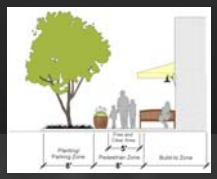
reFORM

Zoning reFORMs for a New Chapter of City Building

October 16, 2013



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Welcome!

Zoning Barriers Subcommittee

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Staff Identification:

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

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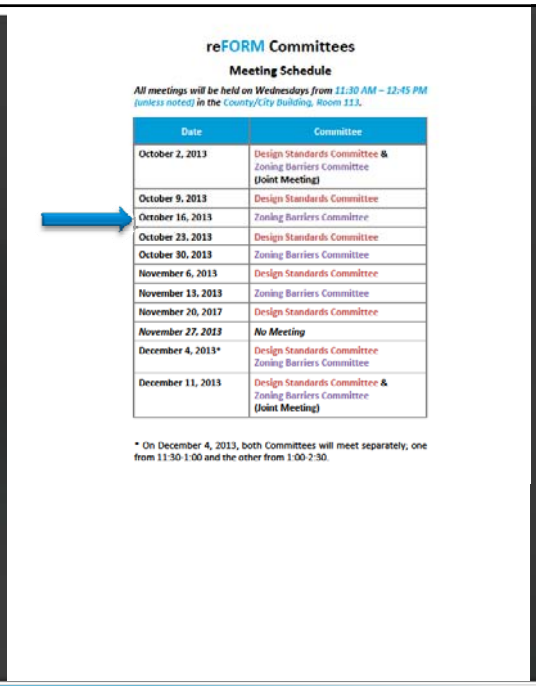
Meeting Schedule

- 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, 2017	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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Today's Meeting:

- Overview of meeting materials
- Explanation of feedback sheet and need for committee members to fill in responses as zoning proposals are reviewed
- Explanations of specific zoning changes as proposed in the reFORM package with time for discussion
- Public comment
- Wrap-up

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Meeting Materials:

- Name tents
- Meeting notes
- Comment sheet
- Today's agenda
- Zoning reforms feedback sheet

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What do we want to accomplish?

- Build a better understanding of the various proposed zoning changes in reFORM
- Share ideas, concerns, and support for the different design standards so that staff understands where you stand on them
- Committee members fill out feedback sheet stating their general position on each proposal
- We will pause after each major topic area for questions, discussion, and comment

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- Zoning changes feedback sheet

ARE THERE ANY QUESTIONS?

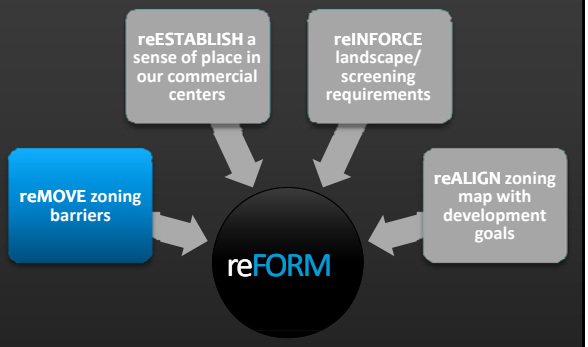
reFORM **Zoning Barriers Concepts Worksheet**

Proposed Concept	OK	Need More Info	Not OK	Please explain why you are not OK with this concept or what additional information you need.
Height & Setbacks				
Reduce the front yard in the H-2 zoning district from 20 feet to 0 feet.	O	O	O	
Provide a 50 foot transitional setback on residential block face instead of a front yard setback.	O	O	O	
Increase building height in the B-2 Planned Neighborhood Business District, B-3 Commercial District and the B-5 Planned Regional Business District.	O	O	O	
Decrease the Height in the H-2 Highway Business District and the H-4 General Commercial District.	O	O	O	
Reduce the side yard in the H-2 Highway Business District from 20 feet to 10 feet.	O	O	O	
Increase the side yard setback for the B-3 Commercial District from 5 feet to 10 feet.	O	O	O	
Allow for parking in the side yard setback in the B-3 Commercial District and H-2 Highway Business District.	O	O	O	
Count alley right-of-way toward side/rear yard setback requirements.	O	O	O	
Provide for waivers to height and lot regulations through a special permit process.	O	O	O	
Reduce the PUD to 1 acre minimum in corridors.	O	O	O	
Allow the adjacent right of way to count toward the minimum area requirement.	O	O	O	

reMOVE Zoning Barriers

"Revise the Zoning Ordinance to provide more flexibility, particularly in commercial districts."

–LPlan2040 (p.61)



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Big Picture

- WHY do we need to remove zoning barriers?
- WHAT barriers need to be removed?
- HOW do we propose to remove barriers?

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WHY do we need to remove zoning barriers?

- Two New Emphasis Areas in Comprehensive Plan
  - Infill/ Redevelopment
  - Placemaking

"The city wants a code that forms the foundation of a new, place-based economic development strategy."

"Quality of place is paramount to young creatives."

Source: National Association of Realtors

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1 Height and Setbacks

WHAT barriers need to be removed?

- Reduce the front yard in the H-2 Highway Business District from 20 feet to 0 feet.
- Provide a 50 foot transitional setback on residential block face instead of a front yard setback.
- Increase maximum building height in the B-2 Planned Neighborhood Business District, B-3 Commercial District and the B-5 Planned Regional Business District.
- Decrease the maximum building height in the H-2 Highway Business District.
- Reduce the side yard in the H-2 Highway Business District from 20 feet to 10 feet.
- Increase the side yard setback for the B-3 Commercial District from 5 feet to 10 feet.
- Allow for parking in the side yard setback in the B-3 Commercial District and H-2 Highway Business District.
- Count alley right-of-way toward side/rear yard setback requirements.

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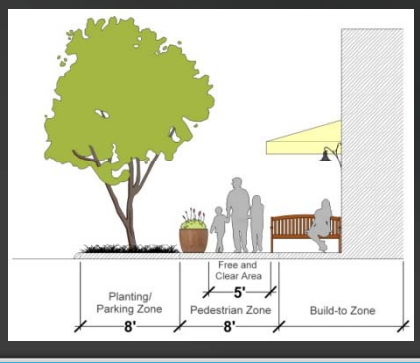
Reduce the front yard in the H-2 Highway Business District from 20 feet to 0 feet.

- WHY is the front yard being adjusted in the H-2 zoning district?
  - The Comprehensive Plan encourages commercial development that is neighborhood friendly by facilitating streetscapes that are more pedestrian friendly.



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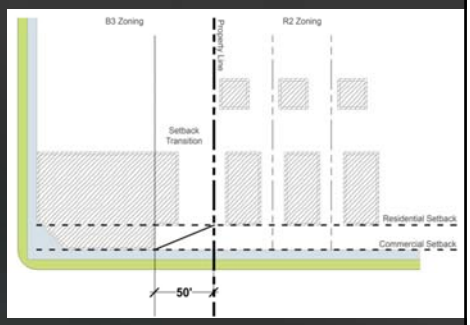
Provide a 50 foot transitional setback on residential block face instead of a front yard setback.

- WHY?
  - Eliminating a front yard used only for parking and bringing buildings to the street will create a more neighborhood oriented commercial development.
  - Eliminating the 25 foot front yard requirement give developers more flexibility on building size.
  - Providing a 50 foot transitional setback protects neighboring residents while allowing streetscapes that encourage pedestrian oriented development.



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• WHAT heights are being adjusted?

- Increase maximum building height in the B-2 Planned Neighborhood Business District, B-3 Commercial District and the B-5 Planned Regional Business District.
- Decrease the maximum building height in the H-2 Highway Business District.

TODAY			PROPOSED	
ZONING	MAX HEIGHT	HEIGHT AT Residential SETBACK	MAX HEIGHT	HEIGHT AT Residential SETBACK
B-2	40’	40’	50’	35’
B-3	45’	35’	50’	35’
B-5	40’	40’	55’	35’
H-2	55’	45’	50’	35’
H-4	55’	45’	55’	35’

?

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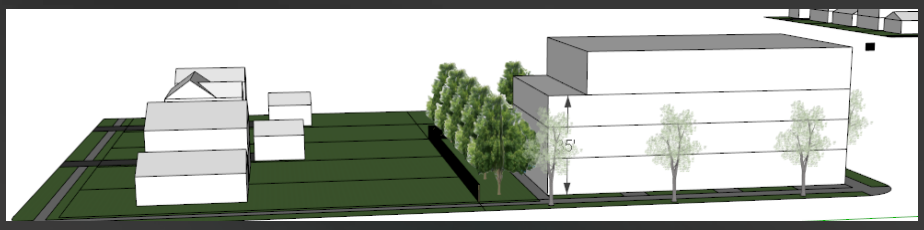
Step back



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- WHAT side yard is being adjusted?
  - Reduce the side yard in the H-2 Highway Business District from 20 feet to 10 feet.
  - Increase the side yard setback for the B-3 Commercial District from 5 feet to 10 feet.

TODAY			PROPOSED	
ZONING	SIDE YARD	ABUTTING RESIDENTIAL	SIDE YARD	ABUTTING RESIDENTIAL
B-1*	0’	10’	No Change	No Change
B-2	0’	20’	No Change	No Change
B-3	0’	5’	No Change	10’
B-5	0’	100’	No Change	No Change
H-2	5’	20’	0’	10’
H-4	20’	50’	20’	50’

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- Allow for parking in the side yard setback in the B-3 Commercial District and H-2 Highway Business District.

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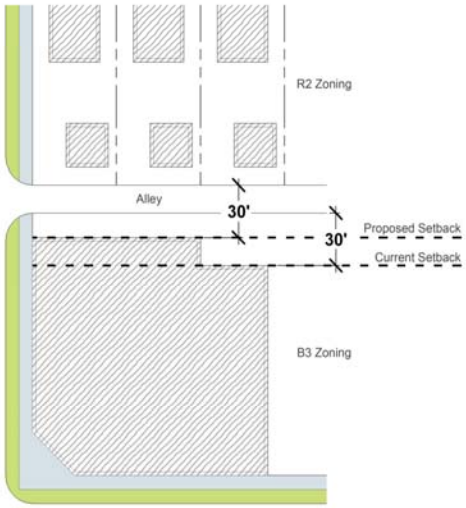
- Count alley right-of-way toward side/rear yard setback requirements.



Provide for waivers to height and lot regulations through a special permit process.

- Reduce the front yard in the H-2 Highway Business District from 20 feet to 0 feet.
- Provide a 50 foot transitional setback on residential block face instead of a front yard setback.
- Increase maximum building height in the B-2 Planned Neighborhood Business District, B-3 Commercial District and the B-5 Planned Regional Business District.
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- Allow for parking in the side yard setback in the B-3 Commercial District and H-2 Highway Business District.
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Apply PUD Tool to Smaller Development Sites

- Reduce the PUD minimum size to 1 acre in areas designated as "Corridors".
- Allow PUDs to include adjacent right-of-way in minimum area.

Holdrege and Idylwild

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2 Parking

- WHAT parking regulations are being adjusted?
  - Change the parking in H-2 from 1 per 300 square feet to 1 per 600 square feet.
  - Change the B-5 parking requirement from 4.5 stalls per 1,000 square feet to 1 per 300 square feet for all uses.
  - Increase off site parking options by allowing off-street parking to be within 600 feet of a site instead of 300 feet.
  - Allow for off site parking in connection with B-5 and H-4 Centers.
  - Make doctors and dentists have the same parking requirement as other office uses in the district.
  - Have better provisions for shared parking.
  - Allow an administrative approval of parking reductions if an analysis of the site can demonstrate less parking is needed.

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- WHY do parking regulations need to be adjusted?

To promote mixed use development and redevelopment in older areas of the City, parking regulations need to be more flexible and sensitive to specific locations, yet still provide predictability for developers and neighbors.

- Parking needs are different in different parts of the City.
- The current parking requirements do not provide adequate guidance on how to treat non-concurrent uses.
- On-street parking should be counted toward off-street parking requirements on a case by case basis.

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- HOW does shared parking work?
  - Allow administrative percentage reduction, based on mix of uses with different peak hours or hours of operation. This could be demonstrated using a table such as the one below from Minneapolis.

Table 541-4 Shared Parking Calculations

General Land Use Classification	Weekdays			Weekends		
	2:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 2:00 a.m.	2:00 a.m. – 7:00 a.m.	7:00 a.m. – 6:00 p.m.	6:00 p.m. – 2:00 a.m.
Office	5%	100%	5%	0%	10%	0%
Retail sales and services	0%	90%	80%	0%	100%	60%
Restaurant (not 24 hour)	10%	70%	100%	20%	70%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	40%	90%	0%	80%	100%
Hotel						
Guest rooms	100%	55%	100%	100%	55%	100%
Restaurant/lounge	40%	60%	100%	50%	45%	100%
Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%
Reception or meeting hall	0%	70%	90%	0%	70%	100%
Museum	0%	100%	80%	0%	100%	80%
School, grades K—12	0%	100%	25%	0%	30%	10%

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3 Promote Residential In and Near Commercial Developments

- WHAT changes are proposed?
  - Allow residential uses on the first floor of commercial buildings in business districts. Residential must be set back 40 ft within buildings along arterial or collector streets.
  - Allow residential uses in H-2 and H-4 districts by special permit, recognizing its appropriateness is situational.
  - Eliminate the small Community Unit Plan (CUP) penalty provision.

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- WHY do we need to promote more residential in commercial developments?
  - Residential in commercial developments promotes shopping and the use of services in those developments.
  - Demand for alternative housing choices by changing demographics.
  - Live Work units are a growing part of the real estate market.

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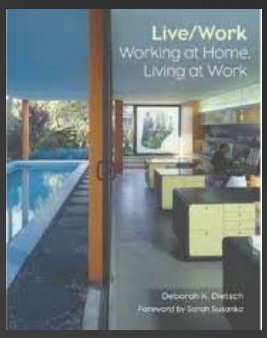
- HOW do we provide for more residential in commercial areas?
  - Allow residential uses on the first floor of commercial buildings in business districts. Residential must be set back 40 ft within buildings along arterial or collector streets.



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- HOW do we provide for more residential in commercial areas?
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4 Streamline the Project Review Processes

CONSISTENCY

UNIFORM QUALITY

PREDICTABILITY

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4 Streamline the Project Review Processes

- Allow for **New** Use Permits to be approved administratively.

Current Process:

- Notice to surrounding owners of public hearings to review site plan as well as change of zone.
- Plans are very conceptual.
- There are no pre-established design standards which makes the out come unpredictable for both developers and neighbors.
- Later amendments may require additional hearings.

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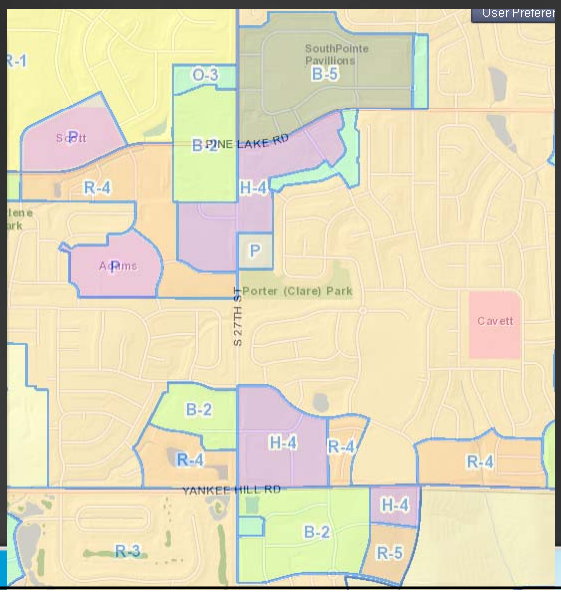
Convert all Special Permits for Planned Service Commercial into Use Permits.



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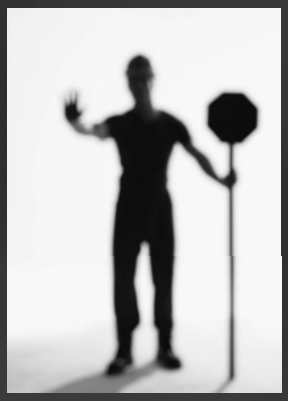
What Barriers To Redevelopment Do You See?



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- Are there any other zoning ideas that you have that we want to discuss at this time?

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- Zoning changes feedback sheet

Please hand in your completed feedback sheet to a staff member!!

reFORM **Zoning Barriers Concepts Worksheet**

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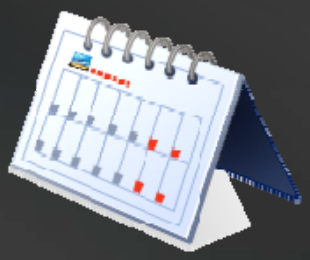
Reduce the PUD to 1 acre minimum in corridors.	O	O	O	
Allow the adjacent right of way to count toward the minimum area requirement.	O	O	O	

Next meeting dates for the Zoning Barriers Subcommittee:

- October 30th at 11:30



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Are there any public comments today?

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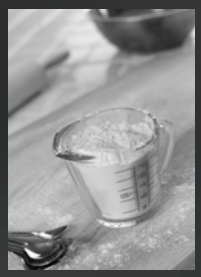
Any final questions from the Committee today?



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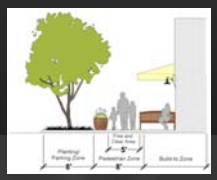
Visit the website!



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

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