



DEPARTMENT
OF
PLANNING AND COMMUNITY DEVELOPMENT

AGENDA ITEM #2

DATE: January 14, 2010
TO: Planning Commission
FROM: Planning Staff
SUBJECT: Proposed changes to the Community Commercial (CC) and Community Service (CS) Zone Districts (#TXT-09-10)

At the direction of the Planning Commission, staff has identified potential solutions to problems related to the intensity and form of development occurring in the CC and CS Zone Districts, particularly in areas identified in the SSACP as Mixed-Use Corridor and Commercial Activity Node. This document will present each identified problem, potential solution, intended result and proposed changes to the CDC to be considered by Planning Commission.

Problem #1: Frontage along Highway 40 Suburban in Nature			
Proposed Solution: Reduction in the existing setbacks (CC: 100+ feet from Highway 40 Centerline, CS: 50 feet from property line) to a minimum of 5 feet with a maximum of 20 feet.			
Intended Result: Create a more urban frontage along Highway 40 and other streets (including the entrances to larger developments).			
Proposed Regulation Change: Amend Dimensional Standards Chart to state:			
	Standards	CC	CS
Front Setback	Max	P/acc. — No max. 20 ft.	P/acc. — No max. 20 ft.
	Min	P/acc. — 20 ft. P/acc. adj. to Hwy. 40 (N. of Walton Creek) — 100 ft. from centerline of Hwy. P/acc. adj. to Hwy. 40 (S. of Walton Creek) — 150 ft. from centerline of Hwy. In cases where the right-of-way is not contained within the prescribed setback, additional	P/acc. fronting Hwy. 40 — 50 ft. from ROW P and acc. for all others — 20 ft. 5 ft.

		setback may be required. 5 ft.	
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Problem #2: Suburban form within multi-building developments or between adjacent properties related to building separation.			
Proposed Solutions: Reduce existing side and rear setbacks (CC: 30 feet and twenty feet respectively, CS: 20 feet and 15 feet respectively) to 7.5 feet.			
Intended Result: Creation of more urban form, greater utilization of land, creation of vistas (15') between buildings creating porosity in the streetscape without excessive swaths of unutilized open land.			
Proposed Regulation Change: <i>Amend Dimensional Standards Chart to state:</i>			
	Standards	CC	CS
Side Setback	Max	P/acc. - No max.	P/acc. - No max.
	Min	P/acc. - 30 ft. 7.5 ft.	P/acc. - 20 ft. 7.5 ft.
Rear Setback	Max	P/acc. - No max.	P/acc. - No max.
	Min	P/acc. - 20 ft. 7.5 ft.	P/acc. - 15 ft. 7.5 ft.

Problem #3: The underdevelopment of Commercially Zoned land, with particular concern within the Commercial Activity Nodes.	
Proposed Solution: Development shall construct 75% of the gross square footage of the first story of any building as a second story in the CS and CC zone districts (outside of the Commercial Activity Node). And shall construct 50% of the gross square footage of the first story of any building as a third story in the CC Commercial Activity Nodes. Requirement of a certain clear height for the first story. Requirement of a minimum story height. Elimination of the Floor Area Ratio (FAR) maximum. Relocate maximum residential unit size (1,400 sq. ft.) to the Use Criteria for Multi-Family.	
Intended Result: Increase intensity in the CC and CS zone districts, especially in the SSACP Activity Nodes.	

Proposed Regulation Change: Amend Dimensional Standards Chart to state:

Standards		CC	CS
Floor Area Ratio	Max	1. .50 (50% of emp. unit sf exempt) 2. F.A. per res. unit - 1,400 sf 1. No max. 2. Res. Units - See use criteria for <i>Multi-family dwelling/use.</i>	1. .50 2. F.A. per res. unit - 1,400 sf 1. No max. 2. Res. Units - See use criteria for <i>Multi-family dwelling/use.</i>
	Min	P/Acc. - No min. 1. 1 st Story - 14' min. 2. 2 Stories min. (2 nd story 75% of 1 st story SF)* 3. Commercial Activity Nodes (SSACP) - 3 rd story (50% of 1 st story SF)* *See below for details	P/acc. - No min. 1. 1 st Story - 14' min. 2. 2 Stories min. (2 nd story 75% of 1 st story SF)* *See below for details
Building height	Max	APH - 35 ft. OH - 57 ft. (With underground parking under structure APH - 41 ft. OH - 63 ft.)	APH - 35 ft. OH - 57 ft. (With underground parking under structure APH - 41 ft. OH - 63 ft.)
	Min	P/Acc. - No min. 1. 1 st Story - 14' min. 2. 2 Stories min. (2 nd story 75% of 1 st story SF)* 3. Commercial Activity Nodes (SSACP) - 3 rd story (50% of 1 st story SF)* *See below for details	P/acc. - No min. 1. 1 st Story - 14' min. 2. 2 Stories min. (2 nd story 75% of 1 st story SF)* *See below for details

*** CC (Community Commercial) and CS (Community Services) massing requirements.**

Development shall construct 75% of the gross square footage of the first story of any building as a second story in the CS and CC zone districts (outside of the Commercial Activity Node). And shall construct 50% of the gross square footage of the first story of any building as a third story in the CC Commercial Activity Nodes.

Figure 1: CC/CS 2nd Story Requirement

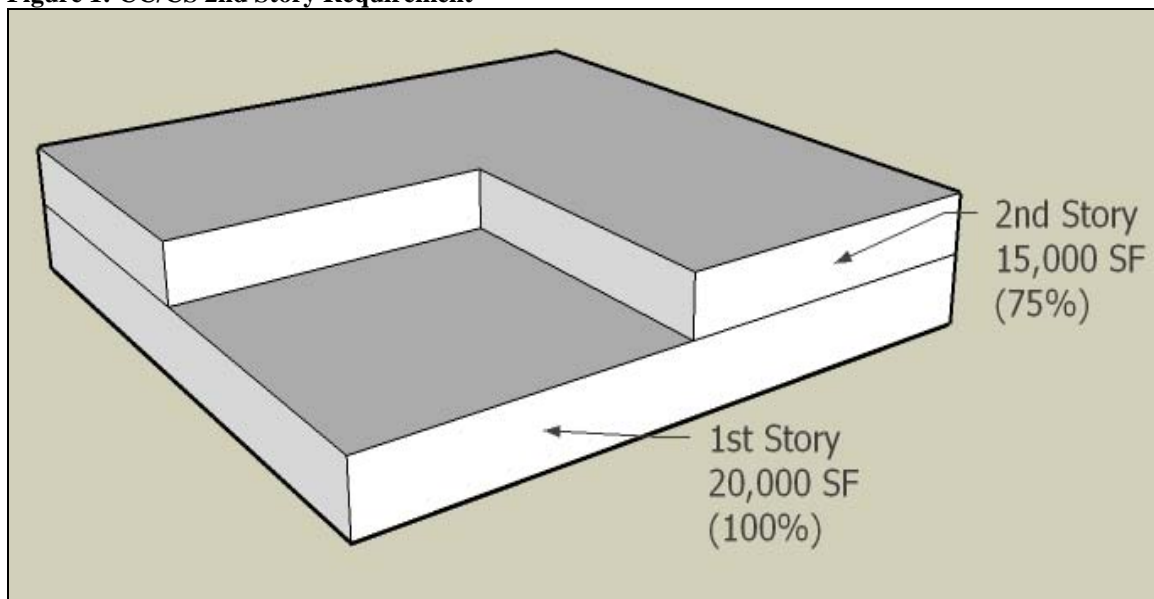
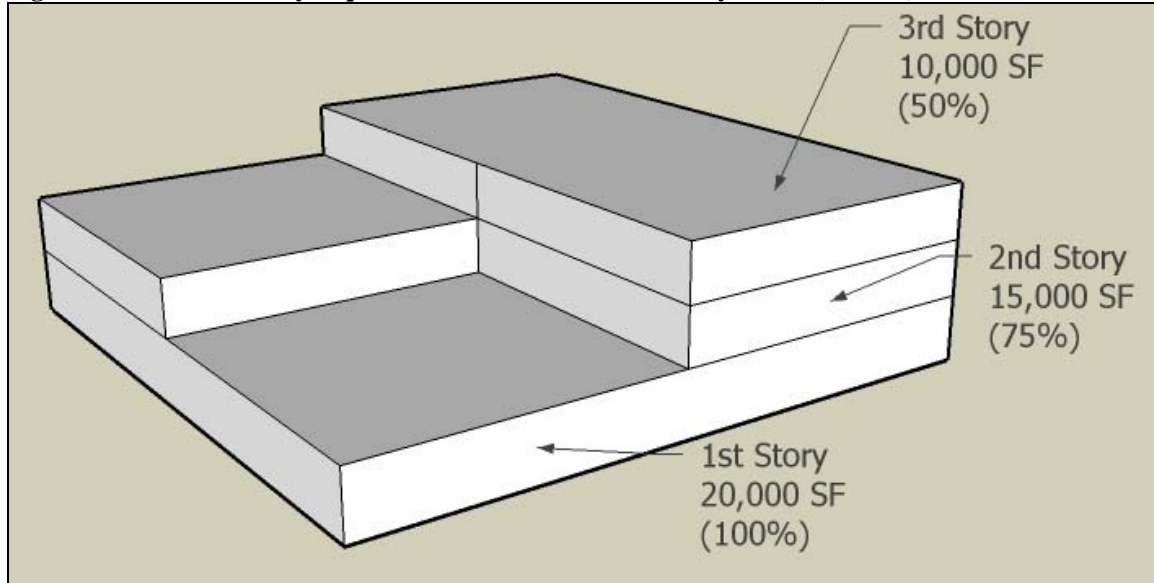


Figure 2: CC/CS 3rd story requirement in Commercial Activity Nodes (SSACP)



Problem #4: Required Open Space lacks clear purpose (Recreational? Undeveloped? Environmental?)

Proposed Solution: Revise definition of Open Space. Require Open Space to be clearly usable for passive and/or active recreation

Intended Result: Create usable and beneficial open space that complements the proposed uses and reflects the physical characteristics of each site.

Proposed Regulation Change: *Amend the open space definition to read:*
Open space. An area within a lot not covered by buildings, streets, parking or driveways. Environmentally sensitive areas and riparian areas may be utilized to satisfy open space requirements. Open space shall generally be contiguous and shall be for environmental protection and/or passive/active recreation. Isolated areas including parking lot landscape islands, traffic circles and other similar land features that do not serve an environmental and/or recreational function shall not meet this definition of open space. Required minimum setbacks are not considered open space and shall not be included in the required minimum open space calculations.

Problem #5: Excessive Hardscape including parking and its related environmental consequences

Proposed Solution: Elimination of parking requirements for non-residential uses in the CC and CS Zone District. Creation of a minimum permeable surface requirement to reduce runoff requiring treatment, enhance treatment opportunities and minimize heat island effects.

Intended Result: Increased infiltration and reduced runoff resulting in less need for

onsite stormwater detention and treatment.

Proposed Regulation Change: *None*

The current drainage and stormwater quality regulations administered by the City of Steamboat Springs Public Works Department supply adequate protection against excessive hardscaping and require treatment of stormwater.

Problem #6: Highway 40 Access Plan will reduce accessibility to new or existing buildings or properties.

Proposed Solution: Enhance interconnected requirements in the Urban Design Standards to require connections be made to adjacent properties to enhance, facilitate or establish interconnection between properties.

Intended Result: Increase mobility choices and create a more interconnected road network via ROW and easement exactions, where necessary. Reduce trips on Highway 40.

Proposed Regulation Change: *Amend the Urban Design Standards within Site Layout and Development Pattern (pg. 25) to state:*

INTERCONNECTEDNESS WITHIN AND BETWEEN SITES

Figure 1



THIS (graphics to be added)



NOT THIS (graphics to be added)

INTENT:

- To provide opportunities for pedestrian and other non-motorized movement between buildings within a site in a safe, direct and enjoyable fashion.
- To provide opportunities for pedestrian and other non-motorized movement between adjacent sites in a safe, direct and enjoyable fashion.
- In recognition of limited access to Highway 40 as illustrated through the Highway 40 Access Plan, provide and/ or enable vehicular access between adjacent sites.

DESIGN STANDARDS

Figure 2

PEDESTRIAN INTERCONNECTIVITY



(graphics to be added)

SITE INTERCONNECTIVITY



(graphics to be added)

FUTURE CONNECTION PLANNED



(graphics to be added)

- Buildings and accompanying sidewalks, plazas and other pedestrian elements shall be arranged to provide safe, direct and pleasurable movement between buildings without the necessity of utilizing the auto.
- Pedestrian and bikeways between adjacent sites shall facilitate, allow or enable safe and direct pedestrian and bicycle movement between adjacent sites.
- Drive aisles, access roads, rear lanes and other vehicular ways shall interconnect, or provide for the interconnectedness, between adjacent sites.

Problem #7: Front Landscape Buffer Requirements inconsistent with a more urban form.

Proposed Solution: Rewrite landscape standards to require landscaping that enhances buildings but also screens parking.

Intended Result: Create landscaping that is more closely associated with its intended purpose and enhances the urban form, rather than screens it.

Proposed Regulation Change: *Amend the Urban Design Standards within Landscape Category/Setback Requirements (pg. 32) to state:*

DESIGN STANDARDS

Landscape Categories

- Landscape categories shall be applied according to Table 2, below.
- With the exception of the entry corridor category defined below, the dense and moderate landscape categories shall be as defined in subsection 26-135(d) & (e) (1) and (2) of the City’s Development Code.
- **Entry Corridor** landscaping shall mean:
 - One tree per two hundred (200) square feet of front landscape setback area.
 - Plant materials shall be located in informal groupings to extend the naturalistic character of the landscape through new development.
 - Seventy-five (75) percent of the required landscape area shall be comprised of native perennials and ornamental grasses.
 - Distribution of tree types shall be:
 - Large deciduous -- forty (40) percent minimum of the total number of

- required trees.
 - Ornamental -- twenty (20) percent minimum and thirty-five (35) percent maximum of the total number of required trees.
 - Shrubs -- fifteen (15) percent minimum and thirty-five (35) percent maximum of the required landscape area.
- **Entry Corridor CC/CS (Community Commercial – Community Services) landscaping shall mean:**
 - Material amount, grouping and distribution shall be the same as “Entry Corridor landscaping” category (above).
 - “Setback area” refers to the area between the lot line and any building (5’ – 20’) and the area between the lot line and any parking lot (front: 30’ min).
- Automatic irrigation is required unless an alternative xeriscape plan is approved.
- All landscape setbacks, as required below, shall accommodate site distance requirements

Table 2: Landscape Categories/Required Landscape Setbacks*

	Community Commercial Zone District	Commercial Services Zone District	Industrial Zone District	Multifamily Residential Zone District
ENTRY CORRIDORS				
Highway 40/Elk River Road	30' setback area (entry corridor CC/CS)	30' setback area (entry corridor CC/CS)	30' setback (entry corridor)	30' setback (entry corridor)
Side streets	15' setback area (entry corridor CC/CS)	15' setback area (entry corridor CC/CS)	15' setback (entry corridor)	15' setback (entry corridor)
Parking lots	30' setback (entry corridor CC/CS)	30' setback (entry corridor CS/CS)	30' setback (entry corridor)	15' setback (entry corridor)
NON-ENTRY CORRIDORS				
Side streets	15' setback area (dense)	15' setback area (dense)	n/a	10' setback (moderate)
Parking lots	30' setback (dense)	30' setback (dense)	n/a	10' setback (moderate)

When the above requirements shall supersede any requirements of Article V of the Community Development Code.

Next Steps:

A public hearing to review changes the Community Development Code presented above with any revisions discussed at the January 14, 2010 public hearing. The changes would be presented as an ordinance for consideration and recommendation to City Council.