

STAFF RECOMMENDED REVISIONS TO THE TOD ZONING REGULATIONS FOR THE MLK, PLAZA SATLILLO, AND LAMAR/JUSTIN STATION AREA PLANS (POST 1ST READING)

The Regulating Plan revisions below modify the information presented at first reading. The Regulating Plan is an element of each Station Area Plan (SAP). It establishes TOD Zoning and TOD Design Standards (and will replace the Citywide Design Standards that are currently in place once the Station Area Plans are adopted). These revisions are recommended after having additional discussion with the Development Review Division, who is responsible for enforcing the standards in the Regulating Plans; consistency of regulations is desired to the greatest extent possible. As a result, these revisions are recommended to apply a better urban design standard to TODs and to remain consistent with future updates to specific standards in the Citywide Design Standards, regulations that are currently being developed for the North Burnet/Gateway planning area, and existing adopted standards in the University Neighborhood Overlay (UNO). In addition, several of these revisions are recommended to add clarification to the current versions of the SAP Regulating Plans.

1. Revise the SAP Regulating Plans to more clearly establish the roadway hierarchy, which is the primary method of applying the design standards established by the TOD Zoning.

In Article 4:Site Development Standards, under the section titled "Relationship of Buildings to Streets and Walkways":

Rename the subsection titled "Building Placement Factors" to "Principal Street Determination" and add the following text:

a. *1st sentence in subsection:*

"Any roadway type with an active edge designation has priority. Absent an active edge designation, the following roadway types are listed from highest to lowest priority for purposes of this Article and Article 5: TOD Core Transit Corridor; TOD Pedestrian Priority Street; TOD Local Street."

b. *2nd sentence in paragraph after roadway priority is established:*

"For a lot or site that is adjacent to more than one roadway with an active edge designation, the roadway designated by the lot owner shall be considered the principal street. For a lot or site that is absent an active edge that is adjacent to more than one roadway of equal priority, the roadway with the highest level of transit service, as determined by the Director, shall be considered the principal street."

In Article 5:Building Design Standards, add the following text to clarify that that the roadway hierarchy introduced in Article 4 applies in this Article.

Create a new section after the Article 5 Intent Statements called "Principal Street Determination" and add the following text:

"For the purposes of applying the standards in this Article, refer to Subsection 4.4.2: Principal Street Determination."

2. Revise the SAP Regulating Plans so that the Urban Design Division of NPZD is officially included in the Alternative Equivalent Compliance decision-making process.

In Article 1:General Provisions, add the underlined text below to the Alternative Equivalent Compliance section:

“The Director, in coordination with the Urban Design Division in the Neighborhood Planning and Zoning Department, shall review the concept plan for compliance with the criteria in Subsection 1.4.4 and shall approve, approve with conditions, or deny the concept plan in writing.”

3. Revise the SAP Regulating Plans to include the same type of sign regulations required in the University Neighborhood Overlay (UNO).

Add a section to Article 4:Site Development Standards titled “Sign Regulations” with the following text:

“Development shall comply with the Sign Regulations in the LDC Section 25-10-133, University Neighborhood Overlay Zoning District Signs.”

4. Revise the SAP Regulating Plans to include the same provision regarding the placement of electric utility equipment required in the University Neighborhood Overlay (UNO).

Add the following language:

“Utility equipment is prohibited in the area between a building and a street and must not be visible from the street.”

5. Revise SAP Regulating Plan standards that relate to building entrances and exits for vehicles, window glazing, and exterior lighting to accommodate single family and related uses and emergency service facilities.

Amend the Building entrance and exit standards for vehicles, Window glazing, and Exterior lighting sections as follows:

- a. Exempt the following uses from these standards: single family, single family attached, duplex, two-family, and townhouse.
- b. Regarding building entrance and exit standards:
 - i. Include the underlined text to the following standard:
“Where multiple street frontages are present, building entrances and exits for vehicles shall not face the principal street, or be located within 100 feet of the principal street, except as provided...[below].”
 - ii. Exempt emergency service facilities from building entrance and exit standards.

6. Revise the SAP Regulating Plans to clarify the standards that relate to shade and shelter.

Under the Section titled “Shade and Shelter” within Article 5:Building Design Standards, amend the text to read as follows:

“A shaded sidewalk shall be provided alongside at least 50 percent of the following:

- 1) All building frontages facing the principal street.
- 2) All building frontages adjacent to off-street parking. When adjacent to off-street parking, the shaded sidewalk shall be raised above the level of the parking by way of a defined edge. ADA ramps along the building must also be shaded.”

7. Revise the SAP Regulating Plans to add the following definitions.

- Net site area: Refer to Section 28-8-62 of the Land Development Code
- Joint use driveway: Refer to Section 25-6-417 of the Land Development Code.

8. Revise the SAP Regulating Plans to delete Section 1.2.3.D related to applicability.

This section was included so that in the event a development does not trigger compliance with the TOD Design Standards (based on established criteria for new construction or major rehabilitation), a minimum set of design standards would be required. However, based on discussion with the Development Review Division and the desire to be consistent with a future update to the Citywide Design Standards, this section is recommended for removal until a consistent standard is developed regarding applicability of standards.

9. Revise the SAP Regulating Plans to add additional language to the Curb Cut Spacing Section to address small lots.

“For a lot with street frontage less than 50 feet wide adjacent to a TOD Core Transit Corridor (TCTC) or TOD Pedestrian Priority Street (TPPS), access to the lot shall be provided by a joint access driveway from the TCTC or TPPS; otherwise, access shall be provided from a TOD Local Street or alley.”

10. Revise the SAP Regulating Plans to amend the Curb Cut Width Section.

The maximum width of a Type II driveway along active edges shall be 30 feet versus the 25 feet originally proposed to remove inconsistency with TCM minimum driveway width standards and to have a consistent standard with the North Burnet/Gateway plan.

Add the following text to have a consistent standard with the North Burnet/Gateway plan: “Sidewalk clear zones crossing a driveway shall be continuous and as straight and level as possible. Curb cuts shall ramp up and down to the level of the sidewalk rather than require additional curb ramps along the sidewalk.”

11. Revise the SAP Regulating Plans to amend language in the Bicycle Parking Section.

Specify that the standard requiring at least 75% of bicycle parking to be located along the principal street and within 50 feet of a primary building entrance applies to retail uses. For all other uses, at least 10% must be provided along the principal street and within 50 feet of a primary building entrance.

12. Revise the SAP Regulating Plans to amend language in the Building Entrance Section.

Remove the strikethrough text to have a consistent standard with the North Burnet/Gateway plan: “Building entrances shall be provided for each separate ground floor commercial tenant space ~~and entrances shall be located at intervals of no more than 75 feet along the elevation facing the principal street and along any active edge designation.~~”

13. Revise the SAP Regulating Plans to amend language in the Window Glazing Section.

Remove the strikethrough text to have a consistent standard with the Citywide Design Standards and the North Burnet/Gateway plan: “At least 40 percent of the wall area along the principal street that is between two and ten feet above grade shall consist of glazing. ~~Doors shall not be considered for the purpose of meeting this requirement.~~”

14. Revise the SAP Regulating Plans to amend the use table to add an additional standard to a transportation terminal use.

To have a consistent standard with the North Burnet/Gateway plan, add that a transportation terminal is a permitted use if operated by a governmental entity. It is a conditional use if operated by a private entity.