Golden Triangle Zoning and Design Guidelines Update
GOLDEN TRIANGLE NEIGHBORHOOD PLAN – REGULATORY IMPLEMENTATION

Advisory Committee Meeting #12 – November 19, 2020

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing
Goals for the Meeting

1. Update on Recent FAR/Incentive Discussions
2. Research on Encouraging Public Art
3. Draft Building Form Tables
4. Next Steps
Recent FAR/Incentive Discussions
On-going Coordination re: FAR/Incentives

- CPD staff and Executive Director have had productive conversations with small testing group to evaluate different scenarios.
- Scott Johnson has been leading the economic feasibility testing.
- Staff are coordinating internally with citywide affordable housing team, HOST, etc. to review various ideas and ensure policy consistency.
- Beginning to brief other Councilmembers to gauge expectations in light of future citywide approach.
On-going Coordination re: FAR/Incentives

Proposal: apply an interim solution to utilize existing multiplier system, to be replaced shortly by the citywide approach

- Use existing system of 6X the current unit/fee requirements for incentive area above the Base (same as D-CPV zone districts)
- HOST/CPD administration and resources are already in place
- Treats GT consistently with other areas
Application of D-CPV 6x Multiplier to Golden Triangle

- Same rules/formulas apply, except D-GT would use floor area ratio (FAR) rather than height
- FAR is consistent with existing bonus system that exists today
- FAR allows greater variety and flexibility than height limits (key goal of zoning update)

<table>
<thead>
<tr>
<th>Base/Incentive FAR, not height</th>
<th>Base FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incentive FAR</td>
<td>=</td>
</tr>
<tr>
<td>Incentive FAR</td>
<td>=</td>
</tr>
<tr>
<td>Base FAR</td>
<td></td>
</tr>
</tbody>
</table>
Opportunities of Current Approach

- Using an “off the shelf” tool rather than inventing something new
- Evaluating enhanced FAR maximums that constitute true incentives
- Incentivizing more affordable units/fees than are provided now in advance of the citywide update
- Maintaining development momentum in the neighborhood while adding density and support for additional neighborhood benefits
Challenges of Current Approach

- Striking the right balance between existing residential entitlement and other allowed uses while maintaining existing momentum
- Economic feasibility testing tends to favor only the largest projects
- Resolving how to best incorporate other neighborhood priorities
- Building support with Council for the overall zoning package with an imperfect affordable housing component
Encouraging Public Art and Cultural Uses
Public Art in Private Development

• Allows local arts agencies, city and county governments, and redevelopment agencies to encourage developers to integrate public art into their projects

• Typically, these programs are run, reviewed and overseen by a citywide Art Council/Commission. In some cases, Arts & Culture is an element of the citywide General Plan or Comprehensive Plan.
Benefits of Public Art in Private Development

- Create a unique look or landmark feature for the project
- Enhance the desirability of the project and neighborhood
- Contribute to the community's acceptance of a particular project
- Improve the employee and/or resident environment
- Demonstrate a larger civic commitment by the project/developer
Percent-for-Art Programs (most common)
San Antonio, TX / Miami, FL / Los Angeles, CA / Portland, OR / Tampa, FL

- Citywide programs and not neighborhood specific
- Percent-for-art ordinances guarantee a funding stream for public art across the city
- Impact fees for private development of 1% to 2%
  - Applies to projects above a certain value (e.g., $5M construction)
  - Developer may choose to provide art or pay the fee
  - If providing art, it must be located on or adjacent to the project being constructed
- Often also require 0.5% to 2% of publicly-funded capital improvement projects (Denver has 1% requirement for public projects only)
Density Bonuses (less common)
Portland, OR / NYC / Denver, CO

- Typically in the form of floor area increases
- Are focused on specific areas (downtown, etc.)
- Some require payment of fees into citywide art fund in addition to provision of art (or allow full payment in-lieu)
- Current Denver incentives (D-GT/D-C/D-TD):
  - 0.25 FAR
  - Valued at lesser of 1% of construction or $500k
  - Must be publicly accessible/visible
  - Denver Arts and Venues reviews proposed art
Art in the Public Right-of-Way

- Art provided as part of private development needs to be owned and maintained by the project.
- Art located in the public ROW puts the City in awkward position of responsibility for maintenance and liability.
- Local improvement districts must incorporate funding for on-going maintenance.

PRELIMINARY PROPOSAL: Subject to change based on further comments and testing.
Key Takeaways

• Density bonuses are one tool, but likely will not be fully sufficient
• Mechanisms that can produce additional funding through fees are most common (e.g., local improvement districts)
• Improvement districts, rather than citywide programs, can focus dollars in specific areas but must be committed to long-term maintenance if public ROW is utilized
• Art should be incorporated into project to ensure maintenance and upkeep over time
Draft Building Form Tables
LAND USE & DEVELOPMENT
The way buildings/properties are used and how these uses are organized throughout the neighborhood.

1. ENCOURAGE A RANGE OF LAND USES AND DEVELOPMENT TYPES
   - Create an equal system between both residential and non-residential projects
   - Tailor zoning standards to different lot sizes
   - Continuously evaluate FAR systems for safety and building standards
   - Provide a flexible FAR and height limit
   - Allow a generous maximum FAR and height limit
   - Sector current street level non-residential use in large projects or on key streets
   - Allow open space as an alternative to street level non-residential uses, and vice versa

2. PROMOTE A BROAD RANGE OF HOUSING OPPORTUNITIES
   - Create a diverse building type for both residential and non-residential projects
   - Provide affordable housing units for all types of project types through FAR incentives

3. EVALUATE MINIMUM PARKING REQUIREMENTS
   - Require minimum parking requirements to support shared/public parking outcomes
   - Include above-ground parking in FAR calculations

BUILDING FORM & TYPE
The overall scale and physical character of buildings and their relationship to the surrounding context.

5. ENCOURAGE A DIVERSE RANGE OF BUILDING FORMS
   - Incorporate significant building form options
   - Tailor zoning standards to different site sizes
   - Provide a flexible FAR and height limit
   - Allow a generous maximum FAR and height limit
   - Sector current building height
   - Maintain 200-foot height limit with simplified rule of measurement
   - Provide a new floor area requirement
   - Include a generous setback for street level residential units

6. CONTINUE TO ALLOW CURRENT BUILDING HEIGHT
   - Maintain 200-foot height limit with simplified rule of measurement
   - Provide a new floor area requirement
   - Include a generous setback for street level residential units

7. ENSURE BUILDING MASS IS COMPATIBLE WITH ADJACENT BUILDINGS
   - Ensure flexible upper story setback on large projects to reduce streetwall height

8. ENFORCE PROTECTION/REUSE OF EXISTING BUILDINGS
   - Promote rehabilitation and reuse of existing buildings through FAR incentives
   - Establish a category of building that supports moderate preservation goals
   - Utilize DSSG and design review to shape buildings, especially when next to smaller structures

9. PROMOTE A HIGH-QUALITY PEDESTRIAN EXPERIENCE
   - Promote street level non-residential use in large projects on key streets
   - Allow open space as an alternative to street level non-residential uses, and vice versa
   - Require publicly accessible open space at the street level on large projects
   - Provide a more flexible build-to-rage
   - Incorporate a minimum setback for large projects
   - Include a generous setback for street level residential uses
   - Utilize DSSG and design review to promote high-quality design and artful design
   - Promote public art through FAR incentives
   - Promote art/culture/entertainment uses through FAR incentives

10. ENSURE BUILDING DESIGN CONSIDERS PEDESTRIAN SCALE AND COMFORT
    - Incorporate street-level setbacks on large projects
    - Incorporate a generous setback for street level residential uses
    - Sector flexible upper story setback on large projects to reduce streetwall height

11. ENCOURAGE PROVISION OF PRIVATELY-OWNED PUBLIC GATHERING SPACES
    - Require publicly accessible open space at the street level on large projects
    - Provide open space as an alternative to street level non-residential uses, and vice versa

12. IMPROVE THE ACTIVITY AND VISUAL CHARACTERISTICS OF PARKING
    - Require the majority of above-ground parking structures in large projects to be wrapped by active uses
    - Include above-ground parking in FAR calculations
    - Promote underground parking through FAR incentives
    - Remove minimum parking requirements to support shared/public parking outcomes

STREET LEVEL EXPERIENCE
The active environment created at the street level and experienced by the pedestrian.

13. PROMOTE A HIGH-QUALITY PEDESTRIAN EXPERIENCE
    - Create an equal system between both residential and non-residential projects
    - Tailor zoning standards to different lot sizes
    - Continuously evaluate FAR systems for safety and building standards
    - Provide a flexible FAR and height limit
    - Allow a generous maximum FAR and height limit
    - Sector current street level non-residential use in large projects or on key streets
    - Allow open space as an alternative to street level non-residential uses, and vice versa

14. ENCOURAGE PROVISION OF PRIVATELY-OWNED PUBLIC GATHERING SPACES
    - Require publicly accessible open space at the street level on large projects
    - Provide open space as an alternative to street level non-residential uses, and vice versa

15. IMPROVE THE ACTIVITY AND VISUAL CHARACTERISTICS OF PARKING
    - Require the majority of above-ground parking structures in large projects to be wrapped by active uses
    - Include above-ground parking in FAR calculations
    - Promote underground parking through FAR incentives
    - Remove minimum parking requirements to support shared/public parking outcomes
## Overall Lot Size/Building Form Summary

<table>
<thead>
<tr>
<th>Design Standard</th>
<th>Narrow (75 ft or less)</th>
<th>Standard (75-150 ft)</th>
<th>Wide (General) (more than 150 ft)</th>
<th>Wide (Point) (more than 150 ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Setback</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Upper Story Setback</td>
<td>No</td>
<td>Yes (if &gt; 8 stories)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Mass Reduction</td>
<td>No</td>
<td>Yes (if &gt; 8 stories)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Wrapped Parking</td>
<td>No</td>
<td>Yes (if &gt; 5 stories)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Street Level Open Space</td>
<td>No</td>
<td>No</td>
<td>Yes (Nonres is allowed alt)</td>
<td>Yes (Nonres is allowed alt)</td>
</tr>
<tr>
<td>Nonresidential Active Use</td>
<td>No</td>
<td>No</td>
<td>Yes (Key Streets only, OS is allowed alt)</td>
<td>Yes (Key Streets only, OS is allowed alt)</td>
</tr>
</tbody>
</table>
### Draft Building Form Tables

#### GENERAL

<table>
<thead>
<tr>
<th>Height and Floor Area</th>
<th>Lot width 75’ or less</th>
<th>Lot width more than 75’ and up to 150’</th>
<th>Lot width more than 150’</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### DESIGN ELEMENTS

- **Building Configuration**
  - Broadway, Lincoln, Colfax Upper Story Setback
  - No Upper Story Setback Required
  - 100’ / 20’
  - 100’ / 20’
  - 100’ / 20’

- **Upper Story Setback above 4 stories or 110% of zone lot width / min setback**
  - 8 stories / 100’ / 65% / 15’
  - All others / 65% / 15’

- **Surface Parking between Building and Primary Street**
  - No Allowed
  - See Section 8.6.3.X
  - See Section 8.6.3.X
  - See Section 8.6.3.X

- **Incremental Mass Reduction**
  - Street Level Transparency, Primary Street
  - 60% / 40%
  - Pod-based Access, Primary Street
  - Entrance
  - Additional Pedestrian Access, Primary Street
  - See Section 8.6.3.X
  - See Section 8.6.3.X
  - See Section 8.6.3.X

- **Street Level Activation**
  - Dwelling Unit Entrance with Entry Feature
  - See Section 8.6.3.X

- **Uses**
  - Permitted Primary Uses
  - All permitted primary uses shall be allowed within the building form
  - Street Level Active Uses
  - 100% - See Section 8.6.3.X
  - Street Level Nonresidential Active Uses
  - 100% - See Section 8.6.3.X
Draft Building Form Tables
Next Steps
Schedule Look Ahead and Target Dates

- Revised zoning framework for public review and comment in late 2020/early 2021
- Draft zoning text through Q1 2021
- Legislative review and public hearings Q2 2021

Current Schedule (updated Oct 2020) – 24-27 months
Next Steps

- On-going Advisory Committee meetings
  - December 17
  - January 21
- On-going coordination on FAR & incentives
- Revised Zoning Strategy Report – December/January
- Additional stakeholder outreach – January
  - Online meeting and Survey #4 coordinated with Revised Framework report
  - Present to GTCD Board, DDP, Planning Board, as needed