Districts.

Discussion point –

- Eastern boundary of Railyard remains uncertain until completion of the Railyard Enterprise Study

SD Railyard/Wastewater Special District

	Proposed FBC	Current CDO	
	SD	Enterprise – Light Manufacturing	RCO-Recreation Greenspace
Bldg Height	3 stories max.	45' max	35' max
Lot Coverage	80% max	80% max	5% max
FAR/Density	NA	FAR 2	FAR 0
Setbacks:			
- Front	5' min	5' min	15' min
- Side	5' min	0 min (25' from Residential District)	10% width
- Rear	5' min	10% lot width min (25' from Residential District)	25% depth
Frontage Buildout	NA	NA	NA
Block Perimeter	NA	NA	NA
Ground Floor Entries	NA	NA	NA
Vertical Offsets	NA	NA	NA
Massing Differentiation	NA	NA	NA

Dimensional standards are compared to current zoning where applicable...

Because of the specialized nature of the activities within this district, development is not constrained by form standards.

Intended to be highly flexible given the very specific and limited functions of the sites.

SD Railyard/Wastewater Special District

Yard Types

Rearyard	Edgeyard
Sideyard	

Building Types

Not applicable

Sign Types

Awning	Nameplate
Band	Display Case
Blade	Wall
Freestanding	Window



Encroachments	Setbacks (Front, Side & Rear)
Entrance Steps	Allowed
Architectural Features	3' max
Landscaping	Allowed
Fences & Walls	6' max height
Driveways & Walkways	Allowed
Utility Structures	Allowed
Signs	Allowed



No ROW encroachment are allowed

Because of the specialized nature of the activities within this district, development is not constrained to the prescribed Building Types and Frontage Types.

Parking, Loading & Service		
<p>14.3.4-E- PARKING, LOADING & SERVICE FD4</p> <p>REQUIRED SPACES</p> <p>Corner Stoves No off-street parking required and no new off-street parking shall be established.</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>All on-site parking, including Parking Areas and Garages, shall be located in the Second or Third Lot Layer.</p> <p>Garages with front loading bays shall be recessed a minimum of one (1) foot from the Facade of the Principal Building and designed to form a secondary building volume.</p> <p>Parking Areas and Driveways must be set back from side and rear Lot Lines by 3' min.</p>	<p>14.3.5-E- PARKING, LOADING & SERVICE FD5-PT</p> <p>REQUIRED SPACES</p> <p>No off-street parking is required.</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>All on-site parking shall be provided within an enclosed Garage or Parking Structure. New or expanded Parking Areas and Parking Lots are not permitted.</p> <p>Garages shall be located in the Third Lot Layer, but may be located in the Second Lot Layer if below-grade or above the first Story.</p> <p>With the exception of areas designed for unloading and loading of materials, Parking Lots shall be separated at least five feet from buildings in order to provide a Sidewalk, landscaping, or other planting between the building and Parking Area.</p> <p>MISCELLANEOUS</p> <p>At least one pedestrian route from all Parking Lots, Parking Areas, Garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a Building).</p>	<p>14.3.6-E- PARKING, LOADING & SERVICE FD5-AI</p> <p>REQUIRED SPACES</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>Parking Areas shall be located in the Second or Third Lot Layer.</p> <p>Parking Lots shall be located in the Third Lot Layer.</p> <p>Garages shall be located in the Third Lot Layer, but may be located in the second Lot Layer if below-grade or above the first Story.</p> <p>Parking Areas must be set back from side and rear Lot Lines by 3' min.</p> <p>With the exception of areas designed for unloading and loading, Parking Areas shall be separated at least three feet from buildings in order to provide a Sidewalk, landscaping, or other planting between the building and Parking Area.</p> <p>MISCELLANEOUS</p> <p>At least one pedestrian route from all Parking Lots and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a Building).</p>
<p>14.3.7-E- PARKING, LOADING & SERVICE FD5</p> <p>REQUIRED SPACES</p> <p>No on-site parking is required.</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>Parking Areas shall be located in the Third Lot Layer.</p> <p>Garages shall be located in the Third Lot Layer, but may be located in the second Lot Layer if below-grade or above the first Story.</p> <p>MISCELLANEOUS</p> <p>At least one pedestrian route from all Parking Lots and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a Building).</p>	<p>14.3.8-E- PARKING, LOADING & SERVICE FD6</p> <p>REQUIRED SPACES</p> <p>No on-site parking is required.</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>Parking Areas shall be located in the Third Lot Layer.</p> <p>Garages shall be located in the Third Lot Layer. Garages may be located in the second Lot Layer if located below-grade or above the first Story.</p> <p>MISCELLANEOUS</p> <p>At least one pedestrian route from all Parking Lots and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a Building).</p>	<p>14.3.9-E- PARKING, LOADING & SERVICES SD</p> <p>REQUIRED SPACES</p> <p>No on-site parking required.</p> <p>See Section 14.6.8 - (Supplemental to Form Districts - Parking, Loading, Service and Driveways) for parking specific requirements and Section 14.6.9 for bicycle parking standards.</p> <p>LOCATION ON THE LOT</p> <p>Parking Areas, Parking Lots and Garages shall be located in the Second or Third Lot Layer.</p> <p>Parking Areas and Parking Lots must be Setback from side and rear Lot Lines by 3' min.</p> <p>MISCELLANEOUS</p> <p>At least one pedestrian exit from all Parking Lots, Parking Areas, Garages, and Parking Structures shall be directly to a Front-age Line (i.e., not directly into a Building).</p>

A comparison of the parking loading and service standards for each FD from FD4 through FD6. Many of these are found in the current Design Review standards (Art 6) or Parking requirements (Art 8) of the CDO.

Importance to distinguish:

- Parking Areas vs Parking Lots – surface parking distinguished by use with the later term being a distinct use
- Garages vs Parking Structures – structured parking distinguished by use with the later term being a distinct use

Discussion Points:

- Parking allowed in the 2nd lot layer in FD4
- No on-site parking required except in FD4 and FD5-AI