

Innovative Tools

to Make Great Plans Happen!

What Burlington VT did with planBTV...



New Partners for Smart Growth Conference

January 29, 2015

Church Street Marketplace

1979



Today



Burlington's Waterfront

1970s



Today



Unique “Urban” Experience in VT





plan **BTV**
Downtown & Waterfront

**So what's
this all
about?**



Locations

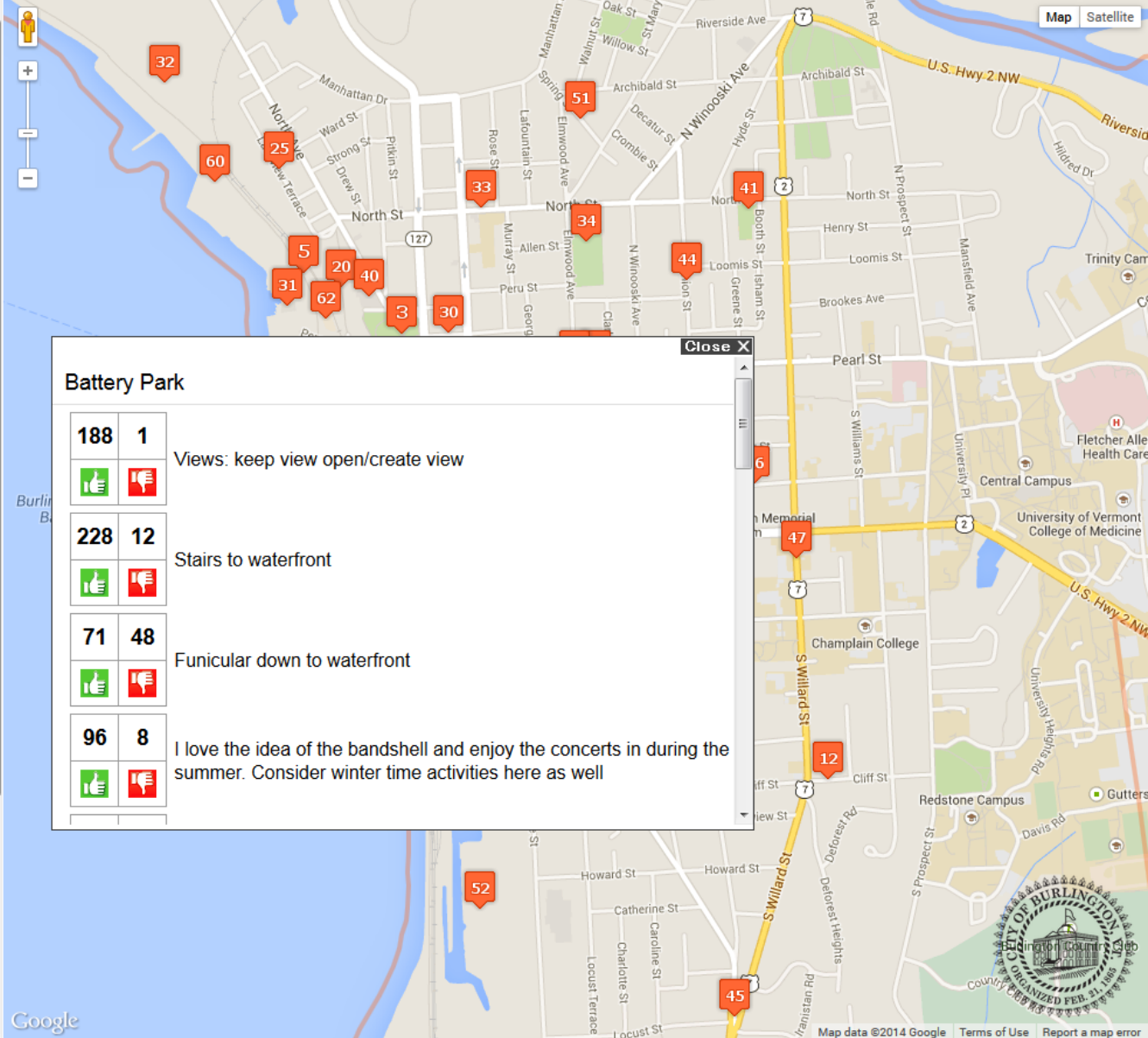


Topics



Downtown & Waterfront

- 1** Bank Street
Bank Street
- 2** Bank Street Parking Garage
Bank Street Parking Garage
- 3** Battery Park
Battery Park
- 4** Battery Street
Battery Street
- 5** Bike Path
Bike Path
- 6** Buell Street
Buell Street
- 8** Cathedral Park between Pearl and Cherry
Cathedral Park between Pearl and Cherry
- 9** Cherry Street
Cherry Street
- 10** Church Street
Church Street
- 11** City Hall Park
City Hall Park
- 12** Cliff Street
Cliff Street
- 13** College Street
College Street
- 14** College/Battery intersection
College/Battery intersection
- 15** College/Church intersection
College/Church intersection
- 16** College/Hungerford Terrace area
College/Hungerford Terrace area



Battery Park Close X

188	1	Views: keep view open/create view
228	12	Stairs to waterfront
71	48	Funicular down to waterfront
96	8	I love the idea of the bandshell and enjoy the concerts in during the summer. Consider winter time activities here as well





Locations



Topics

Activities/Events

Agriculture

Architecture

Bicycles

Character of City

Community Space

Development

Environment

Farmer's Market

Green Buildings

Housing

Open Space

Parking

Pedestrians

Permitting Process

Public Art

Public Input in Planning

Public/Private Partnerships

Recreation

Renewable Energy

Retail/Business

Share your thoughts on broader regional topics

Housing

39	0	Baby boomers are going to be looking for affordable housing- moving into something less intense for maintenance and upkeep. Live somewhere walkable, affordable, things to do.

45	13	The current zoning has created college ghetto between downtown and UVM

45	15	Current zoning is discouraging families and anyone who isn't a college student from living near downtown

70	0	Housing is either 1) subsidized low-income 2) college students or 3) very expensive. Housing is needed for young families or young professionals!

53	3	Focus needed on affordable housing, should be a priority

15	12	Map property values

31	17	More single family housing needed for sale in city!



Downtown & Waterfront

A Magazine!
What?



plan **BTV**

Downtown & Waterfront

TAPPING
BURLINGTON'S
**CREATIVE
ECONOMY**

PLUS
**CHICKENS
ON CHURCH?**

THE
**GREEN
MACHINE**

Burlington's New Groundbreaking Waterfront
Stormwater Treatment Concept

**PARK IT
BURLINGTON!**

**TIMELESS
PRINCIPLES**

CREATING
**"MUNICIPAL
ADVANTAGE"**

LIMITED EDITION



PlanBTV is a collaboration of the people of Burlington, the City of Burlington, and Town Planning & Urban Design Collaborative LLC. More at: www.burlingtonvt.gov/planBTV/

ISSUE 01
SUMMER 2012

• Attractive & Visually Pleasing Layout

- Lots of pictures
- Less text – get to the point
- **Make it FUN!**

BURLINGTON IN CONTEXT



MAP OF VERMONT
FROM THE GREAT NORTH WEST TO THE GREAT SOUTH WEST
BY JOHN H. COLEMAN
NEW YORK: J. H. COLLETT, 1850

Burlington, set on the eastern shores of Lake Champlain, is the largest city in the state of Vermont with approximately 42,000 residents. The City lies 48 miles south of the Canadian border, about a 2-hour drive from Montreal, Canada and a 3-hour drive from Boston. It is the seat of Champlain County and the hub of the Burlington-South Burlington metropolitan area, which encompasses the counties of Chittenden, Franklin, and Grand Isle. Burlington only makes up a small portion of this area in physical terms – 10 square miles or 1.6% of the county land area. The City shares its boundaries with three communities: the cities of South Burlington and Winooski, and the Town of Colchester. Burlington International Airport is less than five miles from downtown markets. While Amtrak's Vermonter roster passes through Burlington, there is no regional rail service to the city.



Burlington, being the heart of the largest urbanized region in Vermont, is also its principal economic and cultural engine. It is home to the University of Vermont and Champlain College, the Flynn Theater, the nationally acclaimed pedestrian Church Street Marketplace and retail companies including Burton Snowboards and Lake Champlain Chocolates to name a few. Noted as the birthplace of Ben and Jerry's Ice Cream and the band Phish, Burlington has been widely



PHISH



BEN & JERRY



BURTON





LAKE CHAMPLAIN

HISTORY

Burlington has evolved from its modest start as a "village" settled in 1833 to a bustling center of trade and manufacturing in the late 1900s. After World War II, the city's thriving industries began to decline and most of the waterfront properties lay dormant. The downtown suffered from pockets of decay and in the 1980s Urban Renewal leveled 27 acres of the Italian Neighborhood, replacing a fine-grained neighborhood with government buildings, the mall, and other large superblock projects. In the 1990s commercial properties left standing on the waterfront and underutilized downtown buildings began to gradually be redeveloped into museums, galleries, art studios, and office and retail spaces, transforming Burlington into the vibrant community that it is today.




Where Burlington has been, and where it is today, are snapshots of a place. Change is a given, forced by external conditions and the collective decisions of people. Every place has the great potential to become something else, to be shaped in a way that better realizes the hopes and dreams of the people who live there, while honoring history and shared values.

Press Esc to exit full screen mode.

WHEN YOU LOOK AT THE HISTORY OF A PLACE, IT BECOMES CLEAR HOW MUCH CHANGE IS POSSIBLE

T BUILD BUSINESS, CITIES AND CIVIC LIFE.


• Infographics... • ...convey a lot of great information in a FUN way.

ECONOMIC INSIGHTS

Properties in the Downtown Improvement District pay
\$147,813 per acre in taxes
 the rest of the City as a whole pays
\$13,148 per acre in taxes

Properties in the Downtown Improvement District account for

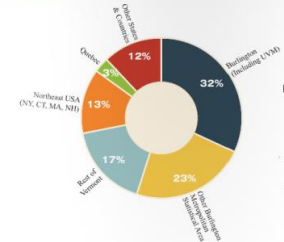
2% of the total acres of land in Burlington
 but pay **22%** of the taxes



For cities with a finite amount of land, it makes sense to look at the value that buildings generate by land area consumed to fairly value a city's tax base to support development.



Food manufacturing is the **2nd-Largest** Manufacturing Industry in Vermont when measured by employment and gross state product



The majority of Burlington's Downtown shoppers are Burlingtonians or Chittenden County residents

French Canadians account for only 3% of Downtown's shoppers

Who's Shopping in Downtown Burlington?

35%

1 MILLION Square Feet

of retail space is located in Downtown Burlington, making it the second largest concentration of retail space in the state of Vermont.

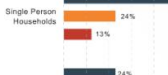
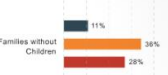
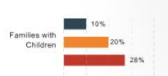
Downtown Burlington has the highest commercial rents in the region.

\$\$\$\$

Retail is being used in downtown Burlington, capturing a healthy share of the market. This, coupled with popular dining and growing establishments, make downtown and the waterfront a highly desirable place to visit. A larger variety of retail space, with lower price points, might help promote an even greater expansion of place-based retail in the downtown. There is significant potential in Burlington for this kind of expansion, with the ability to nearly double the amount of development that exists today. There are 100 parcels with significant development potential, reflecting nearly 120 acres of buildable land.

Most of Burlington's downtown shoppers are locals. Yet, for a relatively small city, Burlington attracts approximately 40% of its visitors from outside of Chittenden County. By visiting on the city's strengths as a great place for local people to live, play, work and shop, the city can maintain its authenticity and charm while simultaneously attracting more visitors than spending dollars.

HOUSING INSIGHTS



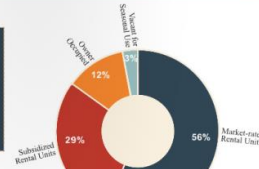
Types of Households 2010



63% of Burlingtonians are under 35 years old.

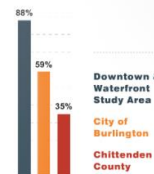
Not so old... Added by a healthy student population, the population of downtown Burlington is young compared to other communities in the region. Single person households make up a considerable segment of the population, reflecting a strong community of young professionals. The limited number of families living in the downtown, both with and without children, is a function of the lack of readily affordable housing and the conversion of many of the historic single family homes to multi-unit rentals.

Only **12%** of homes in Burlington's Downtown & Waterfront are owner occupied market-rate homes.



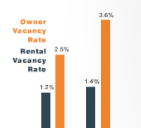
Types of Homes in the Downtown & Waterfront

Wow Only 12% of homes in Burlington's downtown and waterfront area are owner occupied. Though not always the case, some rental properties become problem buildings and are often critical – especially when there is a high concentration of transient residents such as students – compared to homeowners who put down roots and make a long-term investment in their home and neighborhood.



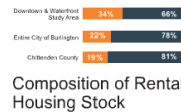
88% of all households in the Downtown and Waterfront study area rent their homes.

HOUSING INSIGHTS



Residential Vacancy Rates

\$1,250 is the average market rent in Burlington.



Composition of Rental Housing Stock

A household could likely afford a monthly rent of

\$833

if it was making the median income for a Burlingtonian.

However...

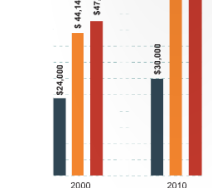
There is a perception that Burlington is unaffordable for young professionals. In the case, perception and reality are in agreement. Subsidy rates for rental units are inordinately low, indicating that there is not enough subsidy to meet the existing demand. Combine that with market rents that exceed what most people can afford on an average salary and the problem is clear. Burlington is losing a highly skilled and energetic population to the outskirts of town and surrounding communities. This affects growing businesses who can't attract employees because there is no affordable housing option for workers, potentially deterring new businesses from locating in the City.

34%

of all rental property households in the Downtown and Waterfront study area receive rental-based assistance.

\$271,000 is the average sales price of a home in Burlington's Downtown and Waterfront areas.

People in downtown Burlington are spending too much of their income on housing. While the estimated median income of those living in the Downtown & Waterfront is \$30,000, the minimum yearly income required to afford a home is \$271,000. The amount of available affordable units is minimal compared to the need. The same situation exists for renters as well. This condition has persisted for over 10 years, clearly identifying a housing challenge that needs to be addressed in order to attract additional downtown residents and a more robust labor market.



Estimated Median Income

\$81,000

is the minimum yearly income a household must make to afford a home in Downtown or along Burlington's Waterfront.

61%

of all renters in Burlington are paying at least 30% of their income for their rent.

THE HOUSING NUT

Despite being the cultural and economic center of Burlington — abounding with business, shopping, dining, entertainment and waterfront recreation — downtown Burlington has an extreme shortage of housing. Yet Burlington's downtown is a location that is a highly desirable place to live for young professionals, employees, students, and others because of its urban convenience and vitality.

With almost 30% of the housing units in the downtown and waterfront considered "affordable" under typical definitions, Burlington and its non-profit housing partners have done an outstanding job of providing for the needs of many low income, seniors and disabled tenants. On the other end of the spectrum, condominium development in recent years has demonstrated the ability of the market to provide higher-end housing. Yet in the middle there is a gap — a growing number of prospective residents who can't afford the high-end market-rate units, yet have too much income to qualify for subsidized "affordable" units. And very few new units of any kind — low, middle, or high — are coming on-line to meet the demand. This is not unique to Burlington — it is a common and deep problem that affects many cities, and college towns in particular, resulting in a loss of economic activity and missed opportunities to build social capital.

MORE HOUSING PERIOD...

Previous studies have all called for more housing in Burlington, citing the importance of ensuring a full cross section of uses in the downtown and in the surrounding neighborhoods. Increasing the amount and diversity of housing can help to address several important community objectives — particularly economic vitality, reduction in energy consumption, decreased traffic congestion, and social equity. Dramatically changing demographics in Burlington and across the country are working in our favor — the baby boomers are looking to downsize and live in close proximity to work, entertainment, culture, and services, while the millennials (students and young professionals) are looking to become active participants in an urban lifestyle, drive less if at all, and also want to live close to job and entertainment centers. The city has also seen its population diversity with the coming of many refugees. Fifty or so languages are now spoken in our schools. The lack of affordable and high quality larger units that can accommodate extended families living under one roof is also an issue.

A greater diversity of housing choices will ensure a broader and healthier customer and employment base to support new and existing downtown business, in turn boosting economic vitality. Each additional household can bring as much as another \$16,000 in annual spending to the downtown. This in turn helps to support local businesses and help diversify the retail mix with offerings such as hardware, electronics, grocery, and general retail. More housing will support rapidly growing businesses that are desperate to attract and retain a highly educated workforce. More housing will also support the retail and hospitality workers that are the backbone of our service economy and urban entertainment culture.

Urban dwellers typically have lower energy costs and a smaller carbon footprint than their rural counterparts given the reduced transportation costs. More housing is also the single most effective tool for reducing downtown traffic congestion and parking demand because more people can walk, bike, or take transit to work thereby making it possible to live car free. More than 25% of Burlington residents already walk or bike to work — a three fold increase over the rest of the region.

With a historic residential vacancy rate of less than 2%, the creation of additional housing has proven to be a tough nut to crack. However, there are a number of strategies that can and should be employed to encourage the creation of significantly more housing — particularly affordable and affordable market rate units. The time is especially good given historically low interest rates and construction costs.

SO, TIME TO BRING OUT THE NUTCRACKER!

REDUCING REGULATORY BARRIERS

Despite an incredibly low vacancy rate and a high demand for more housing downtown, the current zoning for the downtown core prohibits new development from housing more than 50% housing. While originally intended to maintain a balance between residential and non-residential uses, this situation effectively prevents the creation of any meaningful mixed-use development, and has got to go if Burlington's economic potential is ever to be realized. While allowing for even taller buildings isn't necessarily the answer, efforts to encourage development that more fully utilizes the permitted development envelope needs to be supported. While a national model at the time, the 1990-era inclusionary housing requirement is in need of fine-tuning to encourage more of the housing that is so badly needed. This in turn will also help create additional potentially affordable inclusionary units.

Then there's the price tag for providing the required off-street parking, at a construction cost of \$25-30,000 per space (if built underground or in a structure). Parking drives up the "per unit" cost to a point where units become unaffordable for many people who want to live downtown, while also requiring those who don't own a car to subsidize the cost of parking.

Finally, development in Burlington can be hindered by a highly discretionary approval process. Time is money and the uncertainty of the process dissuades many developers from moving forward with potential development plans. Transitioning to a form-based code where certain appropriate uses can be permitted "by-right" will make it easier for the community's vision for expanded economic vitality and housing opportunities to become a reality.

THE HOUSING VACANCY RATE IN BURLINGTON IS LESS THAN 3%.



"Affordable housing should be a major priority more of it downtown especially."
— Kevin Barry

DIVERSITY IN HOUSING CHOICES

To meet the diverse needs of a greater number of people, more housing choices must be provided, offering a life something for everyone. Burlington's existing residential housing stock is limited to a few common housing types, including single family homes, duplexes, apartments above shops, and condo buildings. More and more, the residential neighborhoods surrounding the downtown are dominated by a single housing type — large 4+ bedroom units converted into houses or condos that only students are able and willing to pay. This trend is mostly due to residential zoning densities and parking requirements that make it extremely difficult to create smaller units such as studios and 1-2 bedroom units, as well as detached units in varying configurations. Yet there are many additional building, unit, and ownership arrangements that can be introduced and priced to encourage a greater diversity of residents, including young professionals, couples, empty-nesters, artists, and students. This is simply a case where more is better — more choices, more types, more diversity... more housing period.

THE PLAN ANTICIPATES A MULTITUDE OF HOUSING TYPES, OF DIFFERENT SCALES AND CHARACTER, MEETING THE LIFESTYLE PREFERENCES OF CURRENT AND FUTURE RESIDENTS. ROWHOUSES, LOFTS, AND OTHER HOUSING OPTIONS FOUND IN URBAN ENVIRONMENTS ARE DESIRABLE TO RETIREES, YOUNG PROFESSIONALS, THE CREATIVE CLASS, AND STUDENTS.

A WIDER VIEW

While this plan focuses primarily on the downtown and waterfront, when it comes to housing opportunities, it makes sense to also look and take a wider view of the city. While just a few thousand people live within the downtown core, many thousands more live within a short half-mile walk. This broader urban area — encompassing the entire Old North End, extending up the hill to the University, and south to the Shelburne Street rotary — provides a broader context when considering options for additional housing opportunities. Burlington's inner residential neighborhoods typically have lower land costs and development costs than the core of the city, making it easier to create units that are affordable to a greater number of people. These neighborhoods already include many opportunities for rehabilitation, redevelopment, and infill that can help to support and enhance the vitality of the downtown, while also improving neighborhood quality of life. More on-campus housing for younger undergrad students, as well as infill around the University and hospital to help serve the needs of older undergrads, graduate students, and people who work on the hill, will all provide benefits that extend into the downtown.

DOWNTOWN INFILL HOUSING

A significant number of downtown properties are underutilized and under-developed when compared to what current zoning allows. New infill buildings and adaptive reuse of existing buildings in and surrounding the downtown core should be a high priority. Creating small, high density, modern and aesthetically pleasing buildings would attract and meet the needs of several demographic groups interested in urban living. New construction and rehabilitated urban housing designed at a variety of price points could change the economics and enable many new people to live in the downtown. New Americans have expressed the need for larger, more centrally located affordable units. The large City-owned Memorial Auditorium block at the corner of Main and South Willoughby and the Burlington Town Center are examples of ideal locations to experiment with both new construction and adaptive reuse.

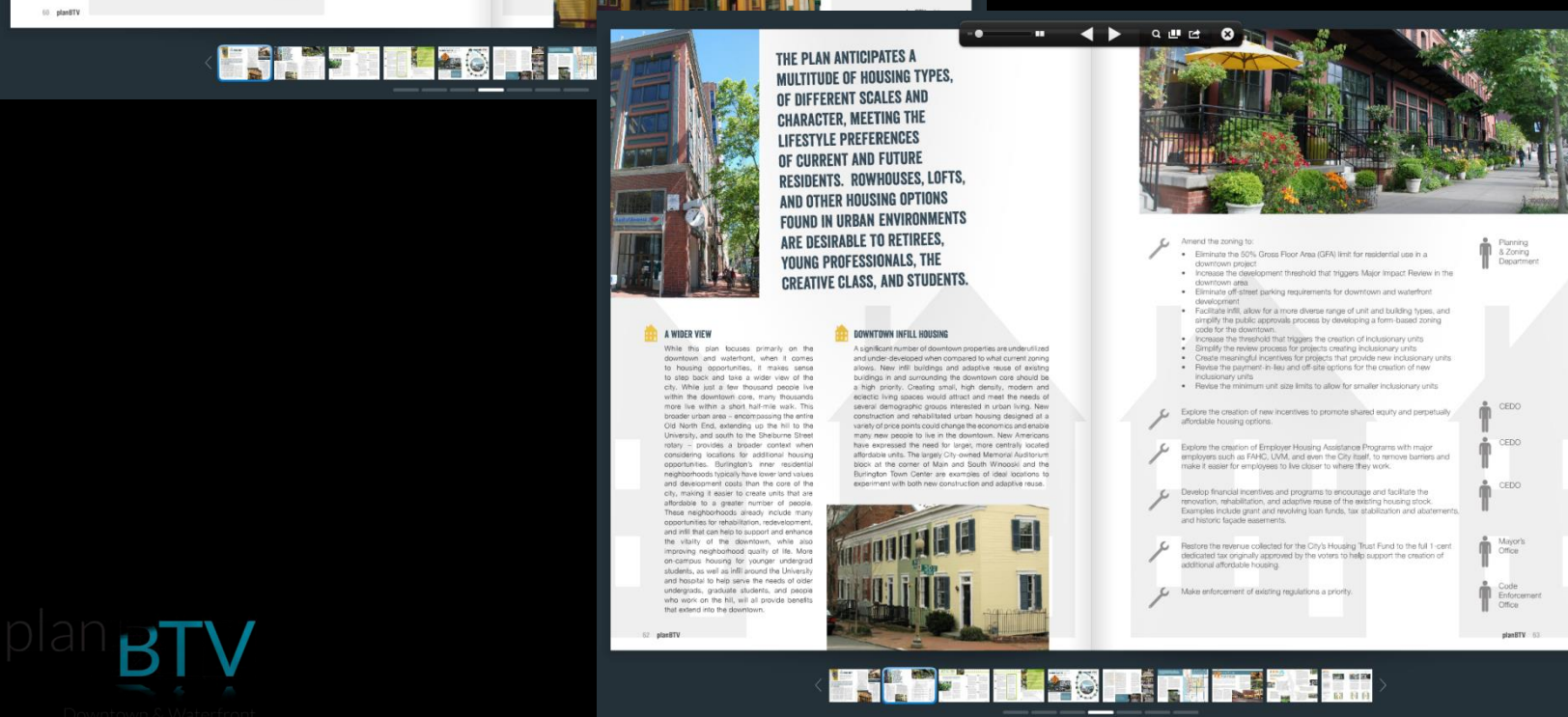


Short articles magazine style Implementation Next Steps



-  Amend the zoning to:
 - Eliminate the 50% Gross Floor Area (GFA) limit for residential use in a downtown project
 - Increase the development threshold that triggers Major Impact Review in the downtown area
 - Eliminate off-street parking requirements for downtown and waterfront development
 - Facilitate infill, allow for a more diverse range of unit and building types, and simplify the public approval process by developing a form-based zoning code for the downtown
 - Increase the threshold that triggers the creation of inclusionary units
 - Simplify the review process for projects creating inclusionary units
 - Create meaningful incentives for projects that provide new inclusionary units
 - Revise the payment-in-lieu and off-site options for the creation of new inclusionary units
 - Revise the minimum unit size limits to allow for smaller inclusionary units
-  Explore the creation of new incentives to promote shared equity and perpetually affordable housing options.
-  Explore the creation of Employer Housing Assistance Programs with major employers such as F&C, UVM, and even the City itself, to remove barriers and make it easier for employees to live closer to where they work.
-  Develop financial incentives and programs to encourage and facilitate the renovation, rehabilitation, and adaptive reuse of the existing housing stock. Examples include grant and revolving loan funds, tax abatement and abatements, and historic facade easements.
-  Restore the revenue collected for the City's Housing Trust Fund to the full 1-cent dedicated tax originally approved by the voters to help support the creation of additional affordable housing.
-  Make enforcement of existing regulations a priority.

-  Planning & Zoning Department
-  CEED
-  CEED
-  CEED
-  Mayor's Office
-  Code Enforcement Office



a big vision for a small city

AROUND THE BURLINGTON PLAN

- MAIN STREET
- CHURCH STREET
- THE MALL
- PEARL STREET
- RAILYARD DISTRICT
- NORTH WATERFRONT
- SOUTH WATERFRONT



• BID Ideas on the ground!

• Illustrations of what could be



MAIN STREET



ELEMENTS OF THE PLAN

1 PASSENGER TRAIN STATION
 Union Station's central location on Burlington's waterfront offers tremendous potential for the return of passenger rail, connecting the city with larger metropolitan areas to the north and south. A new civic square with short-term parallel parking around its perimeter is proposed in front of the station.

2 STREETSCAPE IMPROVEMENTS
 Main Street is a major connection between the Waterfront and Church Street. A mix of storefronts with active uses, as well as streetscape improvements, are needed to restore pedestrianism to make their journey up and down the hill. Potential streetscape improvements include bike racks in diagonal and parallel parking, green street planters (e.g. flow through planters), additional street trees, wayfinding signage, benches, public art, and cycle racks.

3 CITY HALL PARK
 The re-design of City Hall Park should ensure that this important civic space retains its park-like qualities while enhancing its ability to be activated with people, street vendors, events, kiosks, and outdoor dining. The park should serve as a central gathering space for the City, with connections and amenities that will draw people from Church Street towards the waterfront and vice versa. Spaces should be accessible and designed for adult activities and public events, as well as quiet contemplation and respect. The strategic location of the park is significant as an important transition point in the City, transitioning between the East-West corridor of Main and College streets and the North-South corridor of Church Street. Its location helps to connect much of the downtown to Union Station and the Waterfront. While it may be intricate today, the park could someday sit on top of an underground parking structure, much like the Boston Commons.

4 MAIN STREET GATEWAY & MEMORIAL AUDITORIUM BLOCK
 The re-development of the block at the intersection of Main Street and South Winslow Avenue will help to act as both an anchor and gateway to the downtown. A renovated and/or re-purposed Memorial Auditorium and possibly the station would serve as a focal point at the eastern end of the activated Main Street. This corner parcel could be transformed from a parking lot to a mixed-use building with ground-floor retail, creating a more interesting and activated street to help encourage pedestrian activity. Upper floors could be used for offices, apartments, or student housing. The same type of redevelopment could also occur on the south side corner to strengthen the entire intersection.

5 PARKING GARAGE AT PERIPHERY
 The plan shows a potential location for a parking garage that could serve Church Street and future demand generated by the redevelopment of the City Memorial Auditorium on Barks. Parking in locations like this, on the periphery of the downtown, will help to reduce traffic congestion and the amount of space dedicated to parking within the core of the retail district. A potential new parking structure in this general location would replace existing surface parking lots, opening up opportunities for more vibrant development of underground lots. Another nearby opportunity for a new parking facility could be at the Edmunds School, where proposals have been made for a parking structure to be built under the current playground.

6 Fund and build the Imagino City Hall Park master plan.

7 Parks and Recreation Department
 Burlington City Arts

8 Enhance the regional park and site plan.

9 Collaborate County Regional Planning Commission
 Department of Public Works

10 Develop a comprehensive access/mid-design for the entire Main Street corridor between the University and the waterfront.

11 Department of Public Works

12 Develop zoning regulations that emphasize building form, facilitate hill and activate the streetscape for pedestrians.

13 Planning & Zoning Department



The Main Street Corridor encompasses the blocks along Main Street between Battery and Union Streets. It is an active mixed-use corridor and gateway for entering the downtown and accessing the Lake Champlain waterfront.



MAIN STREET



MAIN STREET GATEWAY AND MEMORIAL AUDITORIUM BLOCK

This rendering shows a view of the City-owned Memorial Auditorium block at the corner of Main Street and South Winslow Avenue. The illustration shows the rehabilitated historic fire station and the preserved auditorium. Both of these buildings could be retrofitted for housing, restaurants, and other compatible uses that would re-Imment these beautiful historic resources and help revitalize this critical gateway into the City. The corner lot, which is now a surface parking lot is developed with a mixed-use building that can accommodate ground floor retail and a mix of uses on the upper floors.

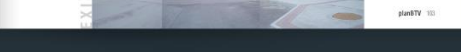


MAIN STREET



MAIN STREET REVAMP

This image shows a potential redesign for the Main Street corridor, to establish a stronger connection from Church Street to the Waterfront. The vehicular travel lanes are narrowed to accommodate for a protected bike lane that is located between the parked cars and the sidewalk. Back in parking is shown here, which provides greater pedestrian and driver safety. The pedestrian experience is improved with wider sidewalks, public art, signs representing the many cultures present in Burlington, and enhanced vegetation. Flow through planters provide additional greenery and help to best stormwater closer to the source.



planBTV Implementation

Burlington Town Center Redevelopment

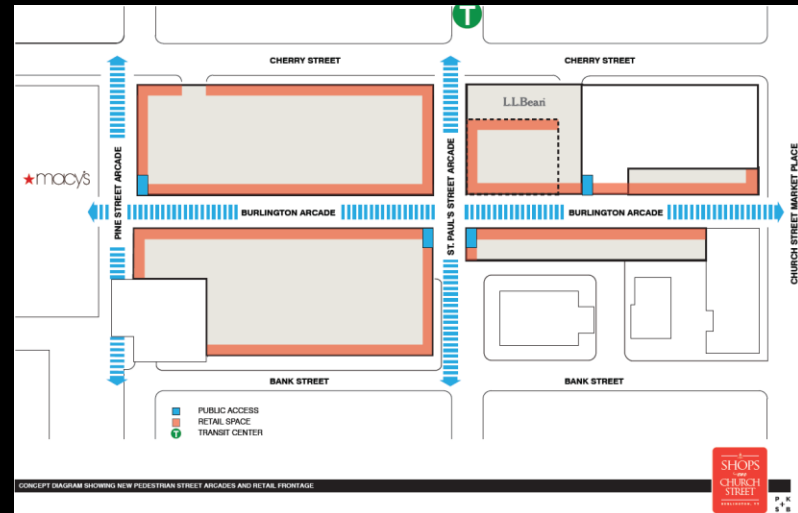


- Downtown Housing
- Restoration of the street grid
- Street Life

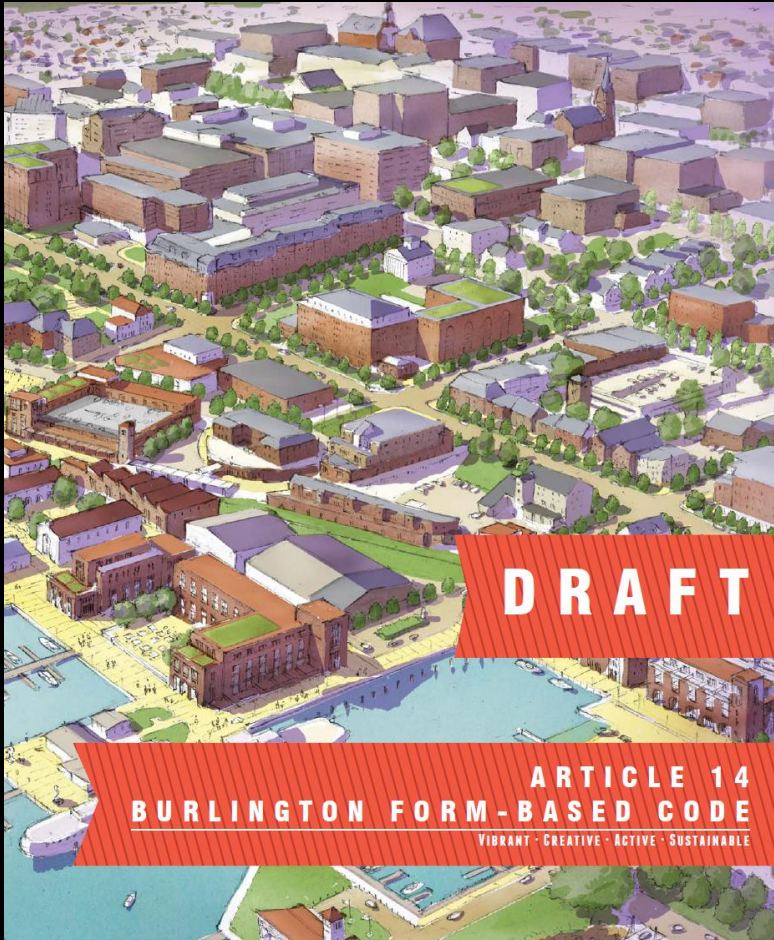
planBTV Implementation Burlington Town Center Redevelopment



- Downtown Housing, Convention-Style Hotel and retail expansion
- Restoration of the street grid
- Street Life
- Additional Parking



planBTV Implementation Form-Based Code



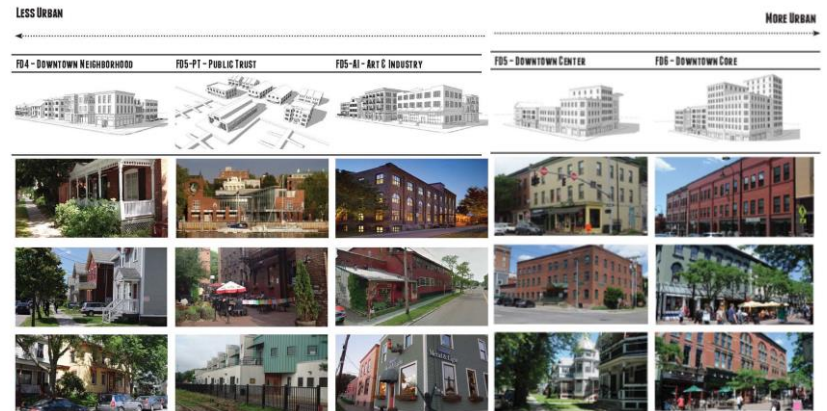
The Form-Based Code is a collaboration of the City of Burlington, and Town Planning & Urban Design Collaborative LLC.
More at: <http://www.burlingtonvt.gov/planBTV/>

November 25, 2014

MAP 1 - REGULATING PLAN



14 | 14 DRAFT BURLINGTON FORM-BASED CODE



planBTV Implementation Form-Based Code

14.3
Specific to Form Districts
14.3

14.3.4 - FD4 - DOWNTOWN NEIGHBORHOOD

FD4

KEY

- Property Line (ROW)
- Metrics on Facing Page

THE DIAGRAM ABOVE IS FOR ILLUSTRATIVE PURPOSES ONLY. METRICS SHOWN THEREIN SHALL HAVE REGULATORY EFFECT.

14.3.4-A - INTENT

To provide a wide variety of urban housing choices, in medium to high density building types with small-scale neighborhood amenities, uses primarily of centers. The district aims to reinforce and enhance the walkable nature of the neighborhood, given its proximity to Adjacent Mixed Use zones.

Attached or detached buildings
Small to medium footprint
Building set back to the heritage line
Small to no side setback, large rear setback
2 to 3 stories
Outbuildings common

14.3.4-B - ALLOWED BUILDING TYPES

BUILDING TYPE	STANDARDS
Carriage House	Section 14.4.4
Detached House	Section 14.4.5
Duplex	Section 14.4.6
Rowhouses	Section 14.4.7
Multi-Family - Small	Section 14.4.8
Multi-Family - Large	Section 14.4.9
Work/Use	Section 14.4.10
Mixed-Use ¹	Section 14.4.11
Office	Section 14.4.13

¹Allowed on corner lots only.

14.3.4-C - BUILDING FORM

HEIGHT	STANDARDS
Principal Building	2 Stories min. ¹ 3 Stories max. ²
Outbuilding & Backbuilding	
Carriage House	2 Stories max.
Other Outbuilding	1 Story max.
Backbuilding	1 Story max.

¹Applicable to new buildings only.

14.3.4-D - LOT OCCUPATION & BUILDING PLACEMENT

Block Perimeter	2,400 ft max.
Lot Width ¹	30' min - 75' max. ²
Lot Coverage	80%
Frontage Buildout	60% min. at Setback ³
Density	40 units/ac
¹ Minimum Lot Width for Rowhouses may be 12' min.	

BUILDING DISPOSITION STANDARDS

Edge/Jaw ¹	Section 14.6.3
Side/Jaw ¹	Section 14.6.3
Rear/Jaw ¹	Section 14.6.3

SETBACK (DISTANCE FROM ROW/LOT LINE/FORM DISTRICT)

Front ¹	
Principal Building	5' min ¹ ; 10' max. in Third Lot Layer ²
Outbuilding	
Side	
Principal Building	5' min ³
Outbuilding	5' min
Rear	
Principal Building	5' min
Outbuilding	5' min

¹Where existing Adjacent buildings are in front of the regulated minimum front setback, the building may be set to align with the front building facade of the most immediately adjacent properties.

²10' front setback is allowed for corner stories.

³0' side setback is allowed for Side/Jaw type houses, duplexes sharing a party wall and Rowhouse building type.

NOTE: Also see building code for additional requirements and limitations related to fire separation.

MISCELLANEOUS

Fence materials shall not include barbed or razor wire. Chain link and wire fencing shall not be used along any Frontage Line. Wooden cable fencing is allowed.

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14.4.11 - MIXED-USE

14.4.11-D - ALLOWED FRONTAGE TYPES	
Stoop	Section 14.5.7
Forecourt	Section 14.5.8
Dooryard	Section 14.5.9
Doorway	Section 14.5.10
Lightwell & Landing ¹	Section 14.5.11
Shopfront	Section 14.5.12
Terrace	Section 14.5.13
Officefront	Section 14.5.14
Gallery ¹	Section 14.5.15
Arcade ¹	Section 14.5.16

14.4.11-A - DESCRIPTION

Mixed-Use: a typically attached building that provides a vertical mix of uses designed to facilitate pedestrian-oriented retail, hospital/ty or service uses on the ground floor, with upper floors typically designed for residential or office uses.

ALLOWED IN

FD4
FDS
FDS-AI
FDS-PT
FDE

14.4.11-B - NUMBER OF UNITS

Units per building

2 min.

14.4.11-C - BUILDING SIZE AND MASSING

HEIGHT & BUILDING FOOTPRINT WIDTH

Per Form District standards in Section 14.3 (Specific To Form Districts).

The diagram and photographs above are for illustrative purposes only. Metrics shown therein shall have regulatory effect.

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QUESTIONS?

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