

Suggested Changes to Centers and Corridors Design Standards and Guidelines

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What are Centers and Corridors?

- “These areas are intended to bring employment, shopping, and residential activities into shared locations and encourage, through new development and rehabilitation, new areas for economic activity.”
- “New development and redevelopment is encouraged in these areas that promotes a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking.

Types of Centers

- **Type 1 (CC1): Pedestrian Emphasis/Auto Accommodating**
- The Type 1 center and corridor zone promotes the greatest pedestrian orientation of the center and corridor zones. To accomplish this, some limitations are placed on auto-oriented activities and some types and the allowable size of some uses are controlled.
(Examples: part of Monroe Corridor, Historic Market St, Hamilton Corridor, S. Perry, Garland, E. Sprague)
- **Type 2 (CC2): Pedestrian Enhanced/Auto Accommodating**
- The Type 2 center and corridor zone promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile.
(Examples: 29th and Regal, parts of Southgate)

Challenges & Opportunities

- Design standards for CCs were created in 2002 before Centers were identified on the City's land use map and have not been updated.
- Some standards do NOT meet intent of the CC language in City code. Examples: McDonald's on Hamilton St, parts of Southgate.
- Minor changes now could help address developer and neighbor concerns as the city updates Comp Plan & develops new form based codes for specific CCs over the next 5-10 years

Suggested changes

1. Buildings Along the Street (page 4)

- “In CC1, new development ~~should~~ shall not have ~~only~~ parking between buildings and the street.”

2. Curb Cut Limitations (page 9)

- 4. “Vehicular access ~~should~~ shall be designated so that traffic is not directed through an abutting residential zone.

More Suggested Changes

3. Drive-Through Lanes (page 11)

- “Access and stacking and pick up lanes serving drive-through businesses shall not be located between the building and any adjacent street.”

4. Transition Between Commercial and Residential Development (page 12)

- “...any side of the building visible from the ground level of an adjacent single family residential zone shall have windows and shall be given architectural treatment...”

Other Issues to Consider

- Better transition between CC and single-family residential.
- This is hard to address solely in design guidelines, but can we add some fencing, wider/taller landscaping requirements?
- This can be better addressed in specific form based code and expanding CC zone to neighboring lots, allowing more space.

Next Steps

- Bring to Plan Commission for a Workshop and Discussion in late August.
- Get feedback from neighborhoods and developers in Aug/Sept. Make other edits/changes as suggested.
- Hold PC Hearing in late September/early Oct. for public input and PC recommendation.
- Council act by late October.