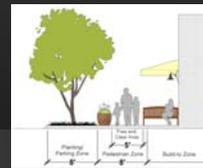


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Zoning reFORMs for a New Chapter of City Building

October 23, 2013



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Staff Identification:

- Marvin Krout, Director
- David Cary, Long Range Planning Manager
- Brandon Garrett, Planner
- Stacey Hageman, Planner
- Christy Eichorn, Planner
- Ed Zimmer, Planner



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Meeting Schedule

- Subcommittee meetings held every other week
- Full committee reconvenes December 11



reFORM Committees

Meeting Schedule

All meetings will be held on Wednesdays from 11:30 AM – 12:45 PM (unless noted) in the County/City Building, Room 113.

Date	Committee
October 2, 2013	Design Standards Committee & Zoning Barriers Committee (Joint Meeting)
October 9, 2013	Design Standards Committee
October 16, 2013	Zoning Barriers Committee
October 23, 2013	Design Standards Committee
October 30, 2013	Zoning Barriers Committee
November 6, 2013	Design Standards Committee
November 13, 2013	Zoning Barriers Committee
November 20, 2013	Design Standards Committee
November 27, 2013	No Meeting
December 4, 2013*	Design Standards Committee Zoning Barriers Committee
December 11, 2013	Design Standards Committee & Zoning Barriers Committee (Joint Meeting)

* On December 4, 2013, both Committees will meet separately, one from 11:30-1:00 and the other from 1:00-2:30.

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Meeting Materials:

- Meeting notes
- Comment sheet
- Today's agenda
- Feedback sheet



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Today's Meeting:

- Review Commercial Centers design standards
- Group exercise with opportunity to discuss
- Complete feedback sheet
- Public comment
- Wrap-up



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• Feedback sheet

reFORM Centers Group Exercise Feedback Sheet

After completing the centers exercise, do you have a better understanding of the proposal? Yes No

Have you visited a shopping center with something similar to a pedestrian-oriented route? Yes No

Are the proposed standards flexible enough to allow for numerous options as to how the site could develop? Yes Somewhat No

How would you describe the standards associated with the Pedestrian-Oriented Route in achieving a desirable and walkable situation for Centers compared to existing Centers without such features? Excellent Very Good Good Fair Poor

Are the proposed standards too strict or do we need to strengthen some aspects?

Needs More/Revise Standards to Strengthen

Minor Changes/Make Some Tweaks to Strengthen

Just Okay/Keep Proposal

Too Strict/Revise Standards

Don't Need Pedestrian Orientation/Cut Standards

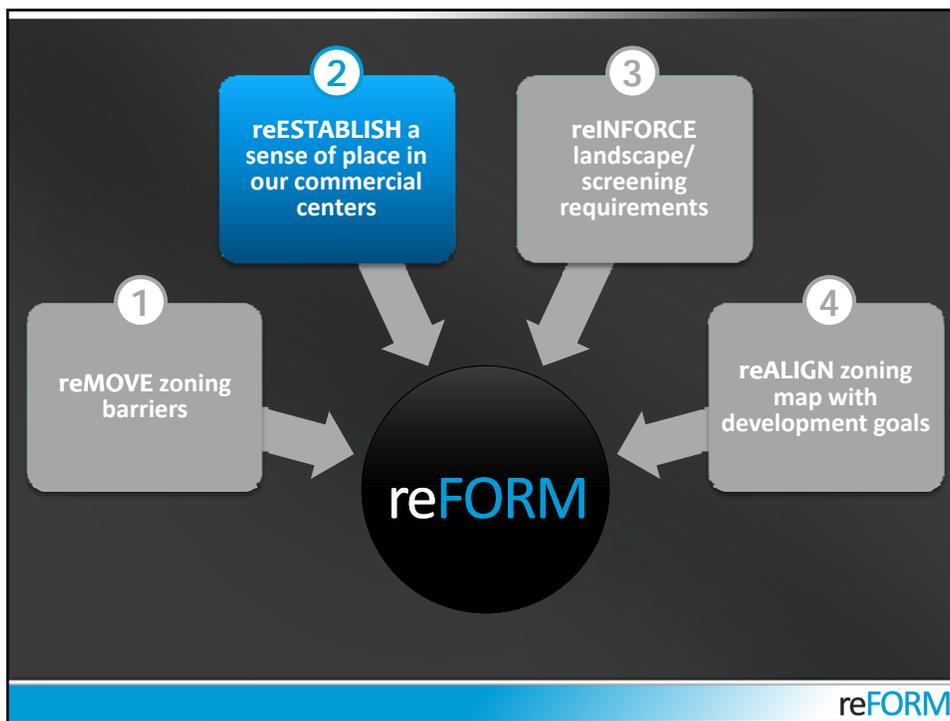
Suggested Changes or Revisions: _____

It is important that site development of centers create at least some pedestrian orientation in order to facilitate safe and friendly walking conditions on the site. Strongly Agree Agree Indifferent Disagree Strongly Disagree

Centers in Lincoln today are safe and enjoyable places to walk, please you want to spend more time at. Strongly Agree Agree Indifferent Disagree Strongly Disagree

The proposed standards are reasonable in that they provide both increased pedestrian orientation and feasibility for site development. Strongly Agree Agree Indifferent Disagree Strongly Disagree

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2 reESTABLISH Sense of Place in Commercial Centers

Objective A

- Establish design standards to encourage commercial and mixed use developments that are attractive, pedestrian-oriented, and enhance nearby neighborhoods

Strategy 1

- Designate specific areas where design standards will apply.

Strategy 2

- Establish standards that make commercial and mixed use development more walkable

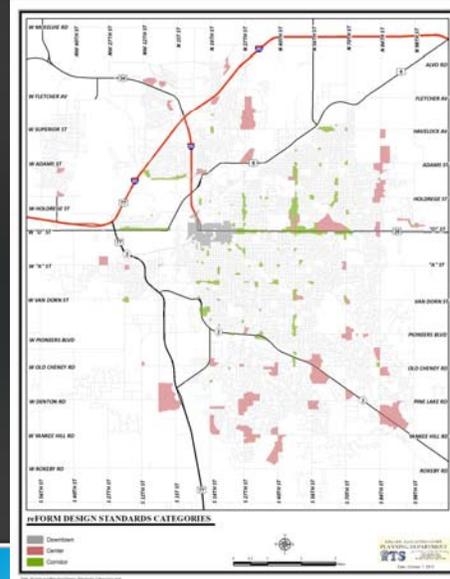
Strategy 3

- Create building design standards that make development more aesthetically pleasing.

The 'reFORM' logo is present in the bottom right corner of the slide.

2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 1. Designate specific areas where design standards will apply.
 - Centers: B-2, B-5, and H-4
 - Corridors: B-3 and H-2



2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Centers

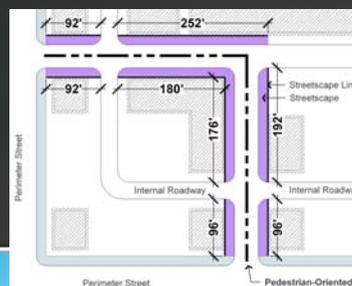
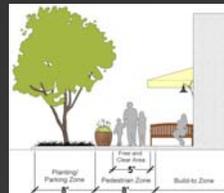


2 reESTABLISH Sense of Place in Commercial Centers

• Strategy 2: Site Development Standards for Centers

• Pedestrian-Oriented Route (P.O.R.)

- Assumed to be along an internal roadway (usually private)
- Option to opt out and designate P.O.R. along a primary street and follow "Corridor" standards.
- May also opt out of Center standards and follow "Corridor" standards if site is less than 10 acres or less than 500 feet in depth.
- Continuous from perimeter street to perimeter street
 - If only one perimeter street, then can connect to an internal roadway that connects with a perimeter street.
- Must connect to a perimeter street at two or more points
- 90% of the Center's floor area must be in buildings that abut a pedestrian-oriented route

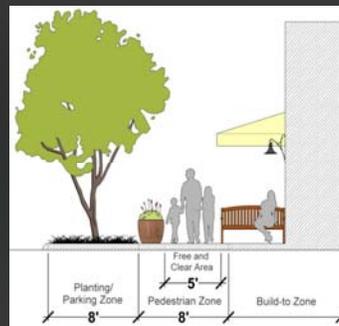


2 reESTABLISH Sense of Place in Commercial Centers

• Strategy 2: Site Development Standards for Centers

• Build-to Zone

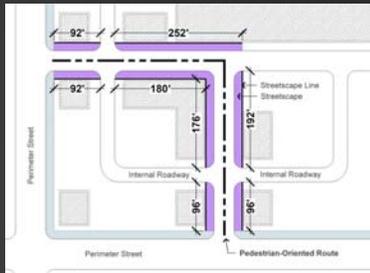
- Only applies to the pedestrian-oriented route
- Within 20' of streetscape
- Option to put a pedestrian amenity in front of building with a maximum depth of 100'



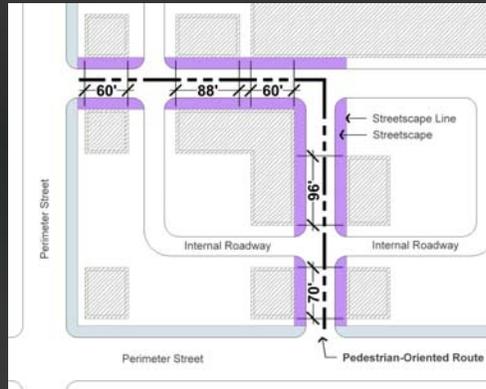
2 reESTABLISH Sense of Place in Commercial Centers

• Strategy 2: Site Development Standards for Centers

- Net Frontage Length:
 - Measured as property frontage minus required setbacks, driveways, etc. See image below.
 - At least 60% of the net frontage length of a pedestrian-oriented route must be two-sided (buildings facing each other)
 - Greens, squares, or plazas can contribute to the two-sided requirement.



Step 1: Measure the Net Frontage Length of the P.O.R.

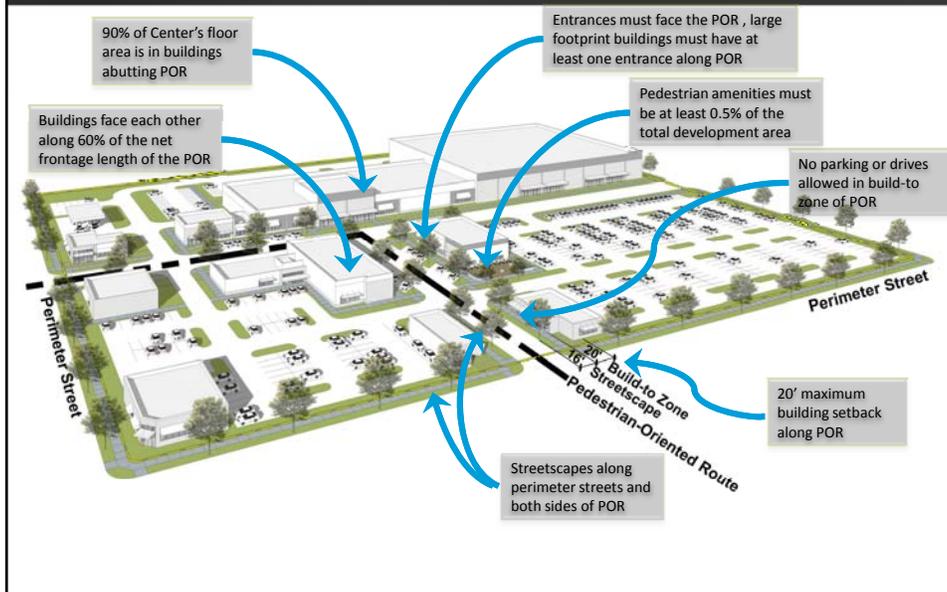


Step 2: Measure the frontage that is two-sided and calculate percentage of total.

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2 reESTABLISH Sense of Place in Commercial Centers

Center Standards





2 reESTABLISH Sense of Place in Commercial Centers

Assumptions for Purposes of this Exercise:

- Objective: Learn how to apply Center standards
- Center standards will apply rather than opting for Corridor standards
- P.O.R. will be along a private street
- Single user of 170,000 sq. ft. OR Two users equal to that
- The Center will include 250,000+ sq. ft.
- Residential and hotels will not be incorporated



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2 reESTABLISH Sense of Place in Commercial Centers

Assumptions for Purposes of this Exercise:

- Surface parking must be adequate
- 1 stall per 300 sq. ft.
- Access points to arterials are pre-determined
- A planner will assist each group
- Designate a person to report out to the committee
- The site is approximately 20 acres
- Scale is 1"=40' or ¼"=10'
- 60 minutes to complete exercise!



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Step 1:

Find a general area on the site plan to place either:

- A single large footprint user of 170,000 sq. ft.

OR

- Two smaller large footprint buildings equaling 170,000 sq. ft.

* Try to visualize where you will need large parking lots.



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Step 2:

Identify preferred location for the “Pedestrian Oriented Route” (P.O.R.).

- The P.O.R. shall be continuous from perimeter street to perimeter street or from perimeter street to another P.O.R.
- The P.O.R. shall connect to a perimeter street at two or more points (this could be the same perimeter street or more than one).



*Keep in mind: 90% of the Center’s floor area must be in buildings that abut a P.O.R.

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Step 3:

Place remaining smaller buildings and plaza space on site.

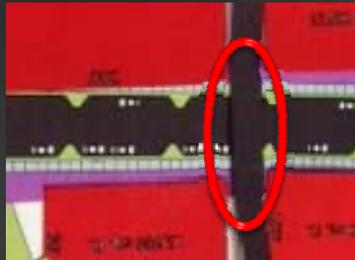
- Add at least 80,000 sq. ft. Building pieces are included and display dimensions and square footage. Add floors to a building footprint by doubling or tripling the square footage etc. on the game piece.
- 90% of the Center’s floor area must be in buildings that abut a P.O.R.
- Position buildings within the Build-to Zone along the P.O.R. The Build-to Zone is the purple strip beyond the sidewalk. The front of the building must be within or abut the Build-to Zone.
- Continuous building facades (single building or multiple attached buildings) may not exceed 500’. Buildings attached to one another count as a single building for our purposes.
- Provide a minimum of 16’ between buildings if not attached.

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Step 4:

Establish driveways/access points across the P.O.R.

- Identify driveway locations across the P.O.R.
- Driveways crossing the P.O.R. cannot be closer than 150' centerline to centerline; can "measure around corners" (when P.O.R. intersects another street or P.O.R.).



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Step 5:

Place parking.

- Using the parking lot pieces provided, generally place parking throughout the site. The number of stalls is marked on the pieces.
- Verify with the planner that the parking quantity is adequate.



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Step 6:

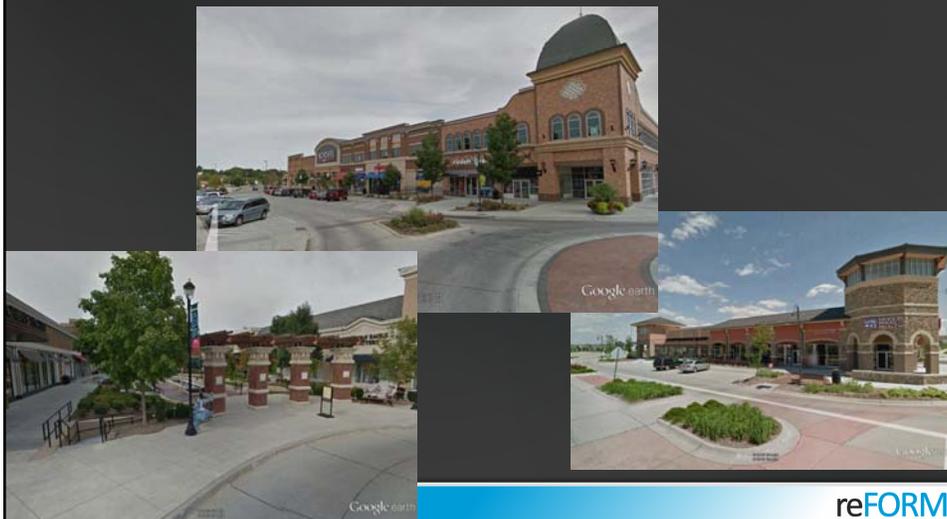
Calculate Net Frontage Length and two-sided requirement.

- **Planner:** Measure the Net Frontage Length (N.F.L.) along the P.O.R.'s Build-to-Zone. Only measure "buildable" frontage; exclude driveways and setbacks. Assume driveways crossing the P.O.R. have a minimum setback of 16'. It may be helpful to label the segments of the N.F.L. in pencil on the site plan.
- **Planner:** Verify that at least 60% of the (N.F.L.) along the P.O.R. must have buildings facing each other on both sides of the street.



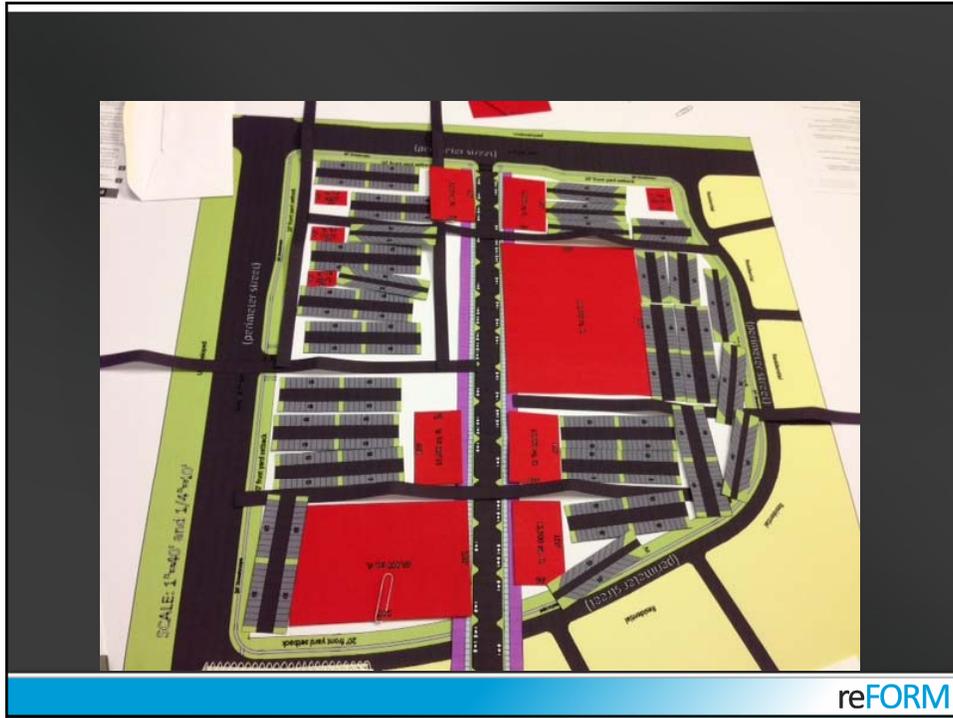
Step 7:

Verify with the planner in the group that calculated requirements have been met. Repeat steps if necessary.



Step 8: Report strengths and weaknesses of your group's plan. Make other comments or recommendations.







Please complete the feedback sheet and hand it in to a staff member!

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Centers Group Exercise Feedback Sheet

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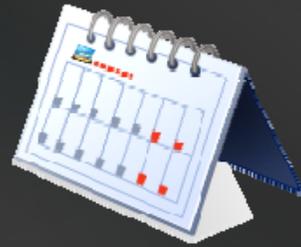
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Next meeting date for the Design Standards Subcommittee:

- November 6th at 11:30 – Design Standards Subcommittee



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Are there any public comments today?



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Any final questions from the Committee today?



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Visit the website!

lincoln.ne.gov
(keyword: reform)

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Long Range Planning

reFORM: Zoning reFORMs for a New Chapter of City Building

An exciting wave of new development in Lincoln's core area, overcoming the lingering uncertainties of the global economic recession, has energized the entire community, creating a new layer of activity, of interesting places, and new options for living, working, shopping and recreating.

This wave of new development is fulfilling the promise for the core area that has been laid out for many years in the City's Comprehensive Plan. But the latest edition of that plan also contains a new promise - that this energy, which takes the form of taller, denser, mixed-use development, can ripple out from the core area to revitalize and enhance other parts of the City.

The reFORM document lays out a set of objectives and strategies for reFORMing the City's zoning code. It includes proposals to encourage this new potential layer of City development while remaining sensitive to the needs of existing neighborhoods for stability and protection.

DRAFT REPORT

Includes interactive links

- Cover
- Table of Contents
- Introduction
- 1. REMOVE Zoning Barriers
- 2. REESTABLISH a Sense of Place in our Commercial Centers
- 3. reFORM Landscape/Screening Requirements
- 4. REALIGN Zoning Map with Development Goals

Change Needs Resulting from Feedback and Further Consideration

REFORM COMMITTEES

The reFORM Committees will consider the reFORM package of proposals for commercial design standards and zoning changes. The Design Standards Subcommittee will review the proposed new design standards for commercial/mixed-use projects in Chapter 2 of the report. The Zoning Barriers Subcommittee will review the proposals to "remove zoning barriers" in Chapter 1 of the report.

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