

Downtown Issues*

{ Disabilities Commission
January 10, 2013

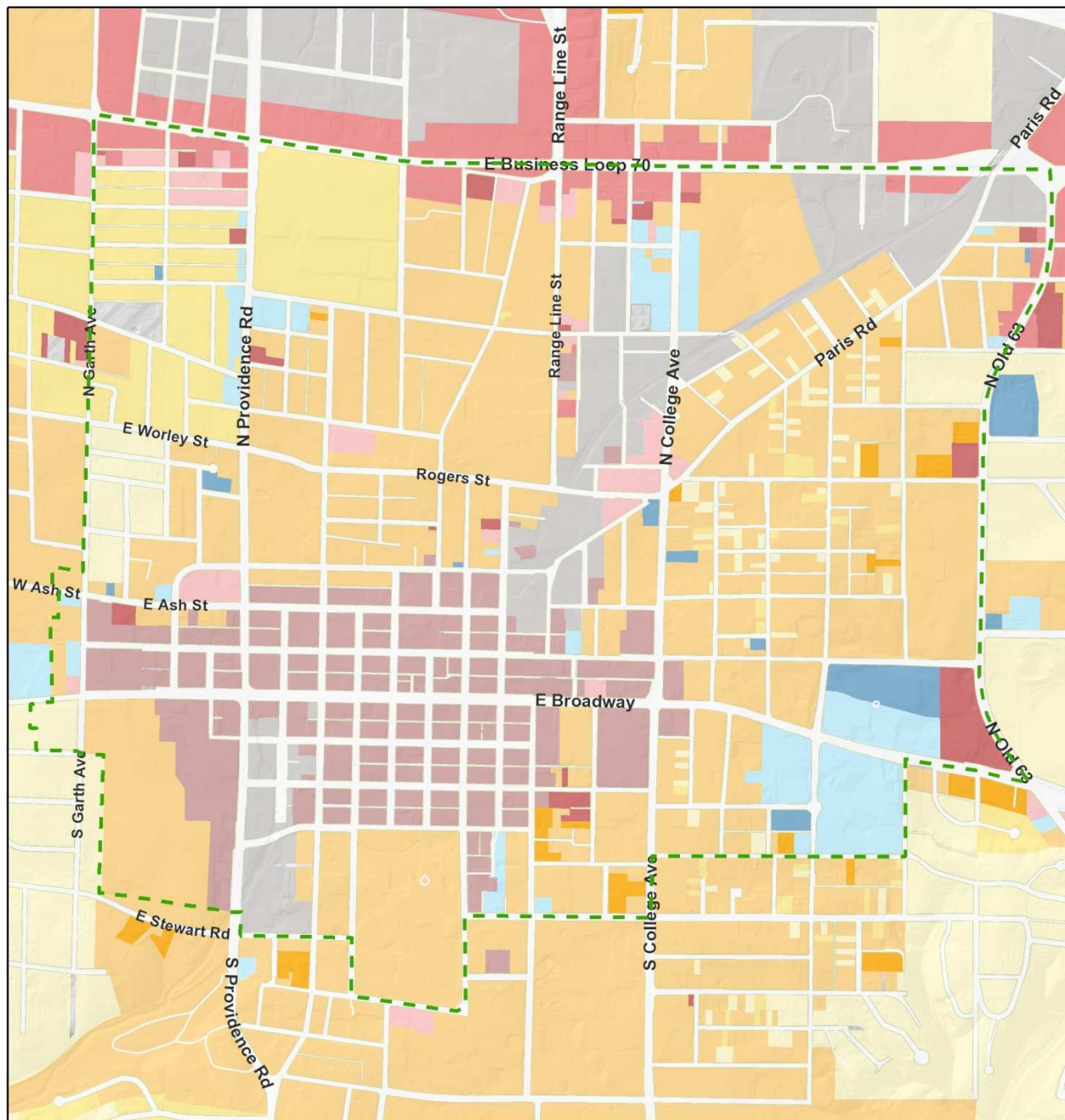
* Personal & Professional Views & Advice – Not Official Policy!

- ❑ 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



0 500 1,000 2,000
Feet

{ 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