



**DEPARTMENT**  
**OF**  
**PLANNING AND COMMUNITY DEVELOPMENT**

AGENDA ITEM #2

**DATE:** March 11, 2010  
**TO:** Planning Commission  
**FROM:** Planning Staff  
**SUBJECT:** Proposed changes to the Community Commercial (CC) and Community Service (CS) Zone Districts (#TXT-09-10)

This is the second public work session with the Planning Commission for reviewing proposed changes to the CC and CS zone districts. At the first work session on January 14, 2010, Planning Commission (with input from the community) identified a few changes and provided staff with direction as guidelines for this memo.

<b>Problem #1: Frontage along Highway 40 Suburban in Nature</b>
<b>Proposed Solution:</b> 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.
<b>Intended Result:</b> Create a more urban frontage along Highway 40 and other streets (including the entrances to larger developments).
<b>Proposed Regulation Change:</b> Amend Dimensional Standards Chart to state: <i>See Proposed Dimensional Standards Format.</i>

<b>Problem #2: Suburban form within multi-building developments or between adjacent properties related to building separation.</b>
<b>Proposed Solutions:</b> Reduce existing side and rear setbacks (CC: 30 feet and 20 feet respectively, CS: 20 feet and 15 feet respectively) to 7.5 feet.
<b>Intended Result:</b> 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.
<b>Proposed Regulation Change:</b> Amend Dimensional Standards Chart to state: <i>See Proposed Dimensional Standards Format.</i>

<p><b>Problem #3: The underdevelopment of Commercially Zoned land, with particular concern within the Commercial Activity Nodes.</b></p>
<p><b>Proposed Solutions:</b></p> <ol style="list-style-type: none"> <li>1. Requirement of a certain clear height for the first story.</li> <li>2. Requirement of a minimum story height in the CC zone district.</li> <li>3. Elimination of the Floor Area Ratio (FAR) maximum.</li> <li>4. Relocate maximum residential unit size (1,400 sq. ft.) to the Use Criteria for Multi-Family. <i>See Proposed Multi-family dwelling/use definition change.</i></li> </ol>
<p><b>Intended Result:</b> Increased intensity in the CC zone district, possible especially in the SSACP Activity Nodes.</p>
<p><b>Proposed Regulation Change:</b> <i>Amend Dimensional Standards Chart to state: See Proposed Dimensional Standards Format.</i></p>
<p><b>Discussion:</b> Shall the minimum height standard vary in Commercial Activity Nodes in the CC zone district, from CC in general? Shall the minimum height standard apply to all buildings within a development or only buildings with certain characteristics, i.e. location etc.</p>

<p><b>Problem #4: Required Open Space lacks clear purpose (Recreational? Undeveloped? Environmental?)</b>                  * HAS NOT CHANGED SINCE LAST WORK SESSION.</p>
<p><b>Proposed Solution:</b> Revise definition of Open Space. Require Open Space to be clearly usable for passive and/or active recreation</p>
<p><b>Intended Result:</b> Create usable and beneficial open space that complements the proposed uses and reflects the physical characteristics of each site.</p>
<p><b>Proposed Regulation Change:</b> <i>Amend the open space definition to read:</i>  <b><i>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.</i></b></p>

<p><b>Problem #5: Excessive Hardscape including parking and its related environmental consequences</b></p>
<p><b>Proposed Solution:</b> Replace parking requirements with a requirement for parking study when a traffic study is warranted due to the level of proposed development.</p>
<p><b>Intended Result:</b> More appropriately parked developments.</p>
<p><b>Proposed Regulation Change:</b> <i>See above, no changes proposed related to hardscape/environments issues, pre se.</i>                  The current drainage and stormwater quality regulations administered by the City of Steamboat Springs Public Works Department supply adequate protection against</p>

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**

\* Intent of graphic is show site connectivity. No other standards are portrayed here.

**Figure 1: Example of Required Connectivity**

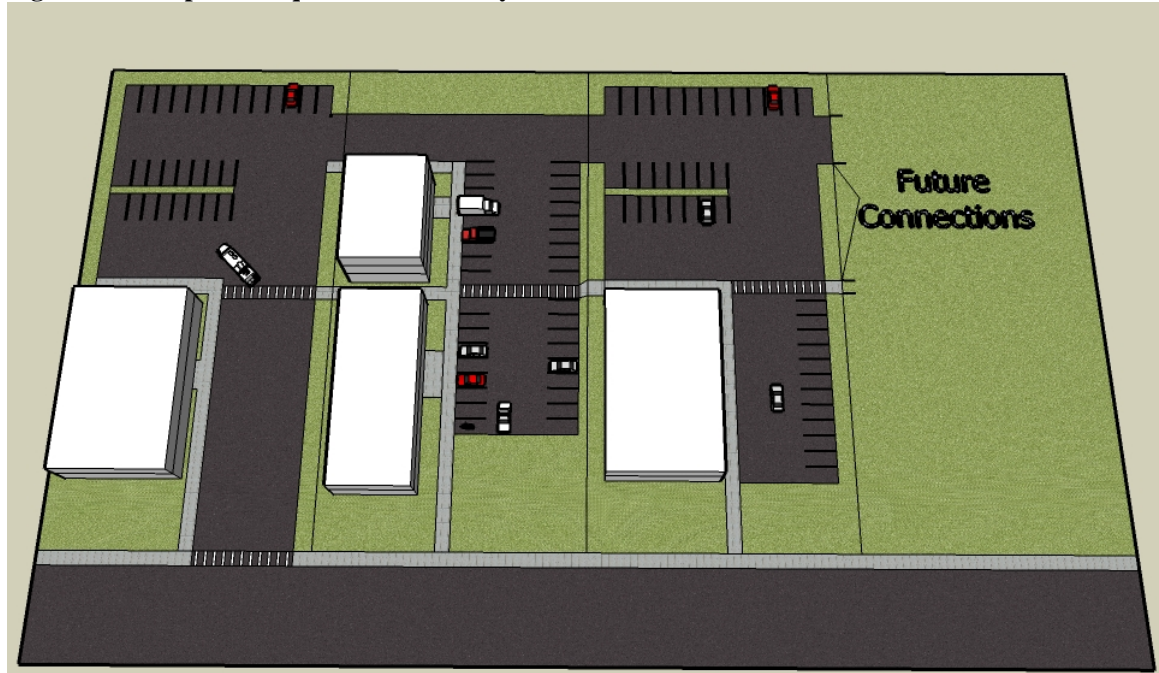
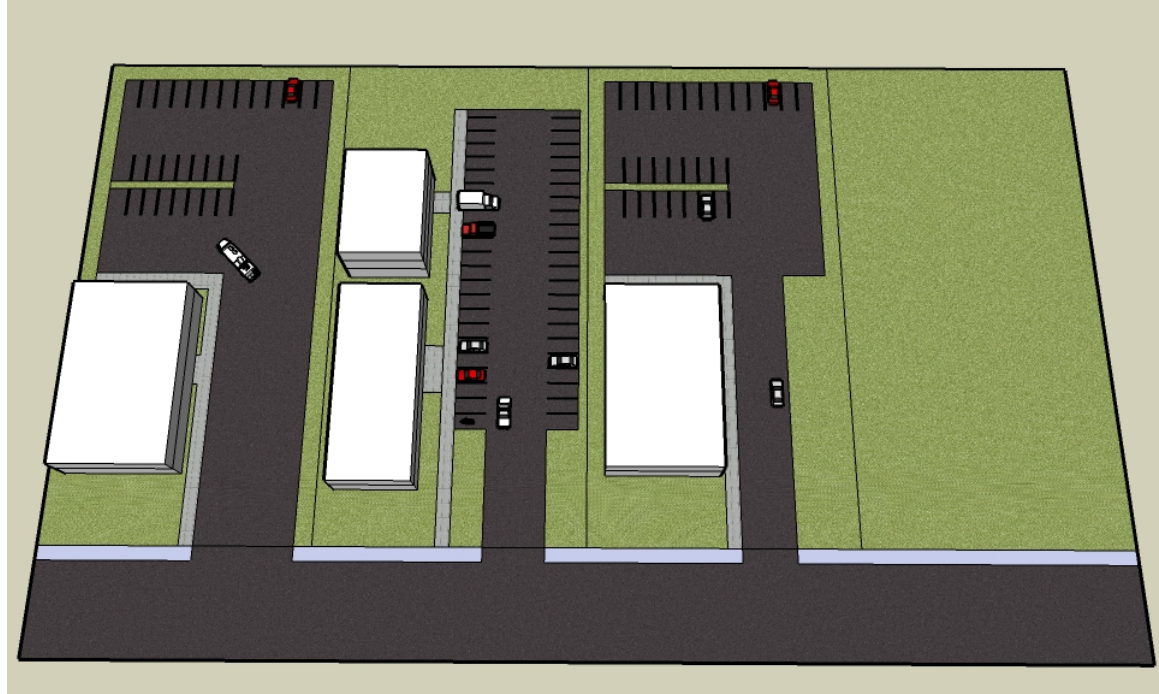


Figure 2: Example of Non-connectivity



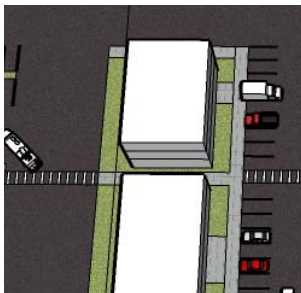
INTENT:

- 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

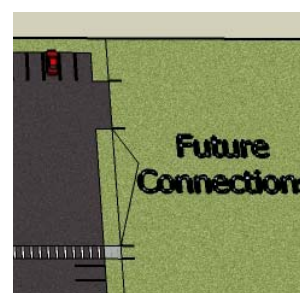
PEDESTRIAN INTERCONNECTIVITY



SITE INTERCONNECTIVITY



FUTURE CONNECTION PLANNED



- 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
<b>ENTRY CORRIDORS</b>				
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)
<b>NON-ENTRY CORRIDORS</b>				
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 a conflict exists, above requirements shall supersede any requirements of Article V of the Community Development Code.**

**Next Steps:**

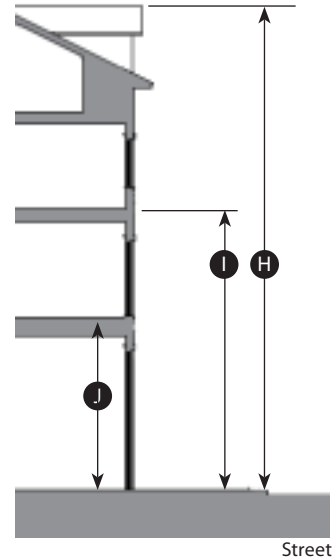
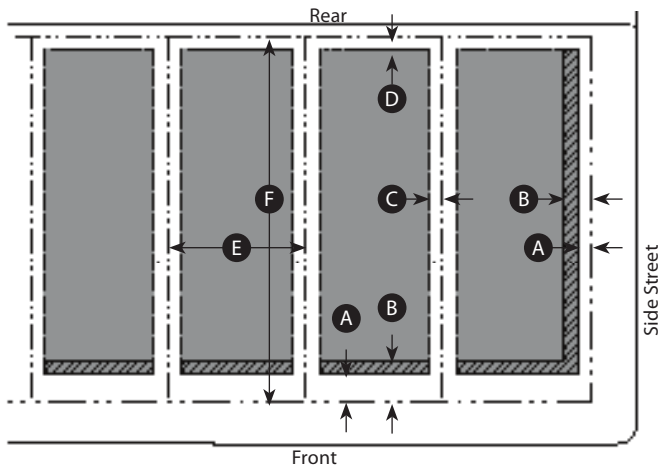
Move forward with an ordinance proposing the above changes to the Community Development Code and the Urban Design Standards and Entry Corridor Concepts Plan.

**Attachments:**

Attachment 1 – Dimensional Standards (new format)

Attachment 2 – Multi-family definition

# CC: Community Commercial



## Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- Building Area
- ▨ Frontage Area

Building Placement		
Setback (Distance from ROW / Property Line)		
Front/Side Street		
Principal Structure	5' min.	(A)
Principal Structure	20' max.	(B)
Accessory Structure	20' min.	
Side (C)		
Principal Structure	7.5' min.	
Accessory Structure	7.5' min.	
Rear (D)		
Principal Structure	7.5' min.	
Accessory Structure	7.5' min.	
Lot Size		
Width (E)		
	40' min.	
	no max.	
Depth (F)		
	no min.	
Minimum Lot Area		
	no min.	

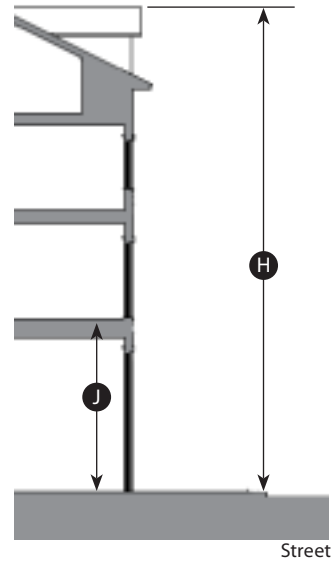
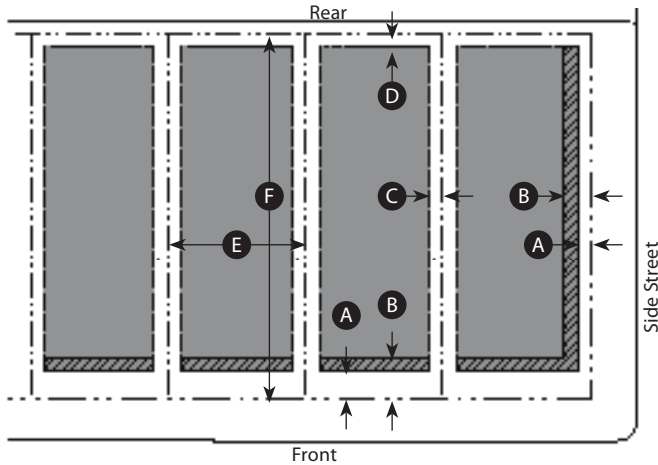
\* Setbacks in excess of 20' may be permitted by the Director where utility easements, environmentally sensitive areas or other physical constraints prohibit the placement of the building in the frontage area.

Building Form		
Height**		
Building Height		
Overall Height	63' max.	(H)
Frontage Area Height	26' min.	(I)
Ground Floor Ceiling Height	14' min.	(J)
Other Standards***		
Building Intensity		
Lot Coverage	50% max.	
Floor Area Ratio	no max.	
Density		
Units per lot	no max.	
Dwelling Unit Size	1,400 sq. ft. max.	

\*\* The above diagram is not intended to illustrate how height is measured. Please see the diagram in Section 26-402 for an illustration of how height is measured.

\*\*\* See Urban Design Standards for additional requirements.

# CS: Commercial Services



## Key

- ROW / Property Line
- Build-to Line (BTL)
- Setback Line
- Building Area
- Frontage Area

Building Placement		
Setback (Distance from ROW / Property Line)		
Front/Side Street		
Principal Structure	5' min.	Ⓐ
Principal Structure	20' max.*	Ⓑ
Accessory Structure	20' min.	
Side		
Principal Structure	7.5' min.	Ⓒ
Accessory Structure	7.5' min.	
Rear		
Principal Structure	7.5' min.	Ⓓ
Accessory Structure	7.5' min.	
Lot Size		
Width	40' min.	Ⓔ
	no max.	
Depth	no min.	Ⓕ
Minimum Lot Area	no min.	

\* Setbacks in excess of 20' may be permitted by the Director where utility easements, environmentally sensitive areas or other physical constraints prohibit the placement of the building in the frontage area.

Building Form			
Height**			
Building Height			
Overall Height	63' max.		Ⓗ
Ground Floor Ceiling Height	14' min.		Ⓙ
Other Standards***			
Building Intensity			
Lot Coverage	50% max.		
Floor Area Ratio	no max.		
Density			
Units per lot	no max.		
Dwelling Unit Size	1,400 sq. ft. max.		

\*\* The above diagram is not intended to illustrate how height is measured. Please see the diagram in Section 26-402 for an illustration of how height is measured.

\*\*\* See Urban Design Standards for additional requirements.

*Multi-family dwelling/use.* A residential building designed for or occupied by three (3) or more families, maintaining independent access to each unit and separate living, kitchen and sanitary facilities. The number of families in residence shall not exceed the number of dwelling units provided.

(1) *Use criteria.*

- a. Review shall be prior to development or building permit, as applicable.
- b. Multi-family units shall not be located along a pedestrian level street or other public access frontage in the G-2, CO, CY, CN, CC and I zoning districts.
- c. In the CN zone district, there shall be no more than four (4) units per building.
- d. Each single purpose multi-family building shall architecturally represent a single-family structure in CY and CN.
- e. In the I zone district, multi-family dwelling units are allowed when the primary use of the property is for an industrial use.
- f. **In the CC and CS zone districts, multi-family dwelling units shall be no larger 1,400 square feet.**