

Downtown Issues*

{ Disabilities Commission
January 10, 2013

* Personal & Professional Views & Advice – Not Official Policy!

- Student Housing
 - Parking
 - Traffic Congestion
 - Quality of Construction
 - Land Use – Residential Instead of First Floor Retail
- Other Downtown Construction
 - Temporary Loss of Access/Detours
 - Traffic & Environmental Impacts
- Expansion of “Downtown”
 - Neighborhood Impacts
- Resources to Implement Plans
 - Grants – College Avenue Median Enhancement Grant
 - CDBG – Downtown Sidewalks and Accessibility
 - TIF – DOA?
 - CID Initiatives

Redevelopment Issues

- Subdivision Code/Street Standards:
 - Downtown Street, Lot & Block Standards
 - Downtown Sidewalk Standards
- Zoning Ordinance:
 - Residential/Mixed Use Parking Requirements
 - Allowing Concealed Surface Parking
 - “Public-Private” Space Standards
 - Contextual Height Limits
 - Historic Preservation/Building Re-Use
 - Form-Based or Performance-Based Standards
 - “Downtown Fringe” Zoning District

Redevelopment Issue Regulatory Fixes

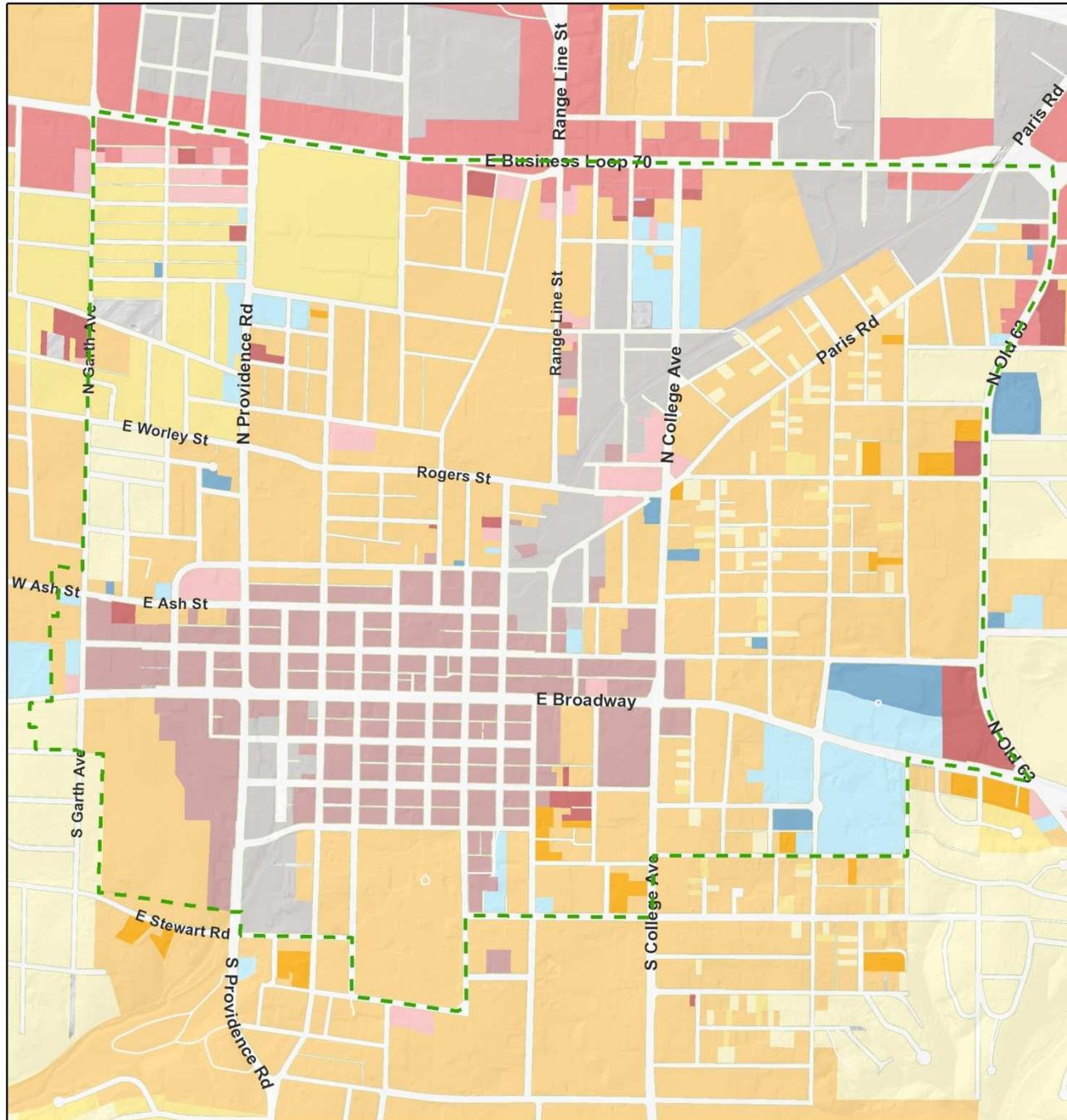
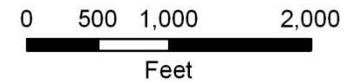
Downtown Columbia Zoning

 DLC Downtown Study Area

City of Columbia Zoning

-  Agricultural
-  Planned Unit Development
-  One-Family Dwelling
-  R-1 Planned Unit Development
-  Two-Family Dwelling
-  R-2 Planned Unit Development
-  Medium Density Multi-Family
-  R-3 Planned Unit Development
-  High Density Multi-Family
-  Residential Manufactured Home
-  Office
-  Special Office
-  Planned Office
-  Intermediate Business
-  Central Business
-  General Business
-  Planned Business
-  Research Development
-  Controlled Industrial
-  Underground Space
-  General Industrial
-  Planned General Industrial

N



{ Existing Code

- *Looonnnnggg* Blocks Permitted
- No Alley, On-Street Parking, Street Tree, Wider Sidewalk Requirements**

** Except in Specifications Manual

{ Recommended

- Street Density Proportionate to Development Density
- Design Cross Section

Street, Lot & Block Standards

{ Existing Code

- Downtown Sidewalks Only Required When Platting or Planned District

{ Recommended

- Any Redevelopment of Downtown Should Require Downtown-type Sidewalk

Downtown Sidewalks

{ Existing Code

- If C-2 District, No Requirement
- If Other Districts, Conventional Standards Apply
 - No Middle Ground

{ Recommended

- Require Parking, at Reduced Ratio
- Allow On-Site, Off-Site, Private/Public Solutions

Parking

{ Existing Code

- Conditional Use Required in C-2 District for ANY Parking Lot

{ Recommended

- Permit, As of Right, Small Parking Areas Behind Buildings

Surface Parking

{ Existing Code

- No Maximum Height, No Setbacks in C-2

{ Recommendation

- *Consider a* Maximum Height Based on Analysis of Impacts

Building Height

{ Existing Code

- Some Tax Credit Eligible Properties
- Only Two “Downtown” Addresses Are Protected

{ Recommendation

- Local Landmark Designations if Agreed On
- Acquisitions
- Incentives for Adaptive Re-Use

Historic Preservation

{ Existing Code

- Almost Entirely Proscriptive
- “Paint by Numbers”

{ Recommended

- Base Regulations On Desired Outcomes
- Coordinate Public-Private Development Standards

Form-Based or Performance-Based Standards

{ Existing Code

- C-2 District for “Urban-Type” Development
- All Else for “Suburban-Type” Development
- Choice Between Minimal, Inappropriate, or Improvised (e.g., Planned District) Standards

{ Recommended

Either:

- “C-2N” (Central Business – Neighborhood)
- “PD-N” (Planned District – Neighborhood)
- Form-Based Code

“Downtown Fringe” Zoning