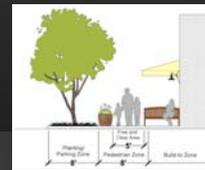


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Zoning reFORMs for a New Chapter of City Building

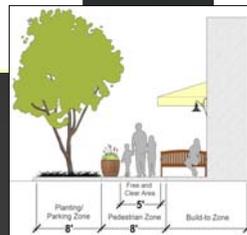
October 9, 2013



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Welcome!

Design Standards Subcommittee



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Staff Roles and Availability:

- Marvin Krout, Director
- David Cary, Long Range Planning Manager
- Ed Zimmer, Planner
- Brandon Garrett, Planner
- Stacey Hageman, Planner
- Christy Eichorn, 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 213.

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:

- Name tents
- Meeting notes
- Comment sheet
- Today's agenda



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Today's Meeting:

- Overview of meeting materials
- Background on experience in Lincoln with existing design standards
- Streetscape design standards
- Commercial Corridors design standards
- Commercial Centers design standards
- Building design standards
- Public comment
- Wrap-up



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What do we want to accomplish?

- Build a better understanding of the various proposed design standards
- Share ideas, concerns, and support for the different design standards so that staff understands where you stand on them
 - We will pause after each major topic area for questions and identification of topics needing more discussion and clarification.
- We will need to keep things moving to get through all the material today. If we do not get to everyone's comments, please do fill out a comment sheet and/or follow up with staff after today's meeting.



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Neighborhood Design Standards

- Adopted 1989, limited areas

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Neighborhood Design Standards

- Adopted 1989, limited areas
- Applied broadly 2000

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Neighborhood Design Standards

- Adopted 1989, limited areas
- Applied broadly 2000
- Administrative for quick review, 3 appeal options

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Neighborhood Design Standards

- Adopted 1989, limited areas
- Applied broadly 2000
- Administrative for quick review, 3 appeal options

Downtown Design Standards

- Adopted 2008, B-4 and O-1 zones

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Neighborhood Design Standards

- Adopted 1989, limited areas
- Applied broadly 2000
- Administrative for quick review, 3 appeal options

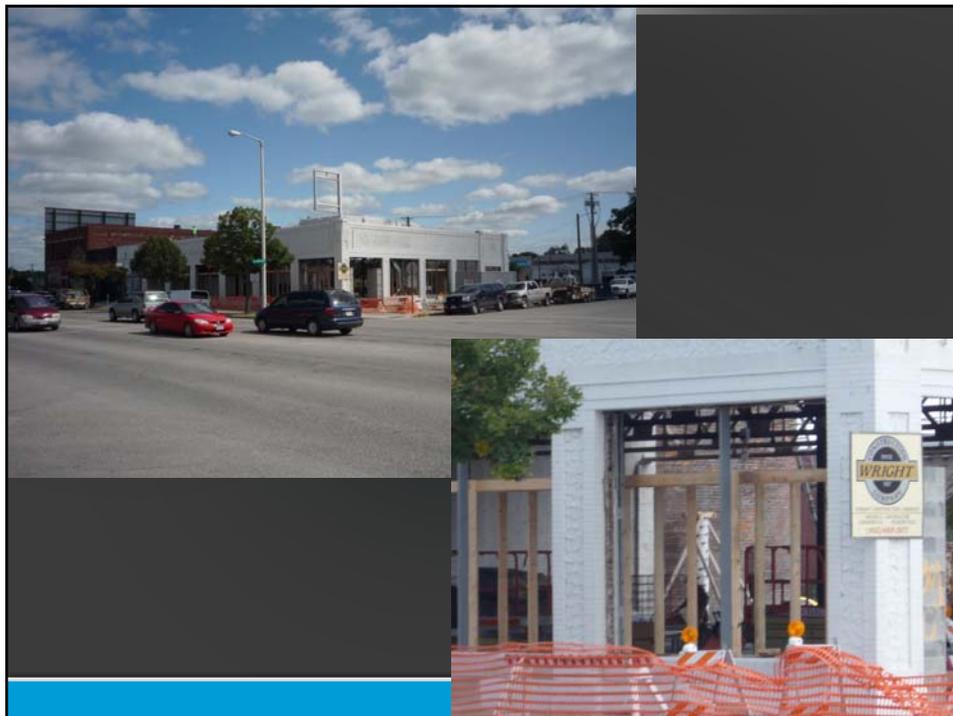
Downtown Design Standards

- Adopted 2008, B-4 and O-1 zones
- Administrative for quick review, “4 ways to ‘Yes’”

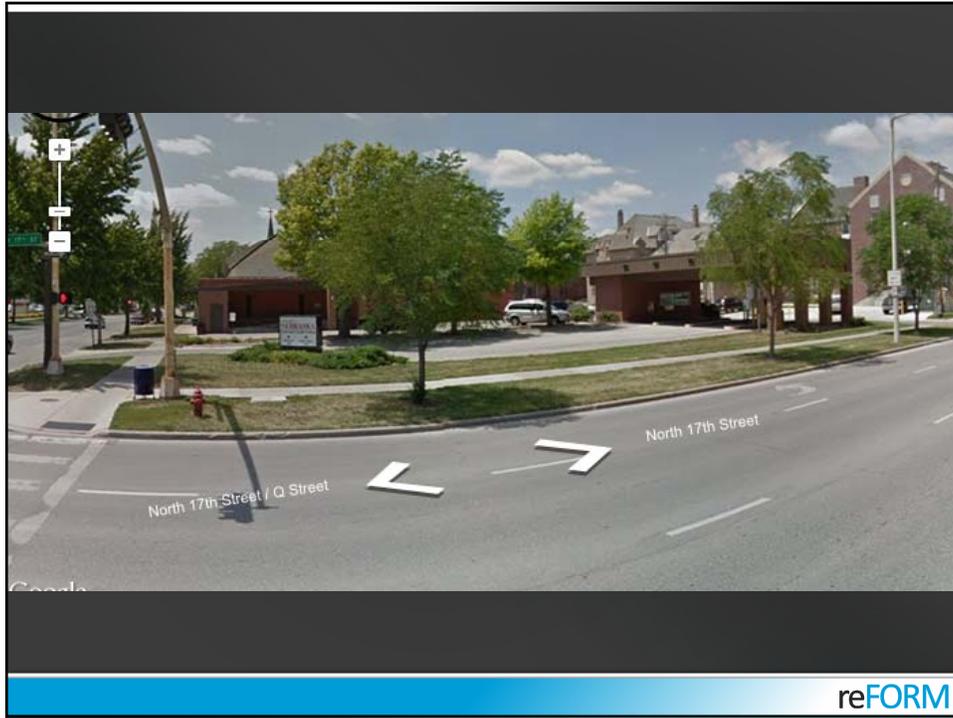
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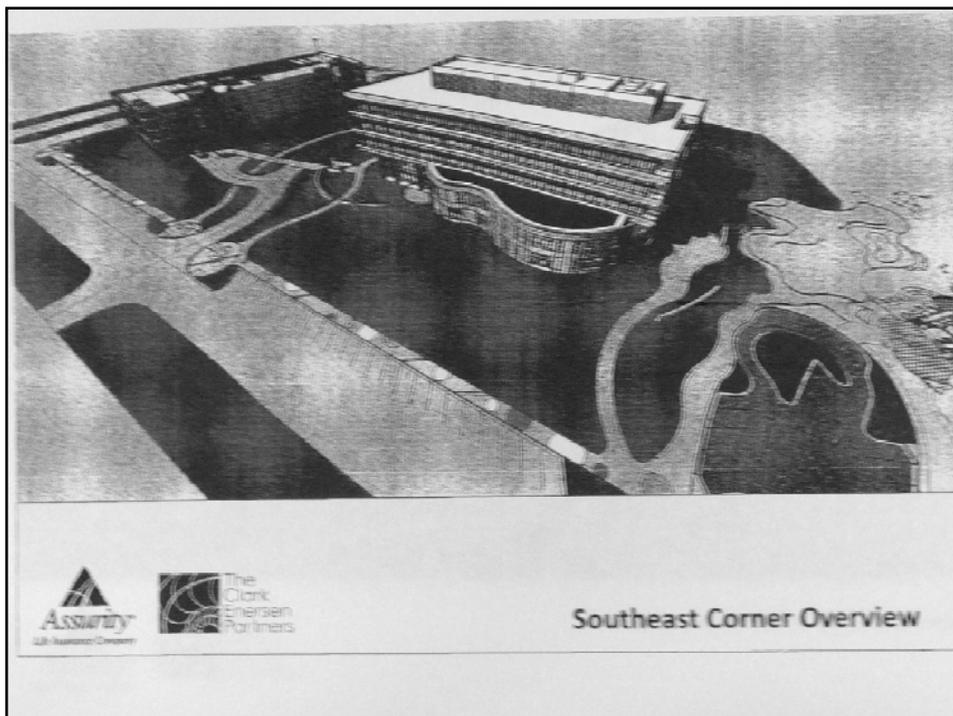
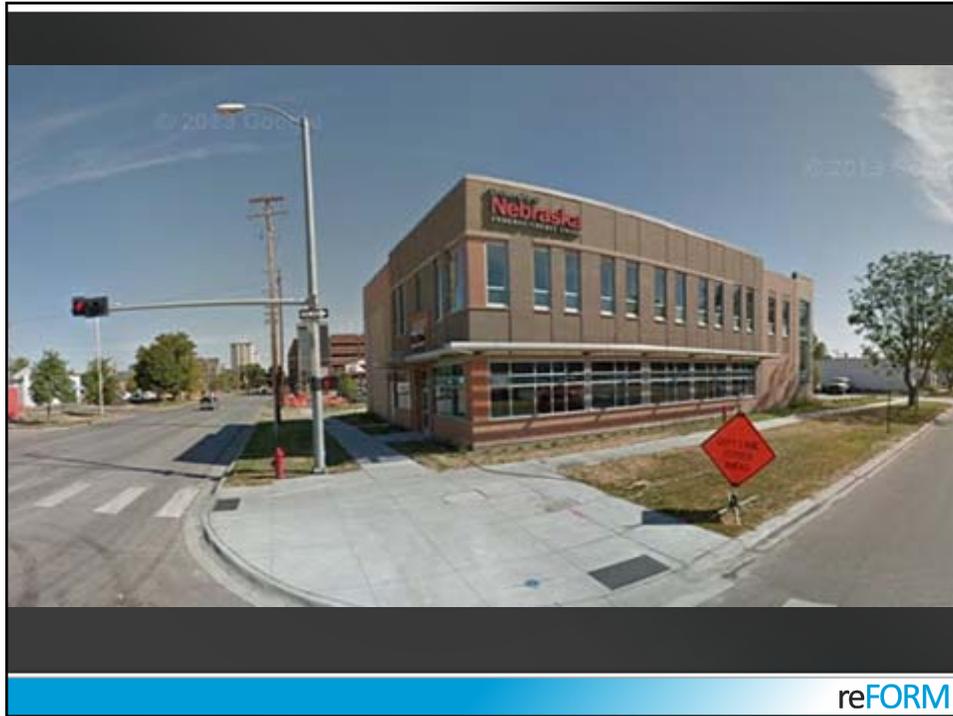














Lessons Learned

- Clear, quick, focused reviews (administrative, with appeal options)

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Lessons Learned

- Clear, quick, focused reviews (administrative, with appeal options)
- Base standards on best local examples

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Lessons Learned

- Clear, quick, focused reviews (administrative, with appeal options)
- Base standards on best local examples
- Raise the bar towards “good,” not “best”

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Lessons Learned

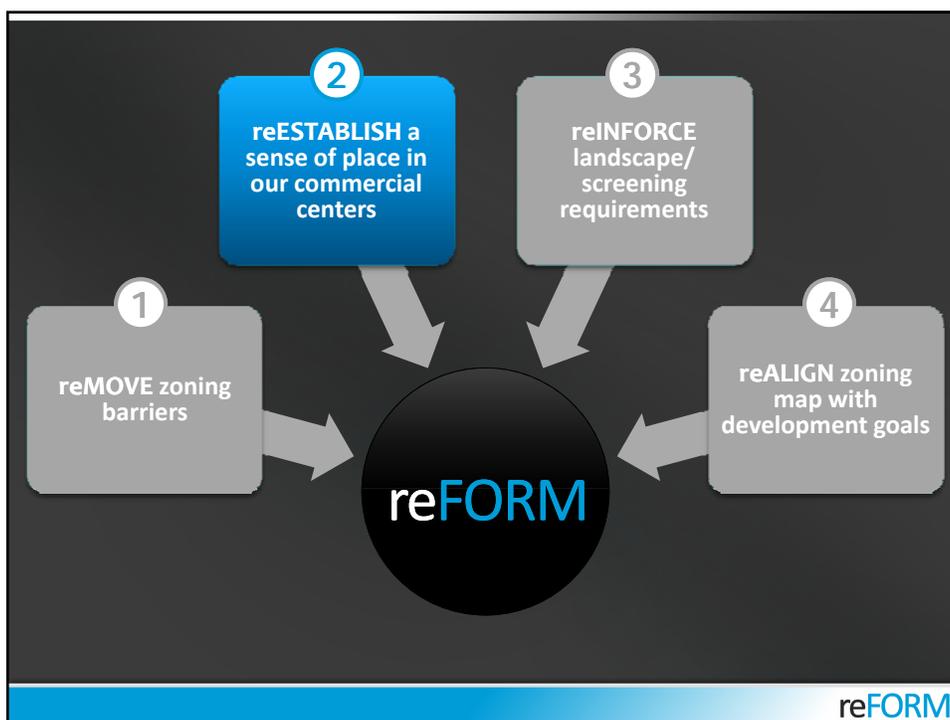
- Clear, quick, focused reviews (administrative, with appeal options)
- Base standards on best local examples
- Raise the bar towards “good,” not “best”
- Provide options to recognize and approve “best”

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Discussion on Existing Design Standards

Questions and identification of topics needing more discussion and clarification.

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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

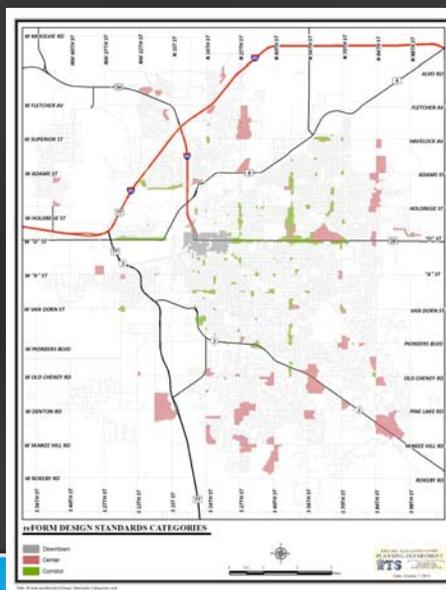
Strategy 3

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

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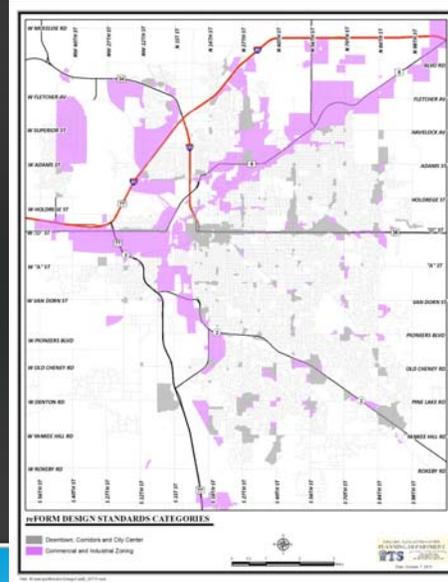
2 reESTABLISH Sense of Place in Commercial Centers

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



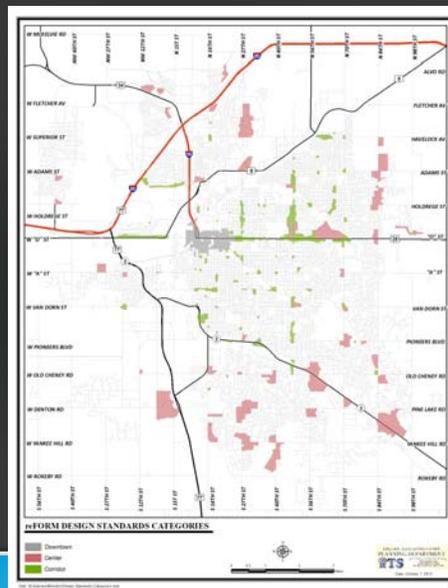
2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 1. Designate specific areas where design standards will apply.
 - No design standards: R-T, O-2, O-3, H-3, I-1, I-2, and I-3
 - Rezoned districts: B-1 and H-1



2 reESTABLISH Sense of Place in Commercial Centers

- Why apply to zoning districts?
 - Straightforward way to apply standards, but need to align zoning with development goals
 - Other approaches such as overlays may be confusing to the public
 - Public process to facilitate site specific standards for small areas would be too time consuming, confuse owners with property zoned the same but in different areas, and create an administrative nightmare



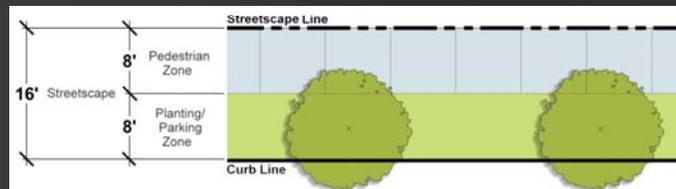
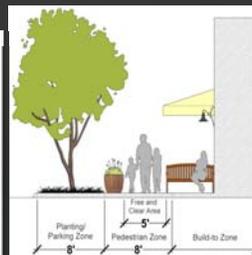
2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2. Establish standards that make commercial and mixed use development more walkable
 - Work Requiring Review
 - Site Development Standards apply to site design and exterior features of projects requiring building permits in the B-2, B-3, B-5, H-2, and H-4 districts as well as some Planned Unit Developments
 - Apply whether the project is new construction, exterior remodeling of existing buildings, or site development that does not include buildings (such as parking lots).
 - Deviations can be granted based on:
 - Features of a project shall not cause greater deviation from these Design Standards than currently exists.
 - Project shall meet the applicable Design Standards that are feasible given existing site conditions.

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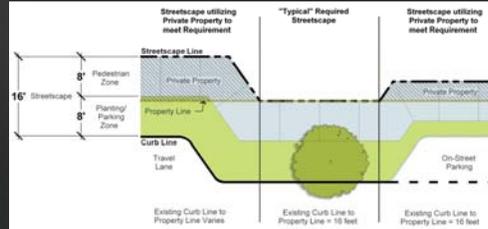
2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Standard Streetscapes



2 reESTABLISH Sense of Place in Commercial Centers

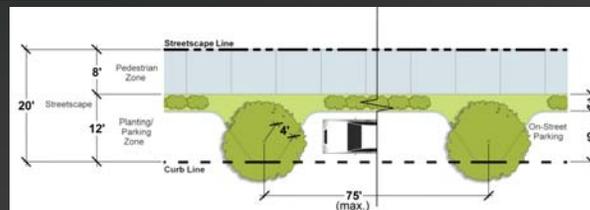
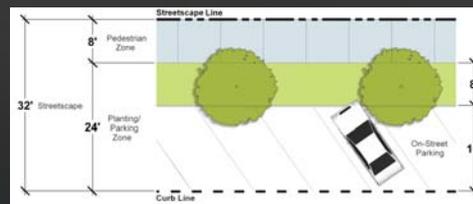
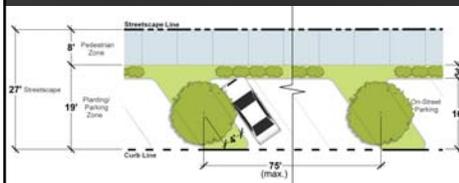
- Strategy 2: Standard Streetscapes
 - The streetscape may be altered to follow the curb line or partially encroach onto private property.
 - Elimination of front yard setbacks helps to offset this by creating more buildable area



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Standard Streetscapes
 - Concepts for standard streetscapes with on-street parking



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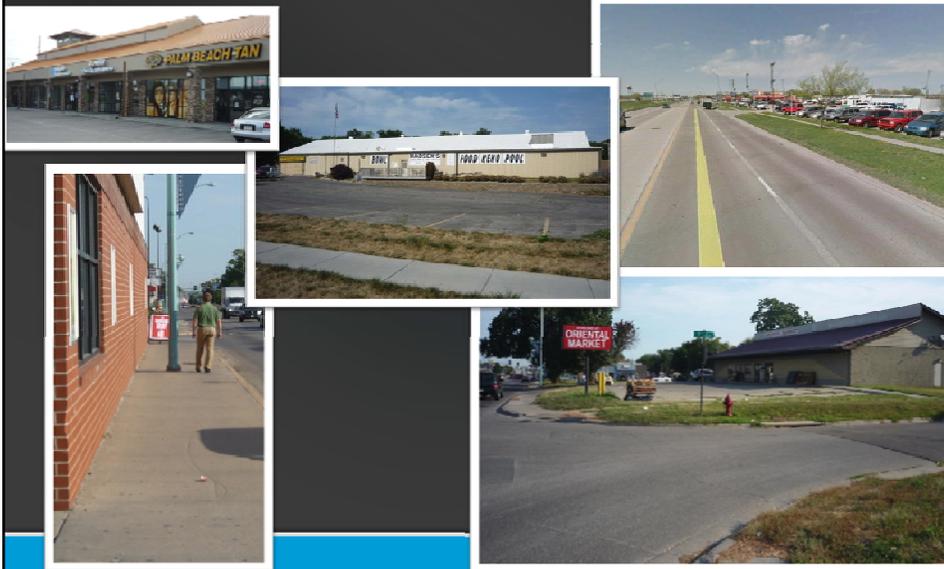
Discussion on Streetscapes

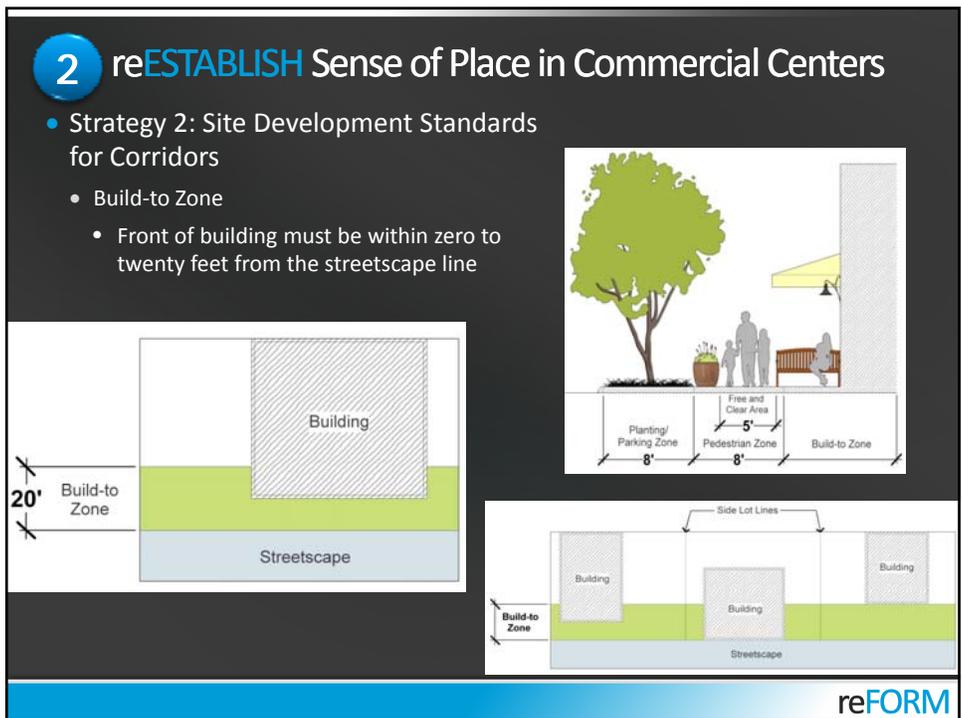
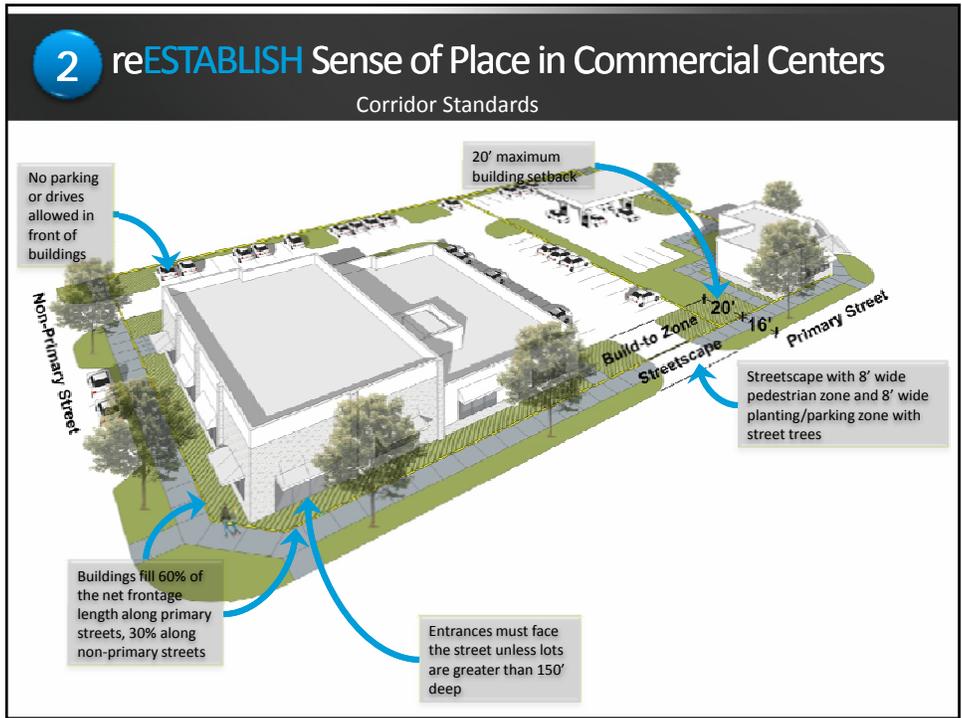
Questions and identification of topics needing more discussion and clarification.

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2 reESTABLISH Sense of Place in Commercial Centers

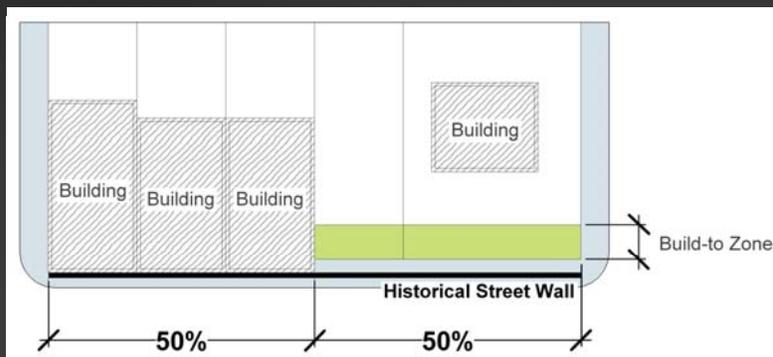
- Strategy 2: Site Development Standards for Corridors





2 reESTABLISH Sense of Place in Commercial Centers

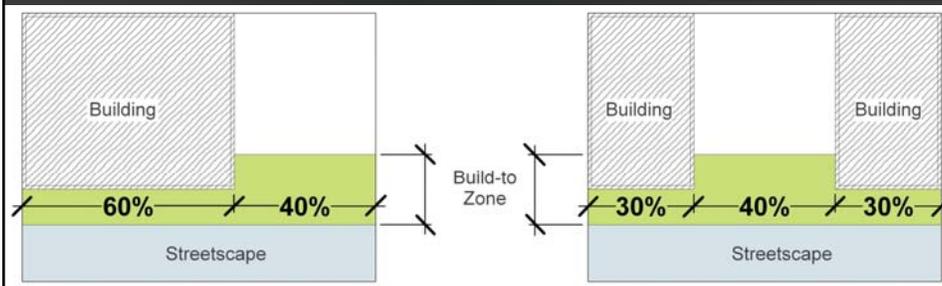
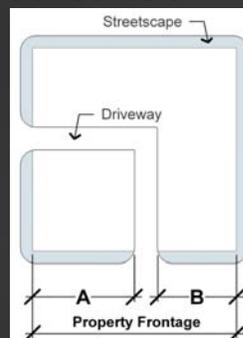
- Strategy 2: Site Development Standards for Corridors
 - Build-to Zone with "Historical Street Wall"



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Corridors
 - Net Frontage Length:
 - Measured as property frontage minus required setbacks, driveways, etc. See A+B in image to the right.
 - At least 60% of the net frontage length of the property must consist of street façade within the build-to zone. For corner lots, this may be reduced to 30% along the frontage of the street that is not a primary street.



2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Corridors

- Net Frontage Length with "Historical Street Frontage":
 - If 50% or more of the street frontage has zero or minimal side yards, then continue that pattern with new development.

The diagram illustrates a street frontage with four lots. The first three lots from the left have buildings, while the fourth lot is empty. Vertical lines indicate the 'Side Lot Lines'. A horizontal dimension line at the bottom shows the first two lots (50% of the frontage) containing buildings, and the next two lots (another 50%) being empty. An inset photograph shows a street scene at University Place with buildings and a sidewalk.

University Place

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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Corridors

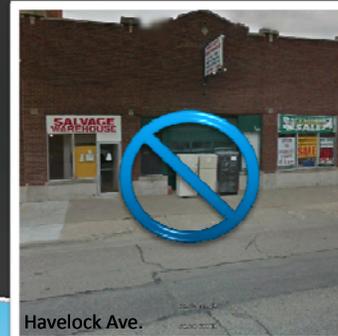
- Orientation
 - On lots 150' deep or less, buildings shall be oriented to present the entrance façade to the primary street.



S. 17th and Washington

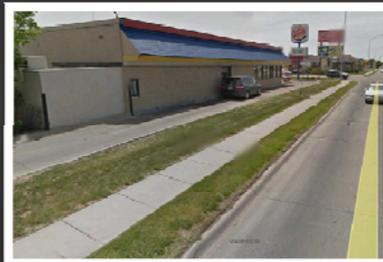
2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Corridors
 - Additional Pedestrian Considerations
 - Garages and service bays shall not open directly onto a sidewalk.
 - One bay door is allowed if there is not alley access to the property.
 - However, access management might restrict this

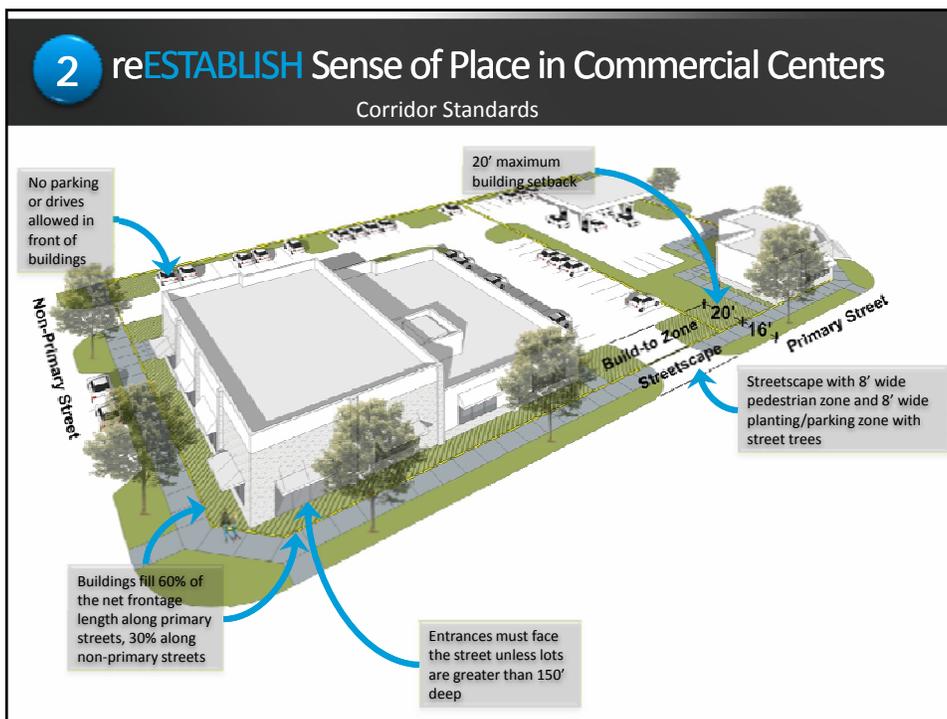


2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Corridors
 - No Drive-through lanes or parking within the build-to zone between the streetscape and building.

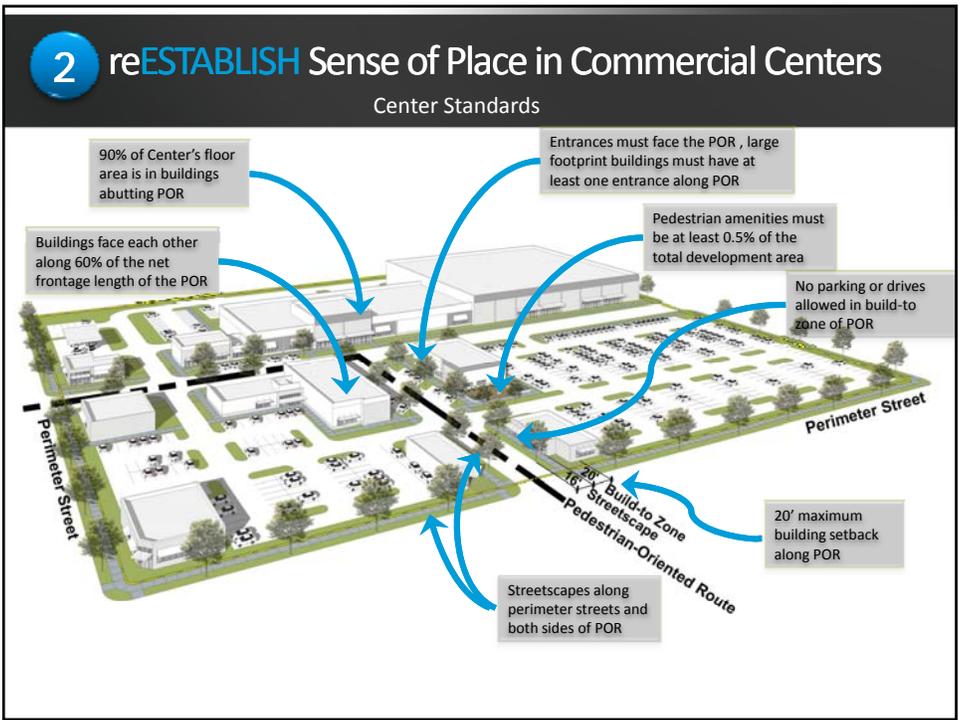


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Discussion on Corridors

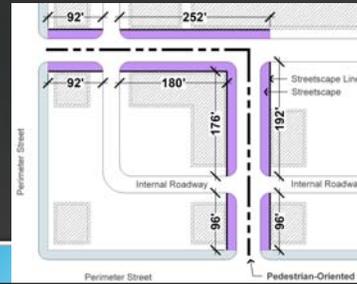
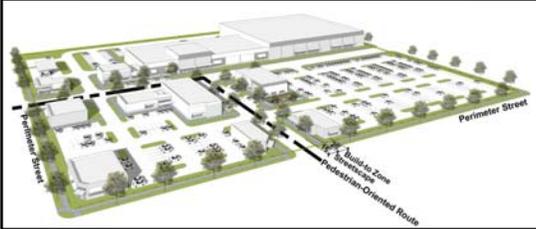
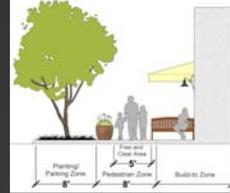
Questions and identification of topics needing more discussion and clarification.



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

- Streetscape
 - When adjacent to parking lots, the streetscape shall continue
 - Streetscapes for pedestrian-oriented routes may be interrupted by driveways, but there shall be no less than 150' from centerline to centerline of the driveway or drive aisles.
 - On street parking is encouraged



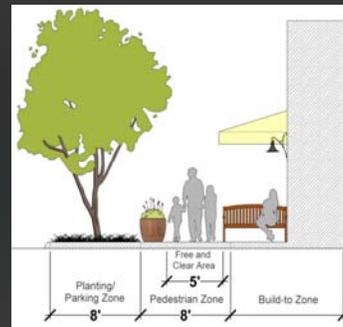
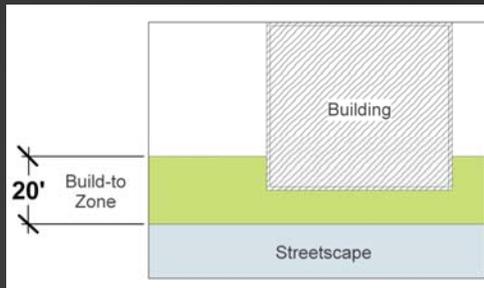
Pedestrian-Oriented Route at Village Pointe

A Pedestrian-Oriented Route with no Street is Allowed (South Pointe)

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'

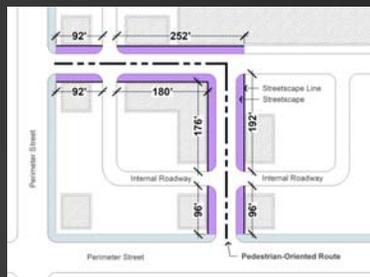


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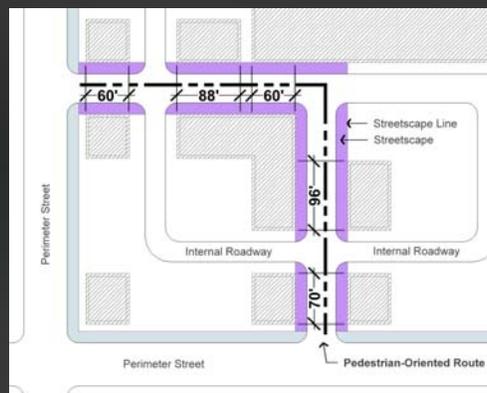
2 reESTABLISH Sense of Place in Commercial Centers

• 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

• Strategy 2: Site Development Standards for Centers

- Orientation
 - Large footprint buildings (40,000 sq. ft. +) abutting a pedestrian-oriented route must provide at least one customer entrance along the route.
 - Does not have to be the entrance to the “main tenant”
 - All other buildings abutting the pedestrian-oriented route shall have at least one entrance façade on the route.



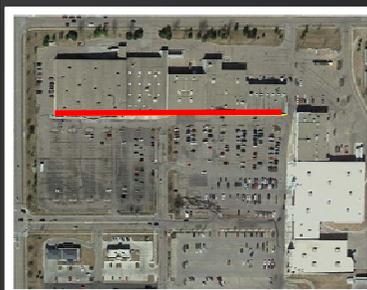
Entrance facade

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2 reESTABLISH Sense of Place in Commercial Centers

• Strategy 2: Site Development Standards for Centers

- Additional Pedestrian Considerations
 - Continuous building facades shall not exceed 500 feet in length
 - A minimum 16-foot wide pedestrian access shall be provided between buildings to encourage safe and convenient walking between storefronts and parking



Continuous Building Façade of 800'+



2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Centers

- Pedestrian Amenities

- 0.5% of the Center shall be devoted to pedestrian amenities such as greens, squares, or plazas
 - Excludes fenced off areas for outdoor dining
 - Must have a minimum width and depth of 20' and shall abut the pedestrian-oriented route
 - A building wall must abut at least one side
 - In some circumstances, indoor space may qualify



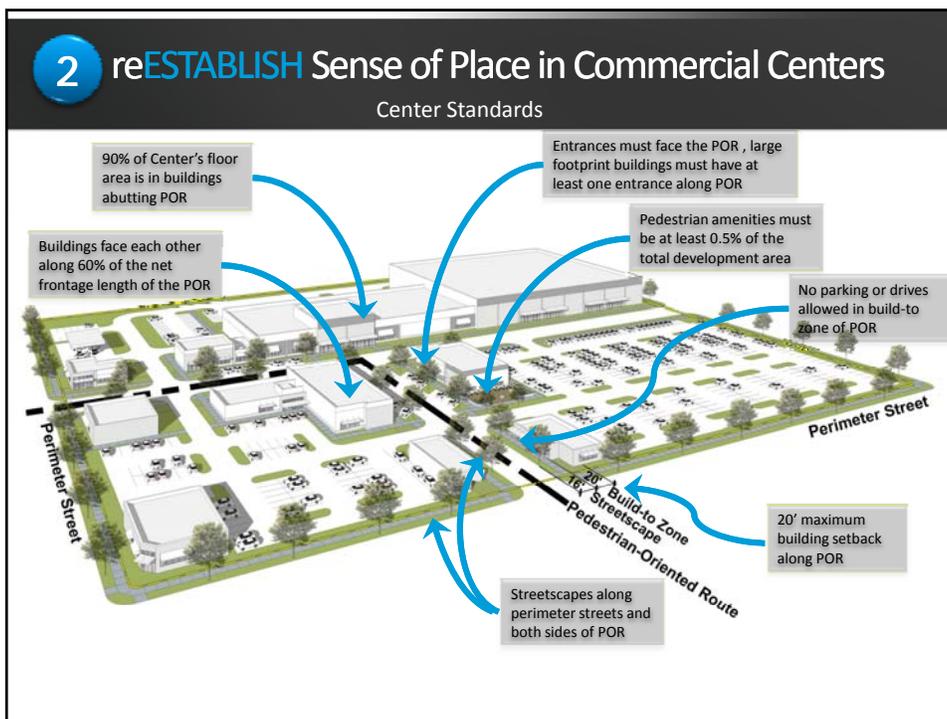
2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 2: Site Development Standards for Centers

- No Drive-through lanes or parking within the build-to zone between the streetscape of a pedestrian-oriented route and a building.



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Discussion on Centers

Questions and identification of topics needing more discussion and clarification.

2 reESTABLISH Sense of Place in Commercial Centers



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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 3. Create building design standards that make development more aesthetically pleasing.
 - Articulation
 - Entrance design
 - Transparency
 - Materials
 - Parking Structures
 - Equipment screening



S. 17th and Washington



University Place

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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
 - Work Requiring Review
 - Exterior features of projects requiring building permits (major and minor)
 - Elements not addressed in previously approved plans should meet the standards

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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
 - **Street Façade**
 - Parallel to a street or Pedestrian Oriented Route
 - Within the Build-to-Zone



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.

- **Street Façade**

- Parallel to a street or Pedestrian Oriented Route
- Within the Build-to-Zone

- **Entrance Façade**

- Contains the principal entrance of a building



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.

- **Street Façade**

- Parallel to a street or Pedestrian Oriented Route
- Within the Build-to-Zone

- **Entrance Façade**

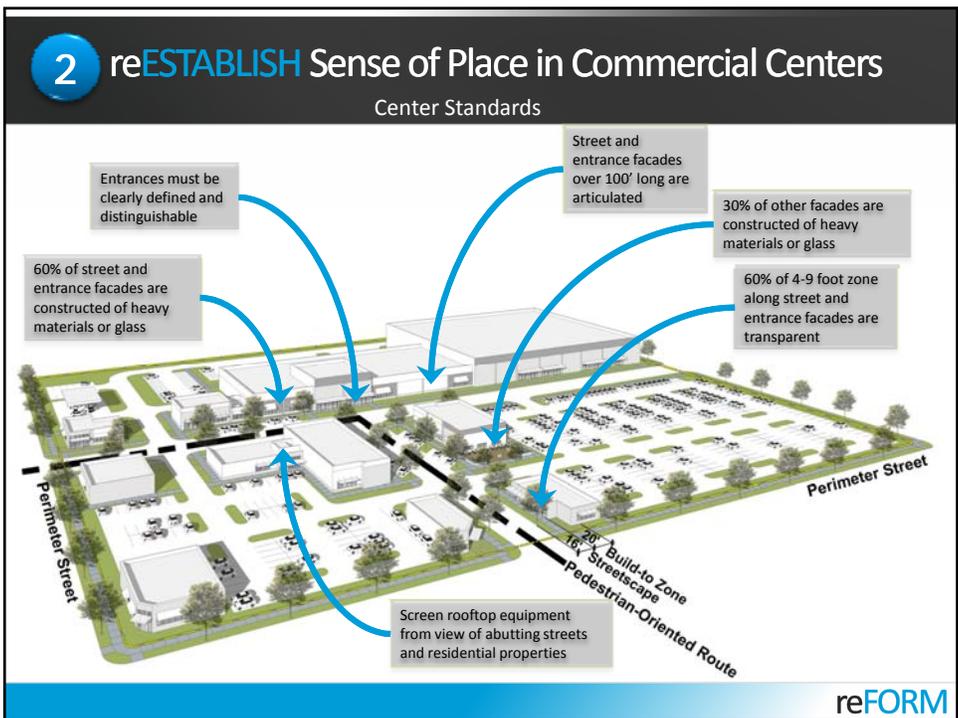
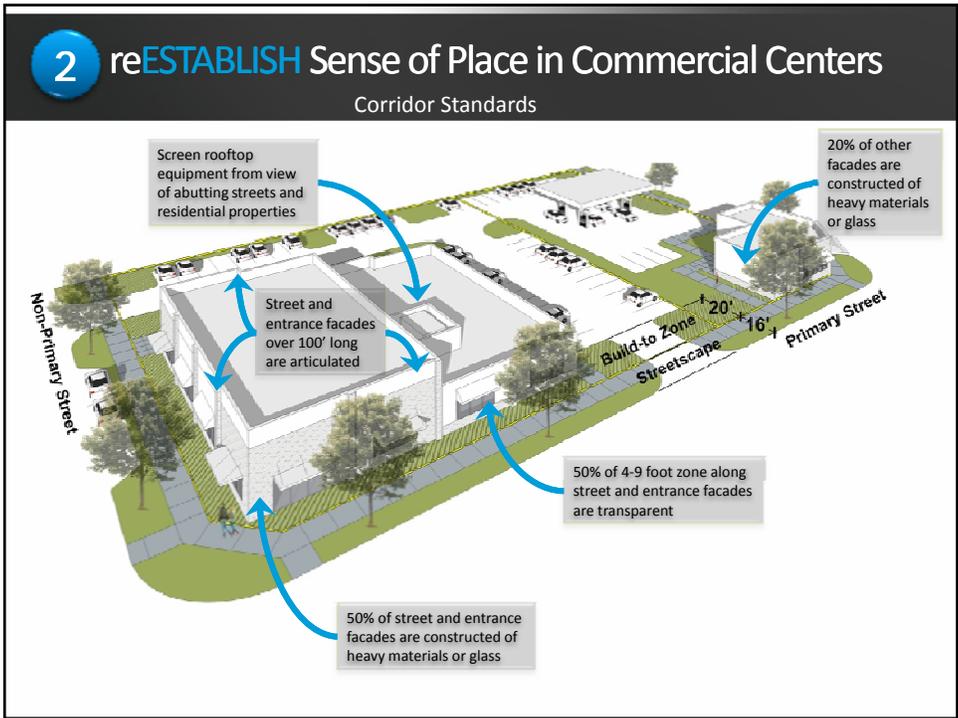
- Contains the principal entrance of a building

- **Arterial Façade**

- For Centers only
- Within 100' and parallel to an arterial street



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
- Articulation – Facades exceeding 100 feet in length shall incorporate 2 or more of the following elements:
 - Change in wall or roof plane
 - Change of color, texture, or material
 - Columns, ribs, pilasters, or reveals
 - Window or door openings
 - Balconies, awnings, or canopies



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
- Entrance Design (for Centers only) – Principal entrances shall be clearly defined by incorporating 3 or more of the following elements:
 - Architectural detail
 - Recesses or projections
 - Raised parapet wall or roof line
 - Pilasters
 - Arcades, colonnades, galleries
 - Awnings and canopies
 - Planters or wing walls
 - Display windows



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
- Transparency – Percentage of façade 4-9 feet above grade shall be windows or glass.
 - Corridors:
 - 50% street and entrance façades
 - Centers:
 - 70% street and entrance façades along pedestrian oriented route
 - 50% entrance façades not along pedestrian oriented route
 - 20% arterial façades without an entrance



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
- Materials – Percentage of façade shall be heavy materials or glass (stone, brick, concrete/ masonry, metal)
 - Corridors:
 - 50% street and entrance façades
 - 20% other building façades
 - Centers:
 - 60% arterial, street, and entrance façades
 - 30% other building façades



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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.
- Materials
 - Similar detail and finish on all façades
 - Durable base 0-3 feet above grade

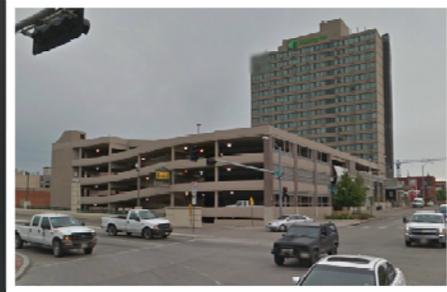


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2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.

- Parking Structures
 - Ground-floor parking screened from public view
 - Appearance of horizontal floors
 - Materials compatible with main building



reFORM

2 reESTABLISH Sense of Place in Commercial Centers

- Strategy 3. Create building design standards that make development more aesthetically pleasing.

- Equipment Screening
 - Ground level and rooftop equipment including:
 - Mechanical
 - Trash
 - Storage
 - Materials compatible with main walls of building
 - Not visible from abutting streets and residential properties



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Discussion on Building Design Standards

Questions and identification of topics needing more discussion and clarification.

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Next meeting date for the Design Standards Subcommittee:

- October 23rd at 11:30 – Design Standards Subcommittee



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Are there any public comments today?



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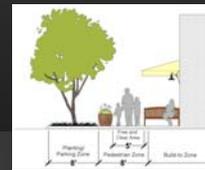
Any final questions from the Committee today?



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Visit the website!



<http://lincoln.ne.gov/city/plan/long/reform/reform.htm>

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