

West Route 66 Sector Development Plan (R-13-122)

Concerns Raised at First LUPZ Hearing: June 12, 2013

- Location of parking relative to street and buildings on site
- requirement that construction follow Building Forms from the Comprehensive Zoning Code's Form Based Zones
- limitations on drive-through or drive-up uses
- open space requirements
- Plan too complicated, too many cross-references to the Comprehensive Zoning Code.
- Block sizes
- Ground floor residential uses

Changes proposed in revised SU-2/W66 MAC (Major Activity Center) Zone

- **Simplification:** Uses are now listed by Comprehensive Zoning Code categories (e.g. Permissive and Conditional Uses of the R-3, O-1, C-1 and C-2 Zones).
- **Drive-through and drive-up uses:** Rather than prohibit these uses in certain locations in the MAC as is currently proposed in the Chapter 4 EPC Redline, this revised version simply requires direct pedestrian access from streets to buildings on a site.
- **Building Forms:** Rather than require construction to one of the Building Forms in the Comprehensive Zoning Code's Form-Based Zones, this revised version instead lists those forms as recommendations to guide development, but does not require their use.
- **Residential Uses Along Central:** Rather than prohibit residential uses on the ground floor within 200 feet of the Central Ave. right-of-way, this revised strategy recommends construction to "commercial ready" standards, while allowing residential uses.
- **Block Sizes:** Rather than limit blocks to 4 acres in size, this revised version sets block dimensions commensurate to the typical parcels in the area, which tend to be narrow at their Central Ave. frontage and deep.

Regulations recommended to stay the same in Revised SU-2/W66 MAC Zone as in Ch. 4 Red-Line:

Setbacks

- From Central ROW: 10 feet min., 20 feet max.
- From other arterials: 10 feet min., no max
- From all other streets: 5 feet min., 10 feet max

Location of Parking

- Lots 150 feet wide or less: 50% of street frontage may consist of parking.
- Lots wider than 150 feet: 30% of street frontage may consist of parking.
- All other parking shall be located to rear of building. Remaining street frontage shall consist of buildings, landscaping, courtyard or patio space, etc.

Rationale:

Comprehensive Plan Policy for Transit Corridors (Section II, D, 4, a.): development characterized by structures built at the street with minimal setbacks for a comfortable pedestrian experience and parking separated from the street by buildings.

Other sector plans with similar requirements along Central Ave.:

- East Gateway
- Nob Hill
- East Downtown (EDo)
- Downtown 2010
- Downtown Neighborhood Area (DNA)]

Outstanding issues

Boundary east of the Rio Grande

Uses in River Activity and Special Activity Center Zone

Open Space requirements

IP vs. M-1 at west end of corridor

Exemptions to Compliance

Staff Recommendation

At least 2-month deferral at LUPZ to continue working with property owners on revisions to zoning chapter and to continue refining the rest of the plan, in particular the project recommendations.