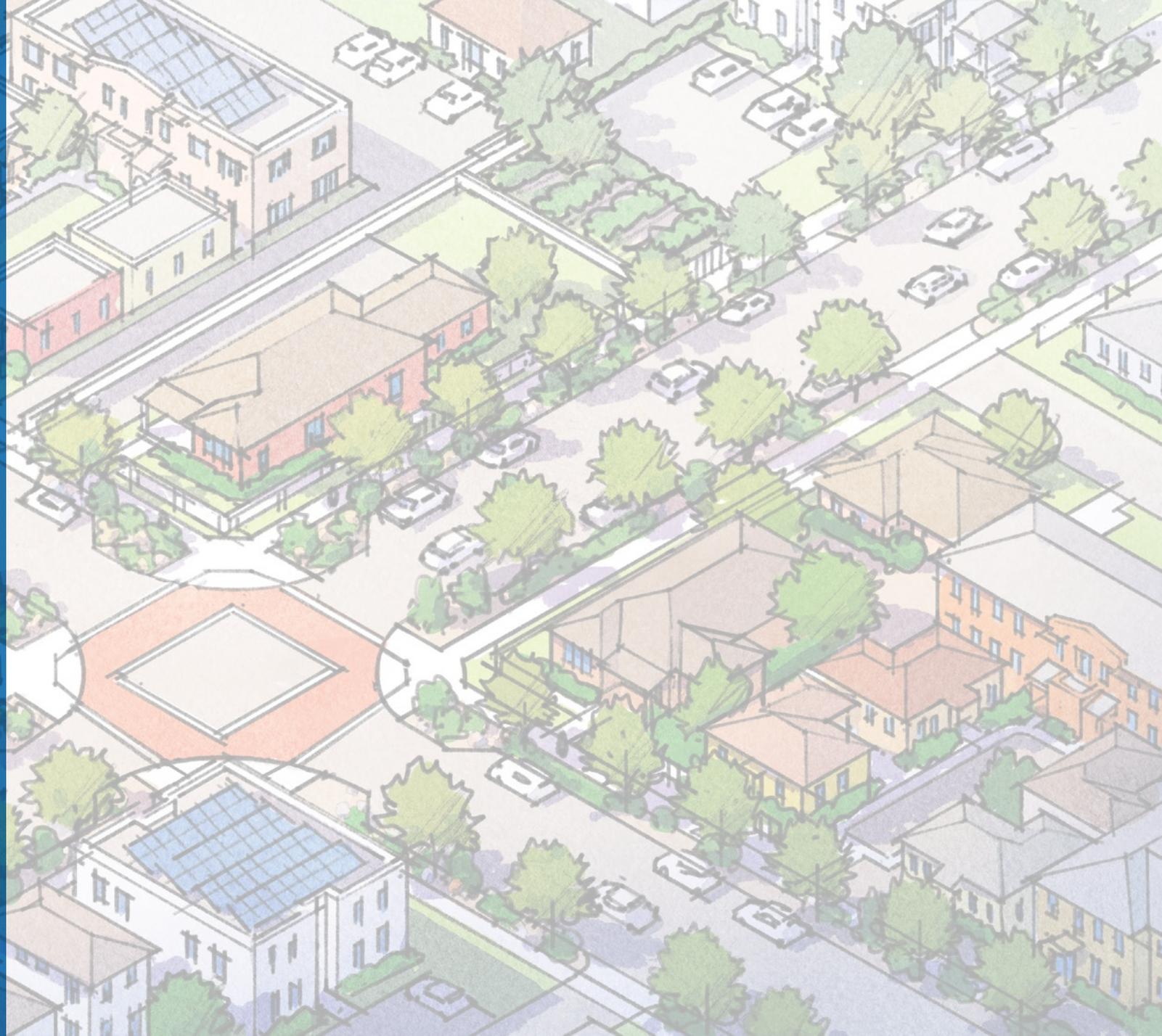


CAN YOUR ZONING HACK IT?

TESTING YOUR CODE TO ENSURE INTENDED OUTCOMES

APA NPC Denver

March 30, 2025



SESSION BREAKDOWN

PART 1

INTRODUCTION (5 MIN)

PART 2

WELCOME TO POMONA, CA (10 MIN)

PART 3

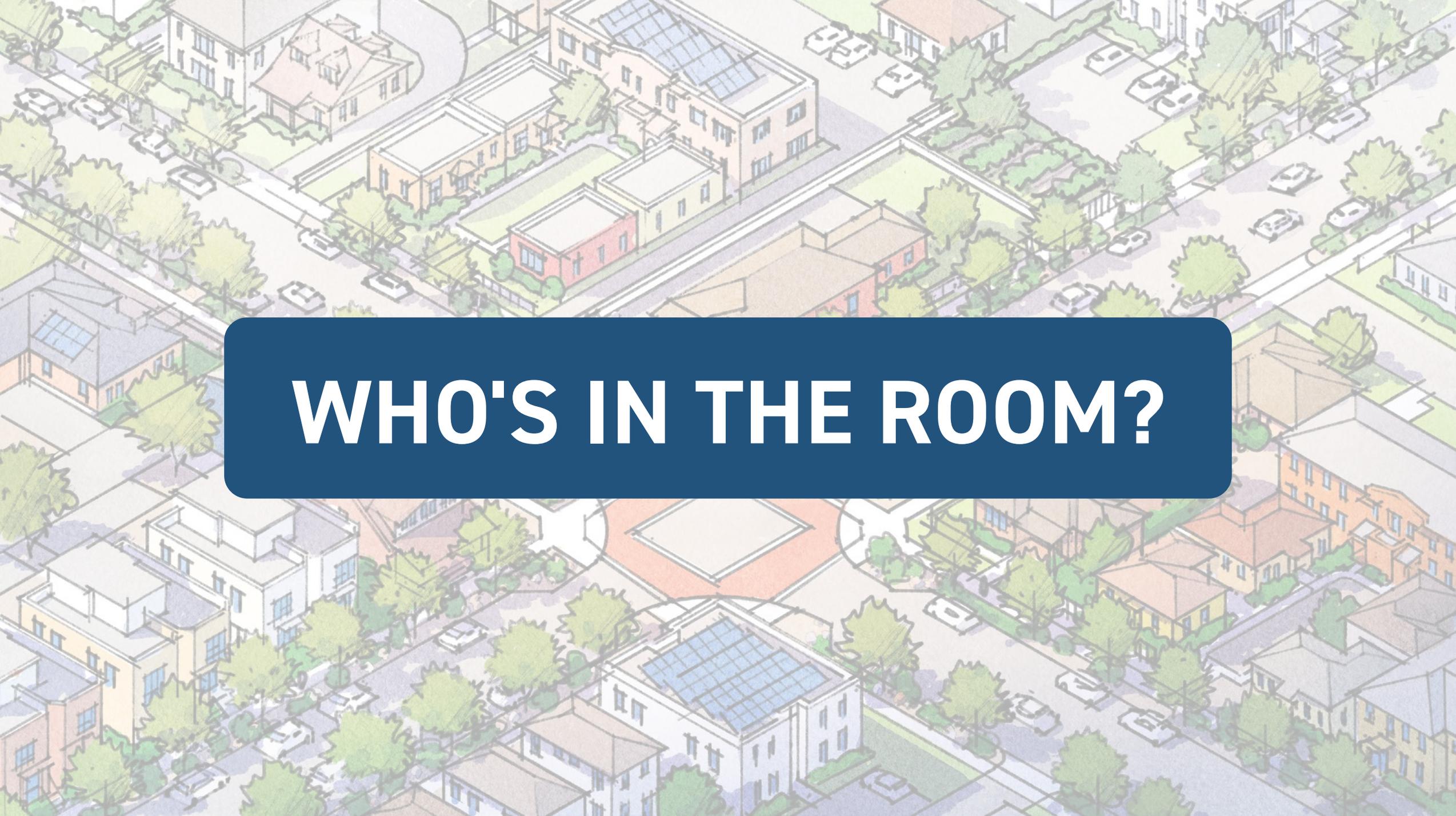
WELCOME TO GREENVILLE, SC (10 MIN)

PART 4

CODE HACK EXERCISE (50 MIN)

PART 5

DISCUSSION, Q&A (15 MIN)

An aerial, isometric illustration of a city block. The scene features several multi-story buildings with various architectural styles, including flat roofs and gabled roofs. Some buildings have solar panels on their roofs. The streets are lined with green trees and small cars parked or driving. A central blue rounded rectangle contains the text "WHO'S IN THE ROOM?".

WHO'S IN THE ROOM?

INTRODUCTIONS



CHRISTY DODSON, AICP (she/her)

*Associate Principal
Code Studio*



ALINA BARRON (she/her)

*Senior Planner
Development Services Department
City of Pomona, CA*



MAX PASTORE (they/them)

*Associate Planner
Development Services Department
City of Pomona, CA*



MICHAEL FRIXEN, AICP (he/him)

*Principal Development Planner
Planning & Development Services Department
City of Greenville, SC*





PART 2

**WELCOME TO
POMONA, CALIFORNIA**

CONTEXT

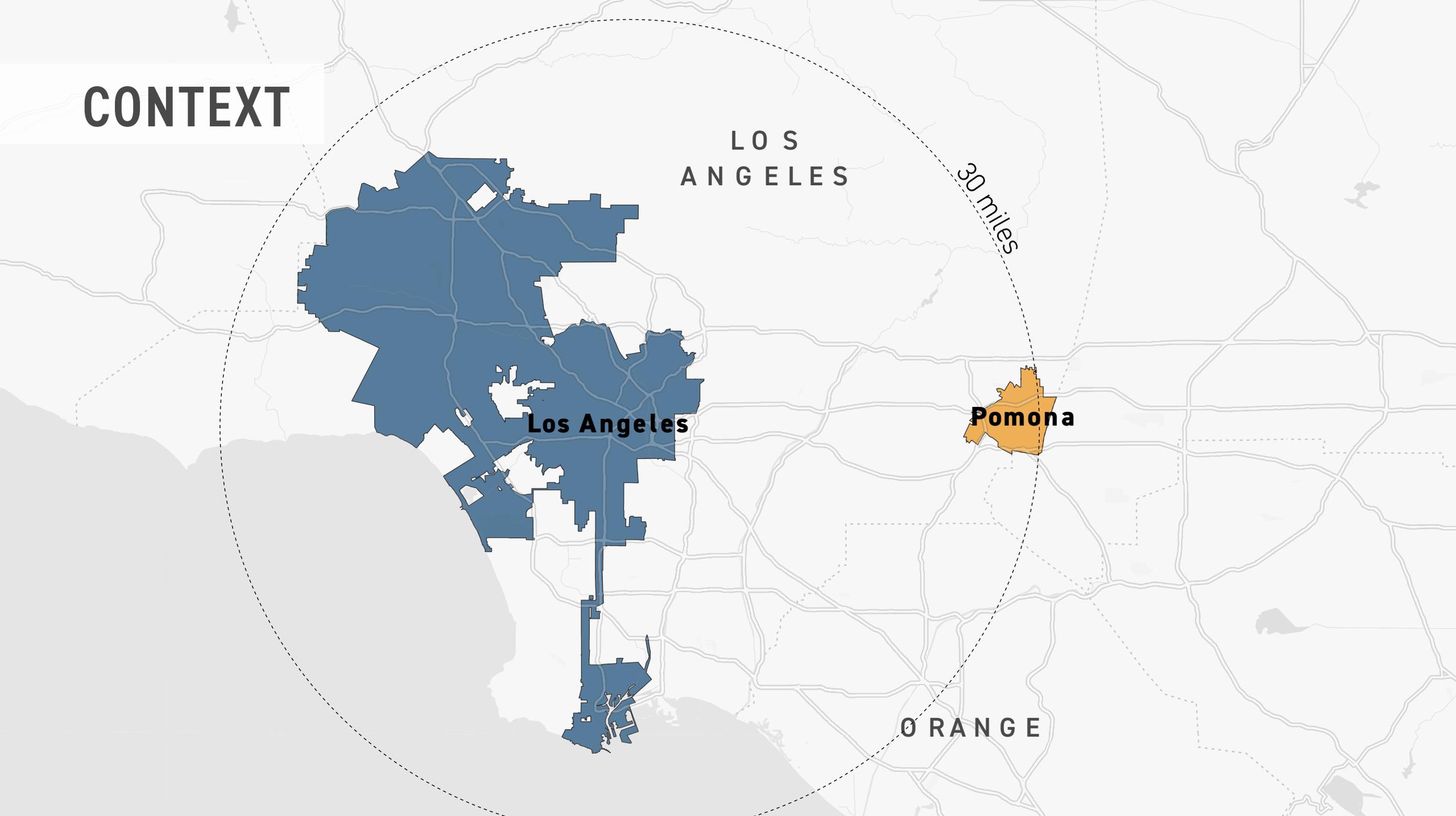
LOS
ANGELES

30 miles

Los Angeles

Pomona

ORANGE



SOME POLICY CONTEXT FOR TODAY'S SESSION

POLICY COMES FIRST



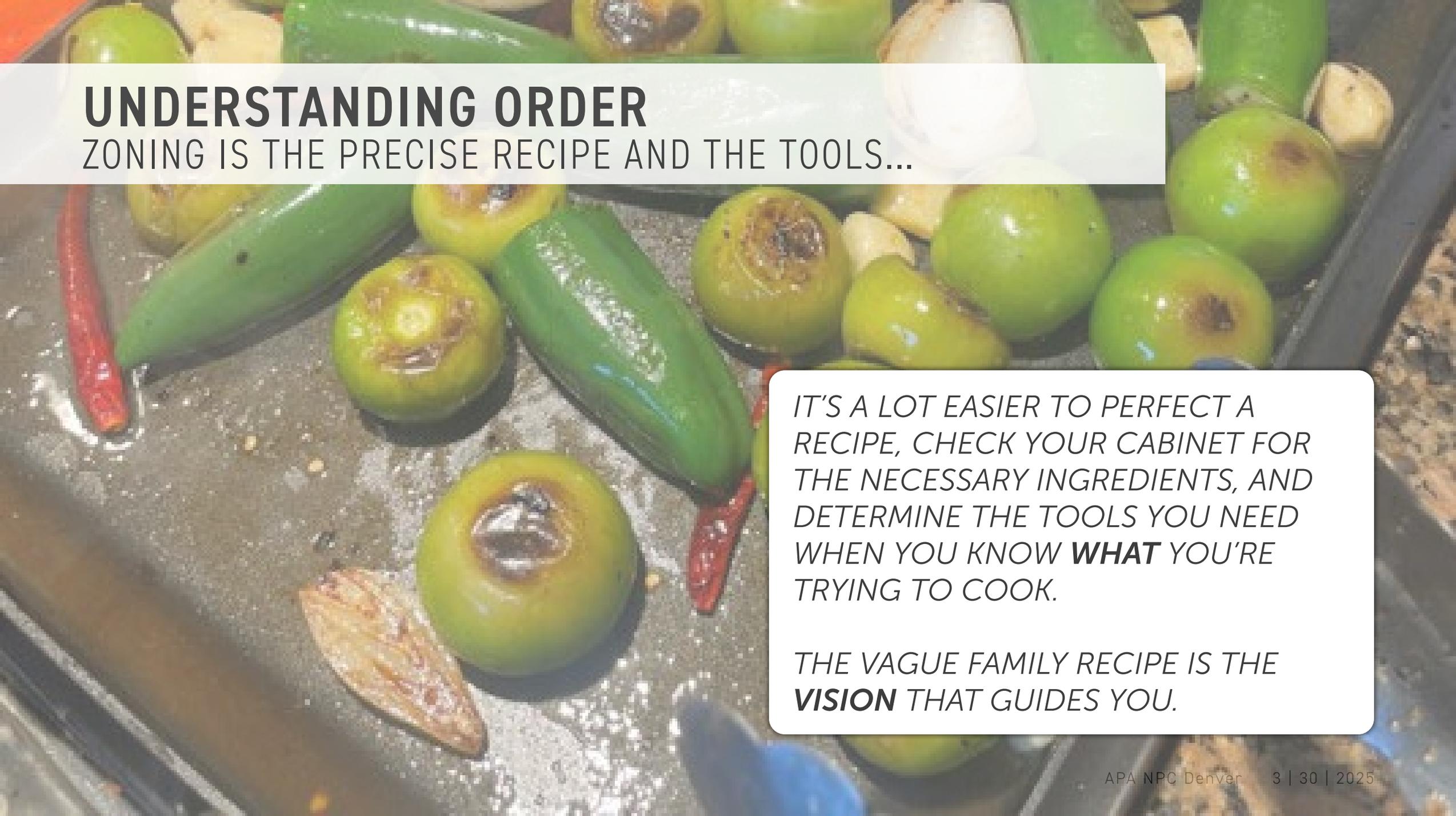
ZONING MUST ALWAYS FOLLOW THE DIRECTION OF **POLICY**



UNDERSTANDING ORDER

POLICY IS LIKE A FAMILY RECIPE...

YOU KNOW WHAT YOU WANT TO ACHIEVE, YOU HAVE THE VISION SET OUT, BUT HOW DO YOU CREATE IT WHEN THERE IS NO EXACT RECIPE?



UNDERSTANDING ORDER

ZONING IS THE PRECISE RECIPE AND THE TOOLS...

*IT'S A LOT EASIER TO PERFECT A RECIPE, CHECK YOUR CABINET FOR THE NECESSARY INGREDIENTS, AND DETERMINE THE TOOLS YOU NEED WHEN YOU KNOW **WHAT** YOU'RE TRYING TO COOK.*

*THE VAGUE FAMILY RECIPE IS THE **VISION** THAT GUIDES YOU.*

UNDERSTANDING ORDER

ZONING IS THE PRECISE RECIPE AND THE TOOLS...

THE SAME TOOLS CAN WORK TO
CREATE DIFFERENT THINGS

TA
T FOR
S, AND
*DETERMINE THE TOOLS YOU NEED
WHEN YOU KNOW **WHAT** YOU'RE
TRYING TO COOK.*

*THE VAGUE FAMILY RECIPE IS THE
VISION THAT GUIDES YOU.*

FORM-BASED CODES CAN STILL REGULATE USE

Use	Use Module															Reference
	R1	RX1	CX1	CX2	CX3	CX4	CX5	IX1	I1	I2	I3	P1	P2	OS1	OS2	
Media Production:																
Backlot/Outdoor Facility	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Indoor Support Facility	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Soundstage	-	-	-	-	-	-	-	-	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Research and Development	-	-	-	-	-	-	-	P*	P*	P*	P*	-	FD	-	-	Sec. 540.F.1.
Pallet Yard	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
DISTRIBUTION-ORIENTED INDUSTRIAL																
Product Distribution	-	-	-	-	-	-	-	-	P	P	P	-	FD	-	-	
Cold Storage	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
FULFILLMENT-ORIENTED INDUSTRIAL																
Microbusiness	-	-	-	-	-	-	-	-	P	P	P	-	FD	-	-	
Product Fulfillment	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Product Transportation	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
WASTE-ORIENTED INDUSTRIAL																
Automobile Dismantling Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Waste:																
Construction and Demolition Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Electronic Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Food Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Green Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Hazardous Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Medical Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Solid Waste Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	
Waste Transfer Facility	-	-	-	-	-	-	-	-	-	-	-	-	FD	-	-	

CALIFORNIA IN THE LAST 10 YEARS



Some California Realities

- + Contending with State housing legislation.
- + Infilling single-family neighborhoods.
- + Design guidelines for housing don't hold legal weight anymore.
- + General Plans hold more legal weight than ever.

DEFINING THE PROBLEM



BROKEN ZONING SYSTEM

- 1-size-fits-all districts
- Neighborhoods treated the same
- Implementing outdated ideas
- Inconsistent with best practices
- Specific plans are zoning band-aids
- Vague yet too wordy



MISALIGNMENT WITH GENERAL PLAN

- Not nuanced enough to implement the General Plan (2014)
- Does not appropriately deal with recent State laws

DEFINING THE SOLUTION



REFRESHED ZONING CODE

- Replaces outdated rules with contextually appropriate best practices
- Measurable and objective standards
- Introduces graphics and user-friendly navigation

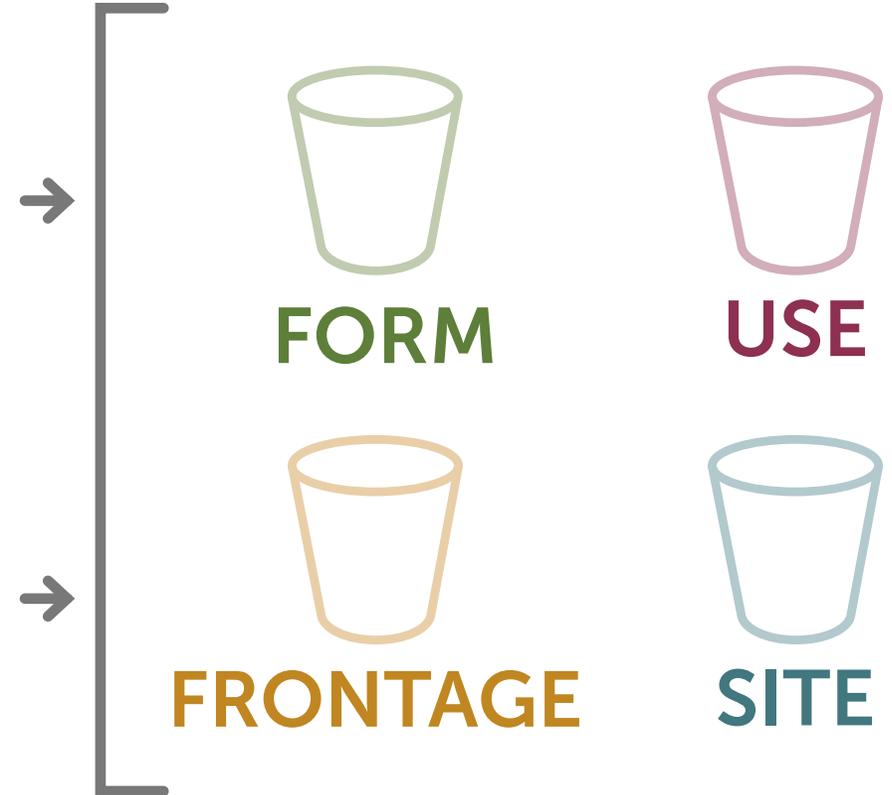
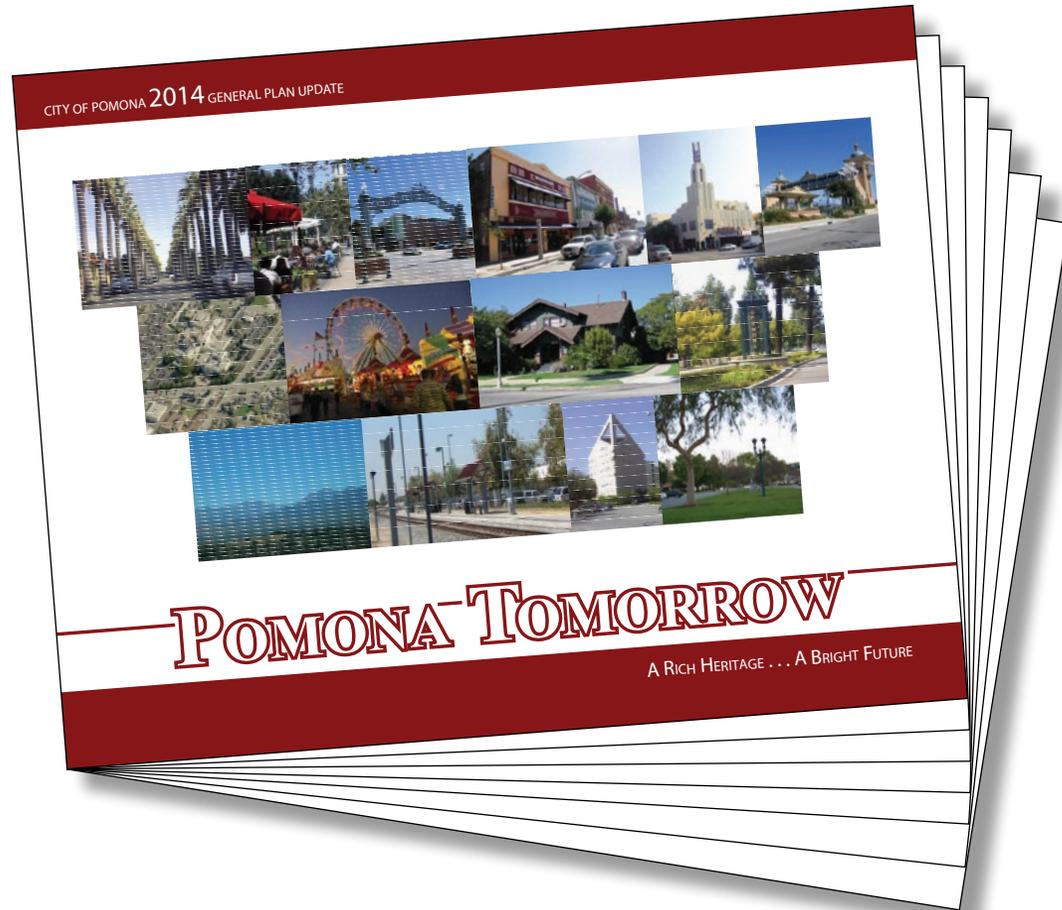


MODULAR ZONING CODE

- Aligns zoning with General Plan (2014)
- Addresses recent State bills
- Flexible system can implement nuanced standards to implement future planning policies

TRANSLATING GENERAL PLAN INTO ZONING

SORTING PLACETYPE RECOMMENDATIONS INTO ZONING RULES



TRANSLATING GENERAL PLAN INTO ZONING

SORTING PLACETYPE RECOMMENDATIONS INTO ZONING RULES

6-D Neighborhood Edges

6D - NEIGHBORHOOD EDGES

The major vehicular corridors that traverse the City are primary unifying elements of the broader future City structure. These corridors connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations, and Downtown. While their predominant commercial use is an artifact of their pre-freeway pattern of development, these corridors represent opportunities for the future. In recognition of local, regional, and wider forces of change, the Plan envisions new potentials for major corridors (and the centers they connect) through reuse and targeted intensification, mixed-use development, and streetscape enhancements.

This shift in character and market focus will cast these corridors in a new role as edges to adjacent City neighborhoods. These edges will accommodate larger scale development that is more suitable for wider, more heavily trafficked roads and will function as buffers for residential neighborhoods behind them. Taking into account the built-out character of the City, the General Plan anticipates a reasonable amount of infill development along Pomona's major corridors, emphasizing streetscape improvements to add visual appeal and value, development continuity along the street edge, and buffering and compatibility with adjacent neighborhoods.

Garey Avenue will play a prominent role as a major north-south City spine, with land use variation reflecting the diversity of place types and activity occurring along the corridor (Downtown, historic neighborhoods, freeway access, medical district, schools, etc.). Continuous streetscape features such as median landscaping, ample sidewalks and street trees will provide a cohesive character for the commercial, mixed-use, and residential segments.

Substantial portions of Mission Boulevard and Holt Avenue — the two major east-west corridors — have conditions ripe for conversion of obsolete commercial properties to uses such as multi-family residential and mixed-use development, as market demand dictates. Parks, green spaces, and improved sidewalk environments are part of the plan for creating "human-scaled" environments along the Mission and Holt corridors.

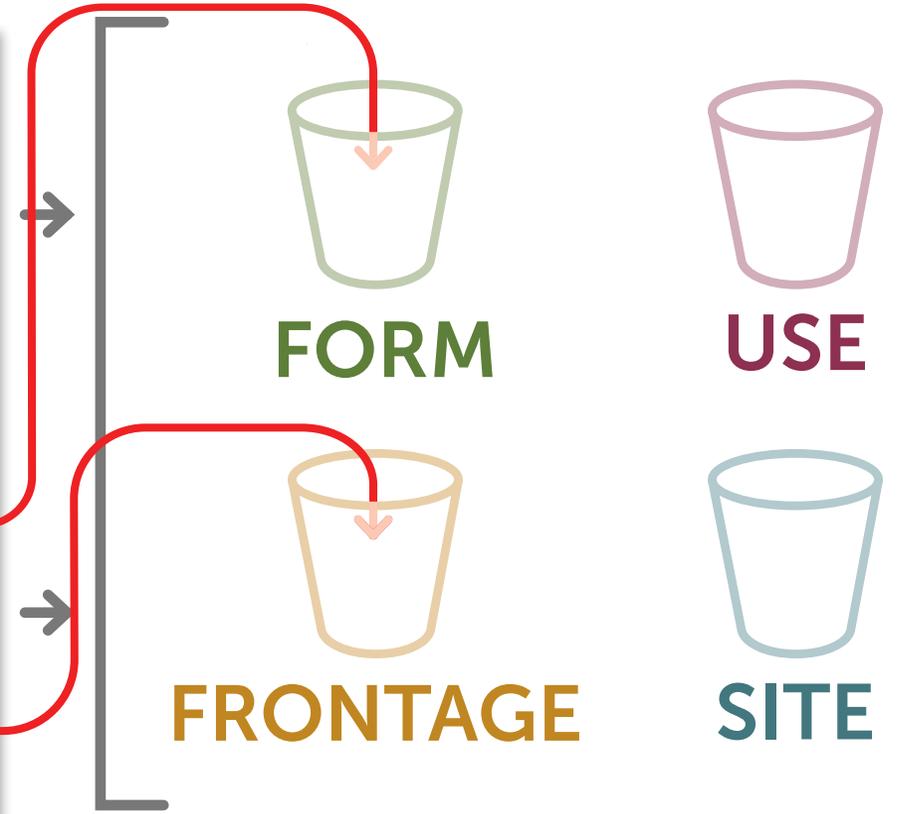
Downtown Gateway Segments

The transformation of the City's major corridors located between Downtown Pomona and its major freeway access points from I-10, SR-71, and SR-60 will be most visible along the "Gateway Boulevard" segments of Garey and Holt Avenues. This transformation would significantly improve the character of these highly visible segments that create the first impressions of the City for people arriving by car. Vacant and underutilized developments in these locations — often characterized by low-rise, single-use commercial development with large surface parking lots and little architectural expression — will provide opportunities for infill development that takes advantage of the segments' high visibility and accessibility. The infill development will be configured to create a civic and attractive gateway experience, make walking a viable choice, accommodate a wider range of uses, and offer more economic opportunities for owners and investors.

A greater proportion of buildings will be positioned between the street and parking lots (or above parking facilities in some cases), focusing and encouraging activity on public sidewalks — in contrast to traditional "strip" property frontages dominated by surface parking lots and buildings set back far from the sidewalk. New and existing developments on properties lining Downtown gateway segments will typically feature a mixture of townhomes, smaller scale multi-family homes, and single use retail shops, services, offices, or hotels — all oriented towards the street, and combining to define varied but recognizable "street walls." **Some buildings may be taller than two stories with a scale better suited to the wide street corridor space; at the same time, their profiles will be adjusted to be compatible with the scale of existing neighborhoods to the side or rear.**

The transformation of Downtown gateway segments will be supported by streetscape improvements, with tree-lined landscaped medians helping to break up the corridor width, continuous street tree canopies and planter strips to create a comfortable "buffer zone" for pedestrians, and broad sidewalks for walkability. Substantial Downtown gateway streetscape improvements have previously been implemented on South Garey Avenue. These improvements will enable a better match between the street type — a wide arterial road and grander scale of streetscape landscaping — with the development type — **corridor buildings creating attractive street edges with front facades and entrances**, and parking to the sides or rear. They are a key to the creation of successful settings for new investment and revitalized activity on Downtown gateway segments, and to the creation of a stronger identity for the City.

70

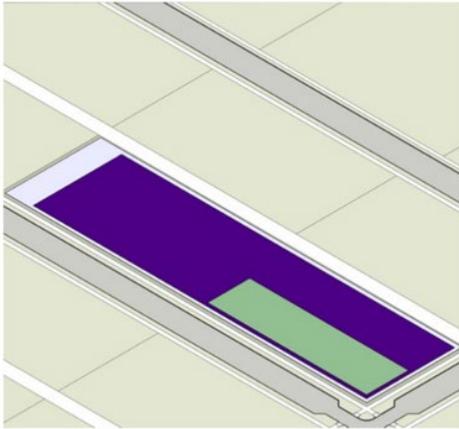


TRANSLATING GENERAL PLAN INTO ZONING

CALIBRATING STANDARDS TO MEET POLICY GOALS

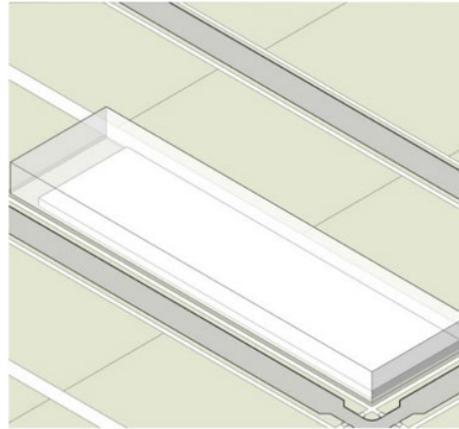
E. Low-Rise Broad 1 (LB1)

1. BUILDING PLACEMENT



LOT SIZE		Sec. 3C.360.
A Width		
Front access (min)		n/a
Side/alley access (min)		n/a
COVERAGE		Sec. 3C.370.
Impervious coverage (max)		85%
B Building coverage (max)		80%
Building setbacks		
C Primary street lot line (min)		5'
D Side street lot line (min)		5'
E Side lot line (min)		0' or 5'
F Rear lot line (min)		20'
G Alley lot line (min)		2' or 20'
AMENITY		Sec. 3C.380.
H Outdoor amenity space (min)		20%

2. BUILDING FORM



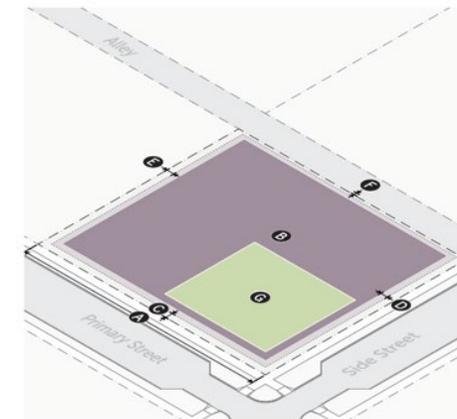
BUILDING		Sec. 3C.390.
Building height		
I Base (max stories/feet)		1/40'
Bonus (max stories/feet)		n/a
J Building width (max)		500'
Building break (min)		n/a
FENCES & WALLS		Sec. 7B.720.E.
Front yard height (max)		See frontage
Side/rear yard height (max)		Type VII 10'
REQUIRED PARKING		Sec. 7B.710.C.3.a.
Residential		
1-3 dwelling units (min)		Not required
4+ dwelling units (min)		1 parking space per dwelling unit required after 3rd dwelling unit

Part 3 | Form

Low-Rise Medium 4 (LM4)

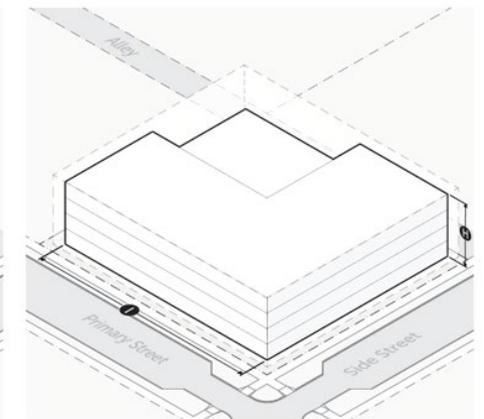
330.D. Low-Rise Medium 4 (LM4)

1. BUILDING PLACEMENT



LOT SIZE		Sec. 360.
Lot Area (min)		n/a
A Lot Width		
Front access (min)		100'
Side/alley access (min)		80'
COVERAGE		Sec. 370.
Impervious coverage (max)		80%
B Building coverage (max)		75%
Building setbacks		
C Primary street lot line (min)		5'
D Side street lot line (min)		5'
E Side lot line (min)		0' or 5'
Rear lot line (min)		20'
Alley setbacks		

2. BUILDING FORM



BUILDING		Sec. 390.
Building height		
H Building height (max stories/feet)		4/55'
Bonus (max stories/feet)		n/a
I Building width (max)		150'
Building break (min)		n/a
J Building depth (max)		150'
FENCES AND WALLS		Sec. 620.E
Front yard type		
		See Frontage Module
Side/rear yard type		
		Type VI

TRANSLATING GENERAL PLAN INTO ZONING

CALIBRATING STANDARDS TO MEET POLICY GOALS



TRANSLATING GENERAL PLAN INTO ZONING

CALIBRATING STANDARDS TO MEET POLICY GOALS



CODE HACK APPLICATIONS

WHY? WHEN?

1 EARLY PHASES OF A CODE REWRITE → To Visualizing Policy

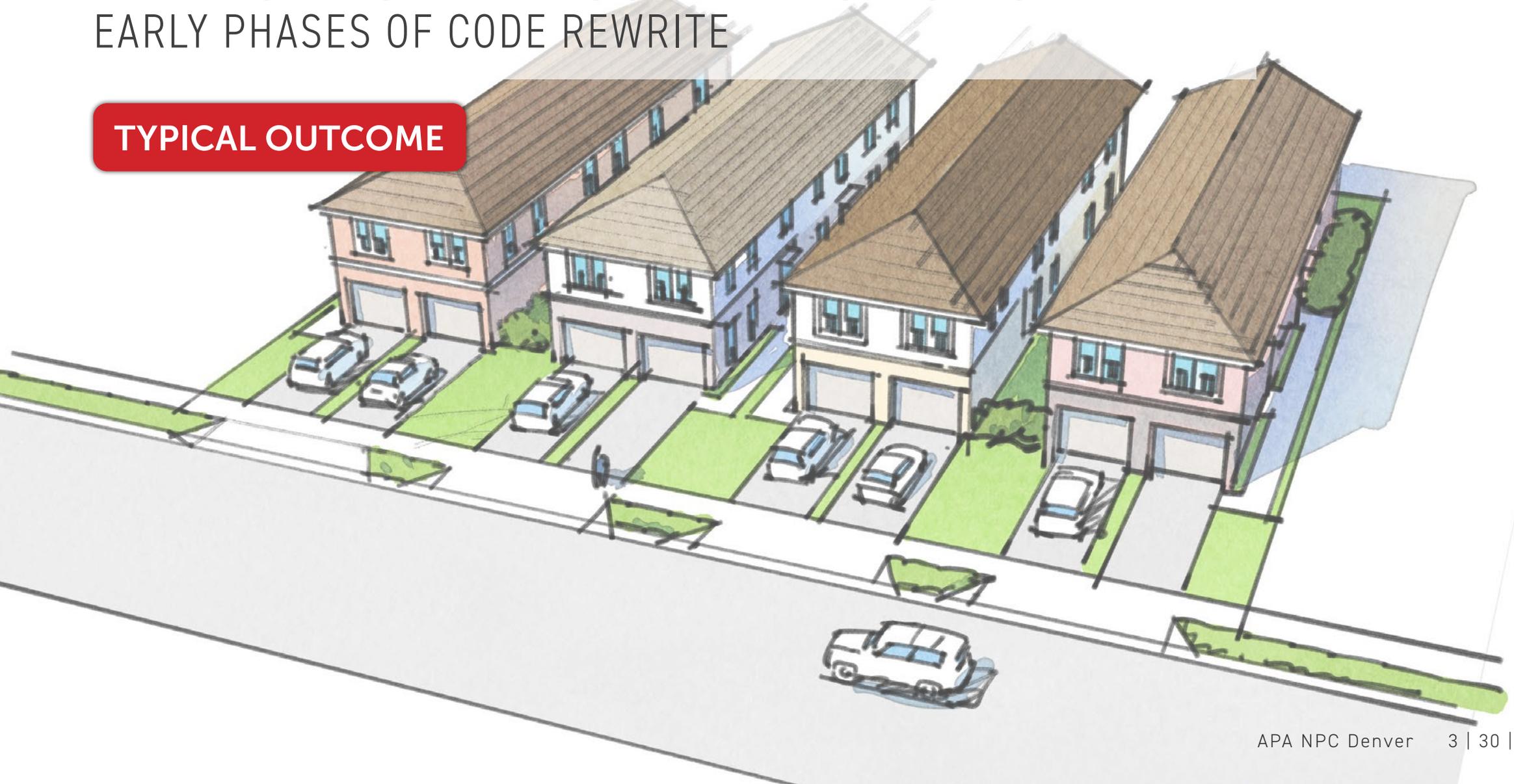
2 MID PHASES OF A CODE REWRITE → To Evaluate Trade-offs

3 POST ADOPTION → To Evaluate Results + Identify Potential Amendments

APPLICATION 1: VISUALIZING POLICY

EARLY PHASES OF CODE REWRITE

TYPICAL OUTCOME



APPLICATION 1: VISUALIZING POLICY

EARLY PHASES OF CODE REWRITE

BASED ON PLANNING POLICY

"Maintain pedestrian-oriented focus with improvements providing walkability and landscape continuity."

- Infrequent + narrow curb cuts improve pedestrian safety
- Street trees make walking more comfortable

- Entry features address sidewalk + engage street
- Reduced setbacks bring buildings closer to street

APPLICATION 2: EVALUATING TRADE-OFFS

MID PHASES OF CODE REWRITE

BASED ON PLANNING POLICY



Rendering



APPLICATION 2: EVALUATING TRADE-OFFS

MID PHASES OF CODE REWRITE

UNDER OLD PARKING REQUIREMENTS

+ \$4,187,381

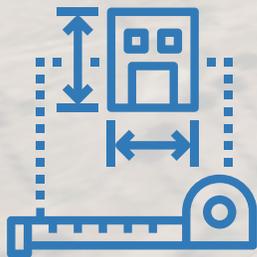
+ \$969,672

+ \$2,302,314

+ \$355,393

+ \$459,543

Negative impacts on:



Building &
Site Design



Walkability



Affordability

APPLICATION 2: EVALUATING TRADE-OFFS

MID PHASES OF CODE REWRITE

ULTIMATE RESULT:

Standards

a. Required Parking

1. General

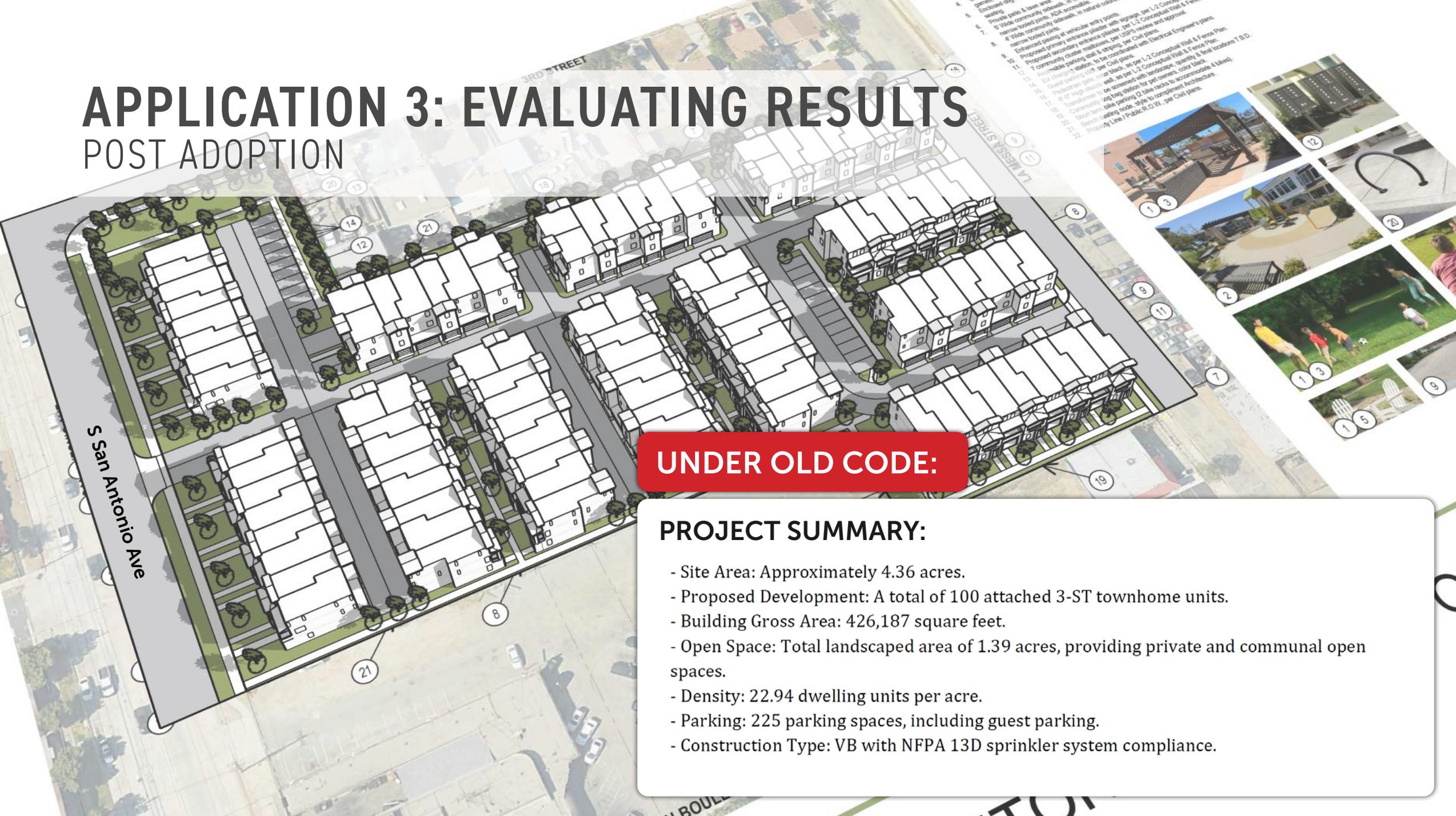
- i. Automobile parking must be provided in accordance with the following table.

REQUIRED AUTOMOBILE PARKING	
Use	Required Off-Street Parking Spaces (min)
RESIDENTIAL	
All:	
1st 3 dwelling units	none
4th+ dwelling units	1 per 1 du after 3rd du
NONRESIDENTIAL	
All:	
Under 15,000 SF	none
15,000+ SF	subject to a parking study

Phillips Blvd

APPLICATION 3: EVALUATING RESULTS

POST ADOPTION



UNDER OLD CODE:

PROJECT SUMMARY:

- Site Area: Approximately 4.36 acres.
- Proposed Development: A total of 100 attached 3-ST townhome units.
- Building Gross Area: 426,187 square feet.
- Open Space: Total landscaped area of 1.39 acres, providing private and communal open spaces.
- Density: 22.94 dwelling units per acre.
- Parking: 225 parking spaces, including guest parking.
- Construction Type: VB with NFPA 13D sprinkler system compliance.

APPLICATION 3: EVALUATING RESULTS

POST ADOPTION

DOESN'T MEET NEW CODE:



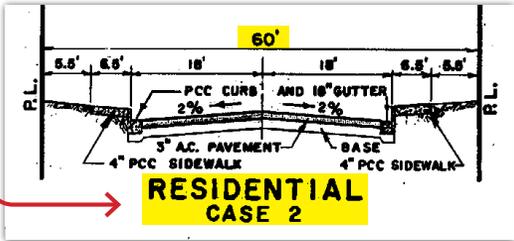
FIRE LANE DESIGN (SEC. 610.A.6.1)

6. Fire Apparatus Access Road Design

a. Applicability
All fire apparatus access roads.

b. Standards

- All fire apparatus access roads must meet the design standards of a Residential Case 2 roadway type as defined in the Public Works Department's Standard Drawings (Std. No. A-1-ZI-II).
- All fire apparatus access roads are considered secondary streets and are subject to the frontage standards of Part 4, Frontage.
- At the discretion of the LA County Fire Department, a fire apparatus access road may take access from a street or fire apparatus access road located on an adjoining property if a reciprocal easement agreement is established.



FIRE LANE FRONTAGE (SEC. 610.A.6.2.)

6. Fire Apparatus Access Road Design

a. Applicability
All fire apparatus access roads.

b. Standards

- All fire apparatus access roads must meet the design standards of a Residential Case 2 roadway type as defined in the Public Works Department's Standard Drawings (Std. No. A-1-ZI-II).
- All fire apparatus access roads are considered secondary streets and are subject to the frontage standards of Part 4, Frontage.
- At the discretion of the LA County Fire Department, a fire apparatus access road may take access from a street or fire apparatus access road located on an adjoining property if a reciprocal easement agreement is established.

	Primary Street Sec. 470.	Side Street Sec. 400.		Primary Street Sec. 4100.	Side Street Sec. 4100.
BUILD-TO			TRANSPARENCY		
Applicable stories (min)	All	All	Ground story transparency	50%	35%
Build-to depth (max)	10'	10'	Upper story transparency	25%	25%
Build-to width (min)	80%	50%	Active wall spacing (max)	25'	25'
Pedestrian amenity allowance	30%	20%	ENTRANCES		
Active depth (min)	15'	10'	Street-facing entrance	Required	Required
PARKING LOCATION			Entrance spacing (max)	75'	100'
Parking between building and street	Not allowed	Not allowed	Required Entry feature	Required	No
LANDSCAPING			Options		
Frontage planting area (min)	30%	30%	Sloop		
Frontage yard fence and wall type allowed	Type A1	Type A2	Forecourt		
			Covered Entry		
			Storefront Bay		
			Market Stall		
			GROUND STORY		
			Ground story-height		
			Residential (min)	10'	10'
			Non-residential (min)	16'	16'
			Ground-story elevation		
			Residential (min/max)	0/5'	0/5'
			Non-residential (min/max)	0/12'	0/12'



STREET-FACING FRONTAGE (SEC. 440.A.)

440.A. General 1 (G1)

1. STREET ORIENTATION **2. STREET-FACING FACADE**

	Primary Street Sec. 470.	Side Street Sec. 400.		Primary Street Sec. 4100.	Side Street Sec. 4100.
BUILD-TO			TRANSPARENCY		
Applicable stories (min)	All	All	Ground story transparency	50%	35%
Build-to depth (max)	10'	10'	Upper story transparency	25%	25%
Build-to width (min)	80%	50%	Active wall spacing (max)	25'	25'
Pedestrian amenity allowance	30%	20%	ENTRANCES		
Active depth (min)	15'	10'	Street-facing entrance	Required	Required
PARKING LOCATION			Entrance spacing (max)	75'	100'
Parking between building and street	Not allowed	Not allowed	Required Entry feature	Required	No
LANDSCAPING			Options		
Frontage planting area (min)	30%	30%	Sloop		
Frontage yard fence and wall type allowed	Type A1	Type A2	Forecourt		
			Covered Entry		
			Storefront Bay		
			Market Stall		
			GROUND STORY		
			Ground story-height		
			Residential (min)	10'	10'
			Non-residential (min)	16'	16'
			Ground-story elevation		
			Residential (min/max)	0/5'	0/5'
			Non-residential (min/max)	0/12'	0/12'



OPEN SPACE DESIGN (SEC. 380.B.)

330.C. Low-Rise Medium 3 (LM3)

1. BUILDING PLACEMENT **2. BUILDING FORM**

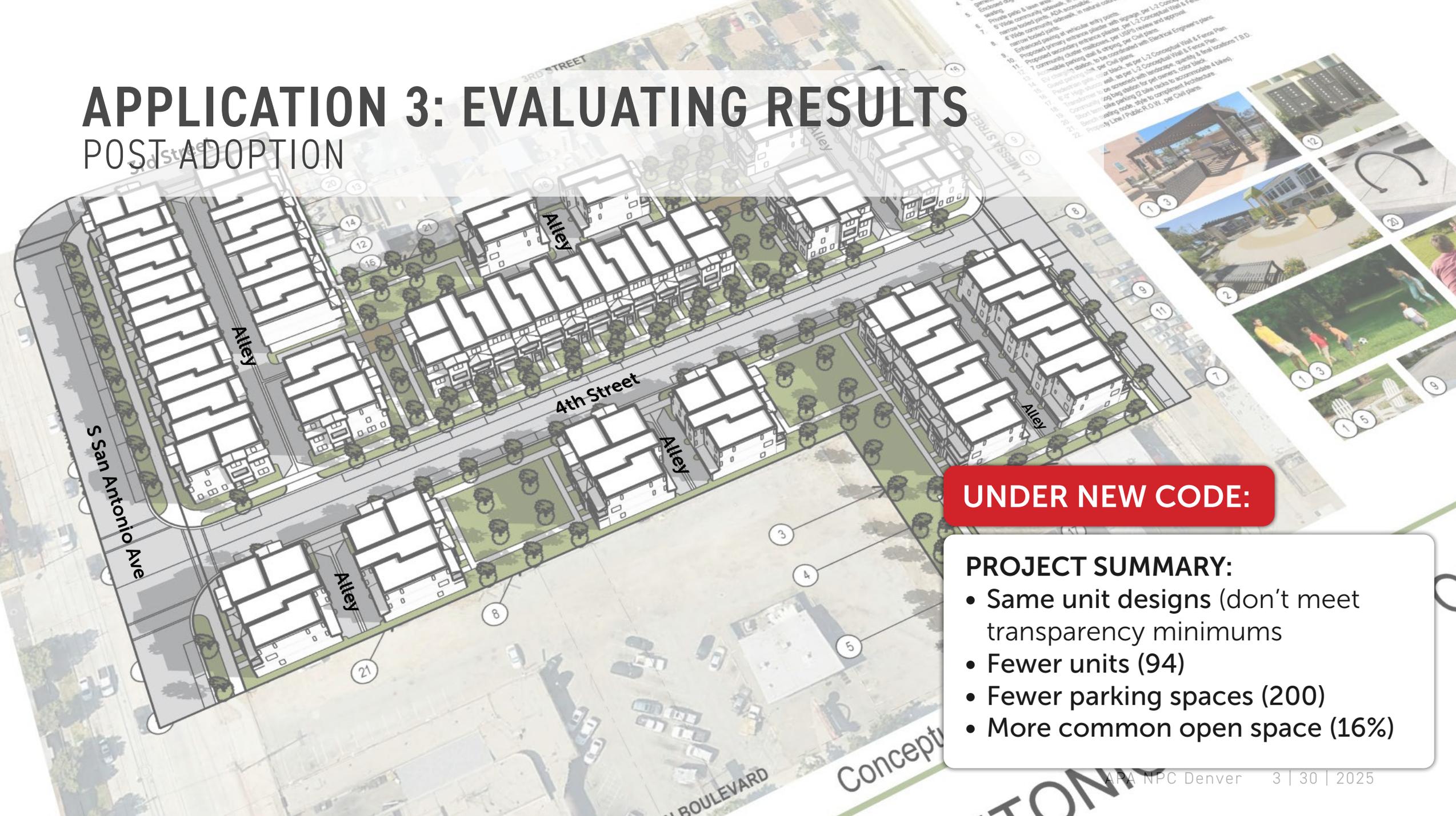
380.B. Outdoor Amenity Space Design Standards

- Intent
 - To ensure that amenity spaces provided by projects are sufficient enough to provide spaces which are accessible, usable, and safe to persons of all ages and abilities, and provide adequate access to open space, recreation, and shared amenities.
- General
 - Outdoor amenity space cannot be fully enclosed.
 - No portion of an outdoor amenity space can have a clear height of less than 7.5 feet.
 - Outdoor amenity space that is roofed must have a minimum clear height of 1.5 times the depth of the roofed area.

	Sec. 380.
Lot Area (min)	3' or 20'
Lot Width	13' or 30'
Front access	Sec. 380.
Side/rear access	15%
COVERAGE	
Impervious covers	
Building coverage	
Building setbacks	
Street to street lot	
Street to lot line	
Rear lot line	
Alley with ADA	
Alley lot line (min)	3' or 20'
Alley setback (min)	13' or 30'
AMENITY	
Outdoor amenity space (min)	15%

APPLICATION 3: EVALUATING RESULTS

POST ADOPTION



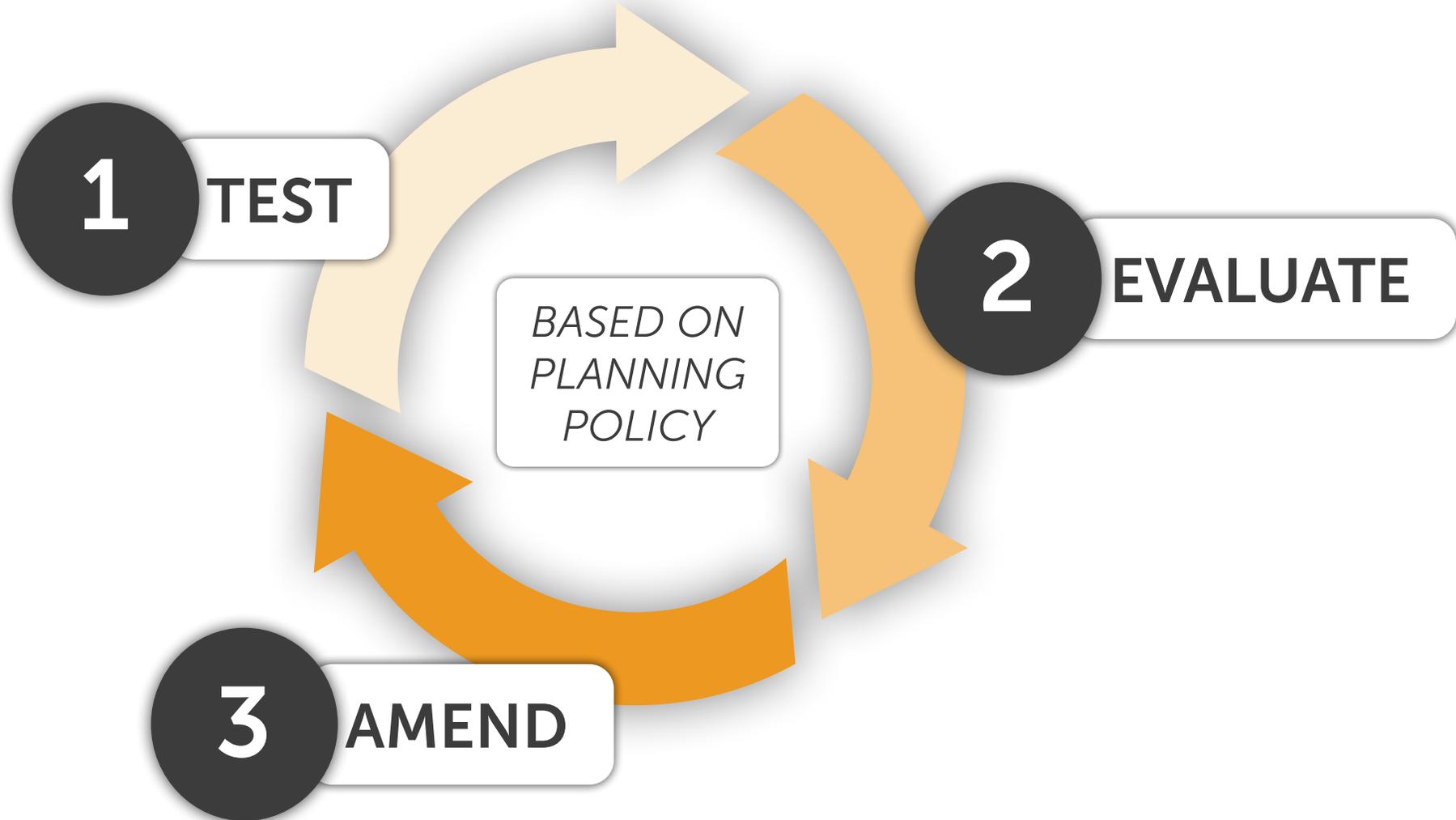
UNDER NEW CODE:

PROJECT SUMMARY:

- Same unit designs (don't meet transparency minimums)
- Fewer units (94)
- Fewer parking spaces (200)
- More common open space (16%)

CODE HACK LIFECYCLE

POST ADOPTION





FUTURE APPLICATIONS

STREET ZONING

POTENTIAL:

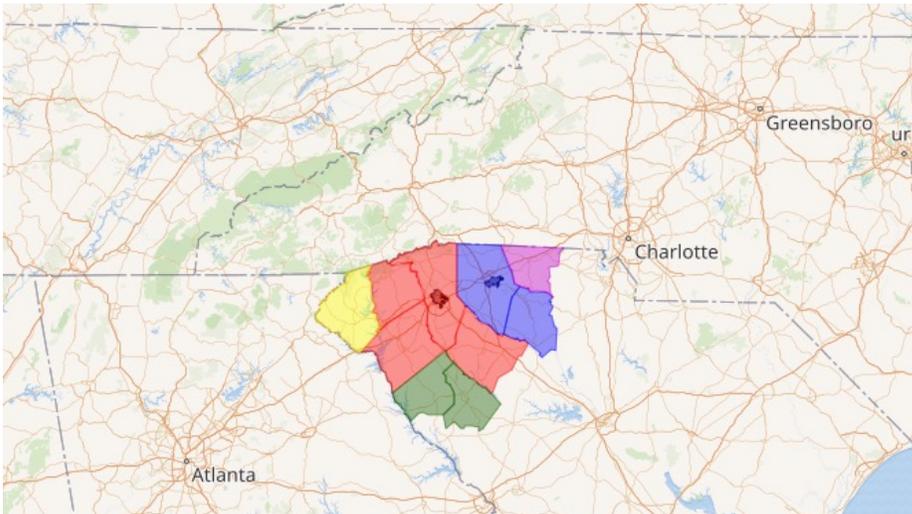
- Marriage of **Public and Private Realms**
- Brings **objectivity and predictability** to the development of city rights of way
- Allows for **accountability** and **transparency** on Active Transportation Plans, Bicycle Plans, etc
- Will tie zones to **measurable GHG reductions**, making Pomona more competitive for grant funding.

A scenic view of a city with a river, a dam, and modern buildings. The river flows through the center, with a dam structure in the foreground. Modern brick buildings line the riverbanks, and a pedestrian bridge crosses the water. The sky is overcast.

PART 3

WELCOME TO GREENVILLE, SOUTH CAROLINA

CITY OF GREENVILLE, SC



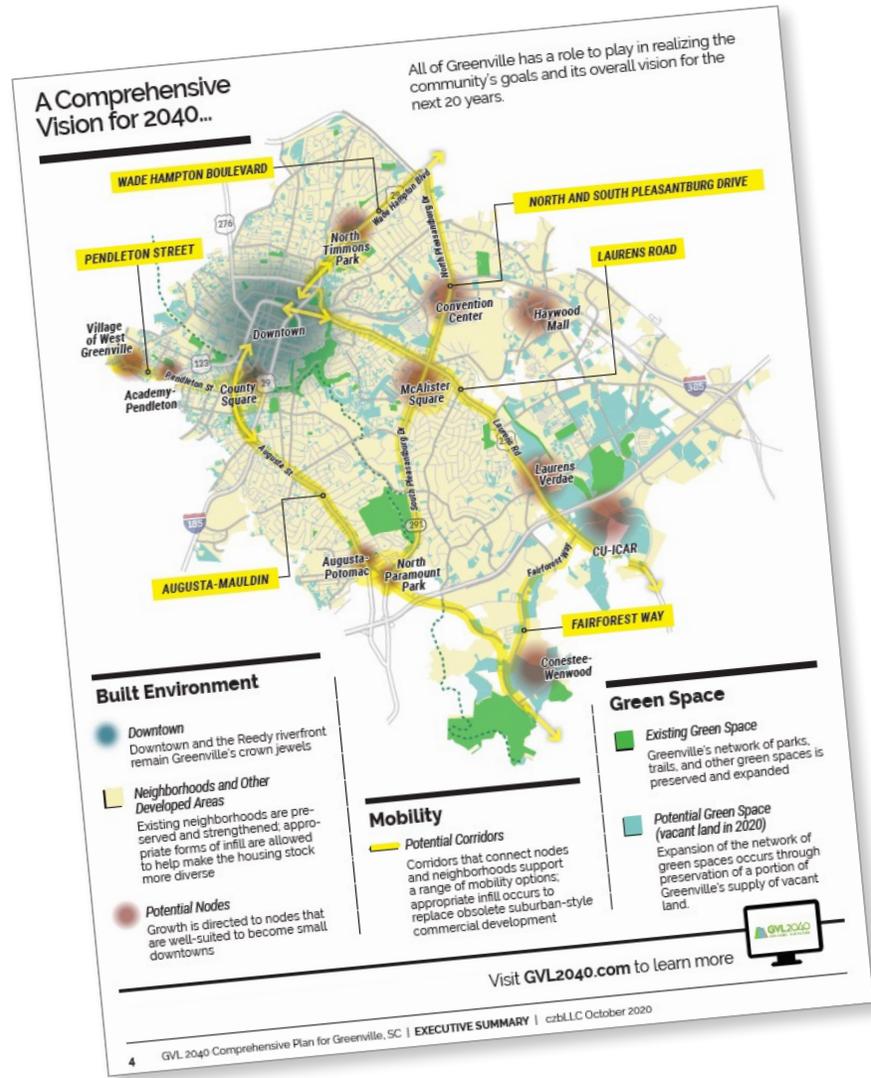
CONTEXT

- + City Population: 78,600
- + MSA Population: +1 Million
- + 31 Square Miles
- + Urban center of Upstate South Carolina

CURRENT ISSUES

- + Suburban and Urban development patterns
- + Significant population growth and housing demand since 2020

A NEW DEVELOPMENT CODE FOR GREENVILLE



PROJECT GOALS

- + Implement the GVL 2040 Comprehensive Plan, adopted early 2021
- + Easy-to-use, highly illustrated document
- + Form-based code
- + Incorporate zoning incentives for open space and affordable housing
- + Transitions between commercial areas and residential neighborhoods
- + Gentle density with Missing Middle housing options and ADUs

THE CODE: RIGHT-SIZED DISTRICTS

Planning Commission Review Draft

DIV. 19-2.3. NEIGHBORHOOD-SCALE (RN-, RNX-)

19-2.3.1. INTENT

A walkable neighborhood environment intended to accommodate a variety of low-intensity housing options including single-family homes, duplexes, triplexes, fourplexes, townhouses and small apartments, supporting and within walking distance of neighborhood-serving retail, food and service uses.

Neighborhood-Scale Flex (RNX-) districts allow for additional neighborhood-serving commercial uses that are limited in scale and extent.

RN-A	RN-B	RNX-B	RN-C	RNX-C
4 dwelling units (max)	8 dwelling units, 10 with bonus (max)	8 dwelling units, 10 with bonus (max)	12 dwelling units, 16 with bonus (max)	12 dwelling units, 16 with bonus (max)
25' lot width (min)	25' lot width (min)	25' lot width (min)	25' lot width (min)	25' lot width (min)
2.5 stories / 32' in height (max)	2.5 stories / 32' in height (max)	2.5 stories / 32' in height (max)	3 stories / 42' in height (max)	3 stories / 42' in height (max)
40' building width (max)	40' building width (max)	40' building width (max)	70' building width (max)	100' building width (max)
		Limited small-scale commercial		Limited small-scale commercial

DRAFT March 15, 2023 Greenville, South Carolina | Development Code 2-15

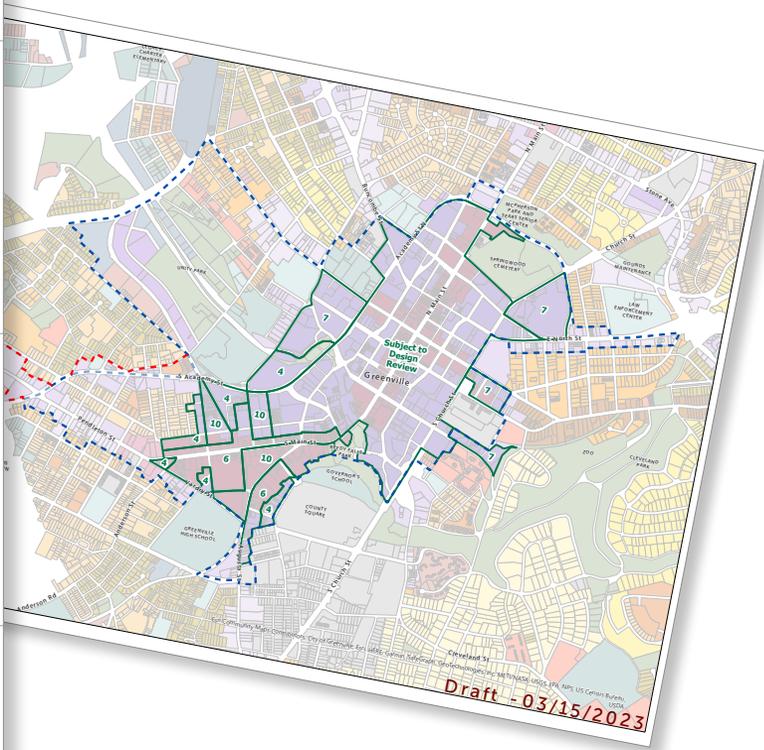
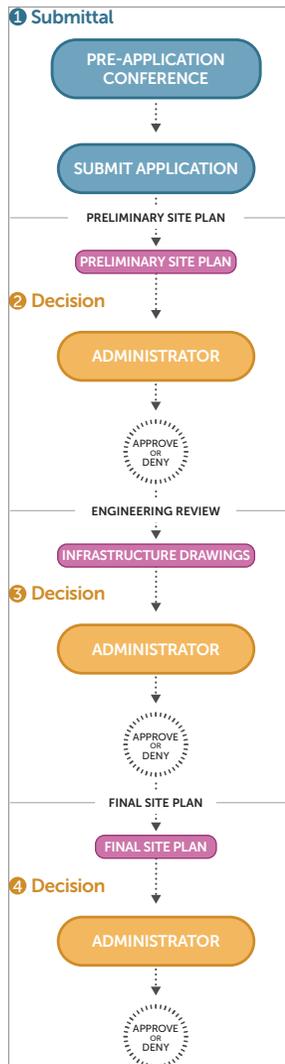
EXISTING DISTRICTS

- + No allowance for ADUs
- + Large-lot single family or large-scale multifamily districts
- + Controlled for units / acre

NEW DISTRICTS

- + All single-family districts allow for ADUs (attached or detached)
- + New neighborhood-scale districts
 - Flexible housing options
 - Some allowance for commercial uses
- + New mixed use districts
 - No density limits
- + Bonus density and height for affordable units and open space

THE CODE: BY-RIGHT PROCESS



BY-RIGHT REVIEW

- + Design Review limited to Downtown and Historic Overlays
- + Streamline Subdivision and Site Plan review

REVISIT + REVISE

- + Committed to evaluating standards in 6 months and annually

THE PROCESS

1

Seamless transition from Comprehensive Plan



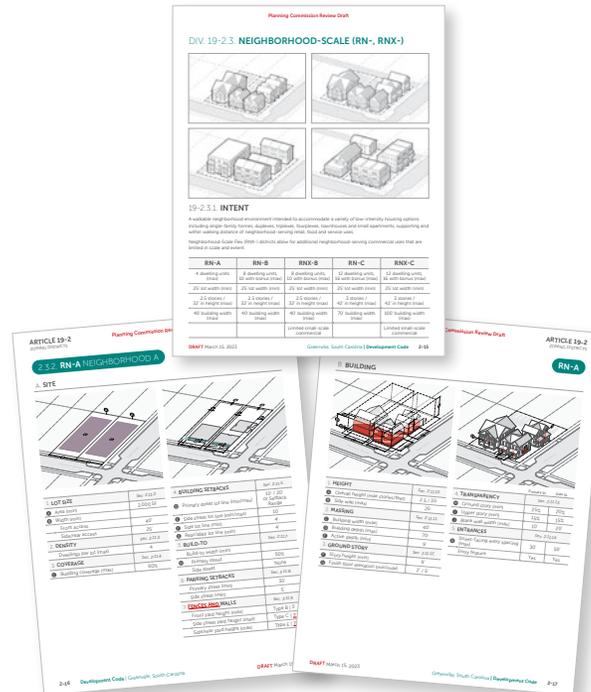
PREPARED BY **czb** **ncma**

<p>OPEN SPACE AND THE ENVIRONMENT</p> <p>Preserve as much as 35% of Greenville's remaining vacant land</p>	<p>AFFORDABLE HOUSING OPPORTUNITIES</p> <p>Make at least 10% of all new housing units affordable</p>	<p>TRANSPORTATION AND MOBILITY</p> <p>Make alternative forms of mobility more accessible and appealing to reduce reliance on cars</p>
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Achieving these outcomes will result in additional outcomes, including a more livable and economically competitive city where growth is sustainable

2

Translate plans and existing districts into new code

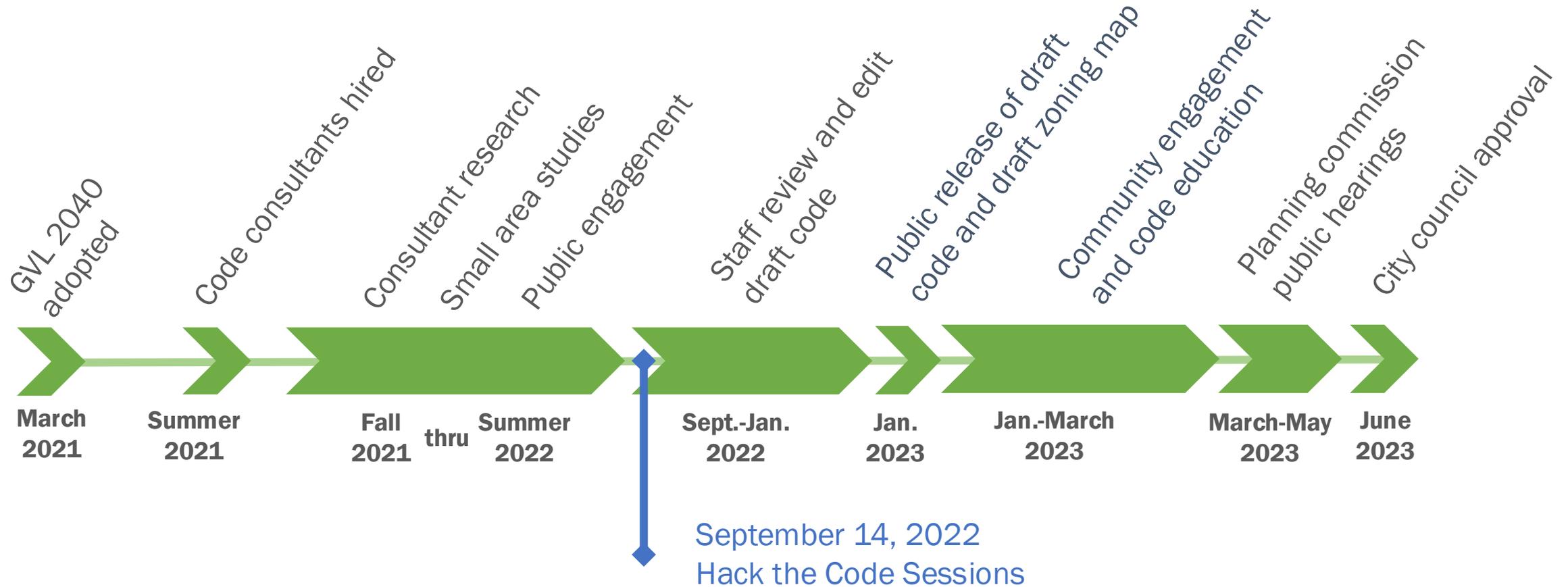


3

Tested and retested new code



PROJECT TIMELINE



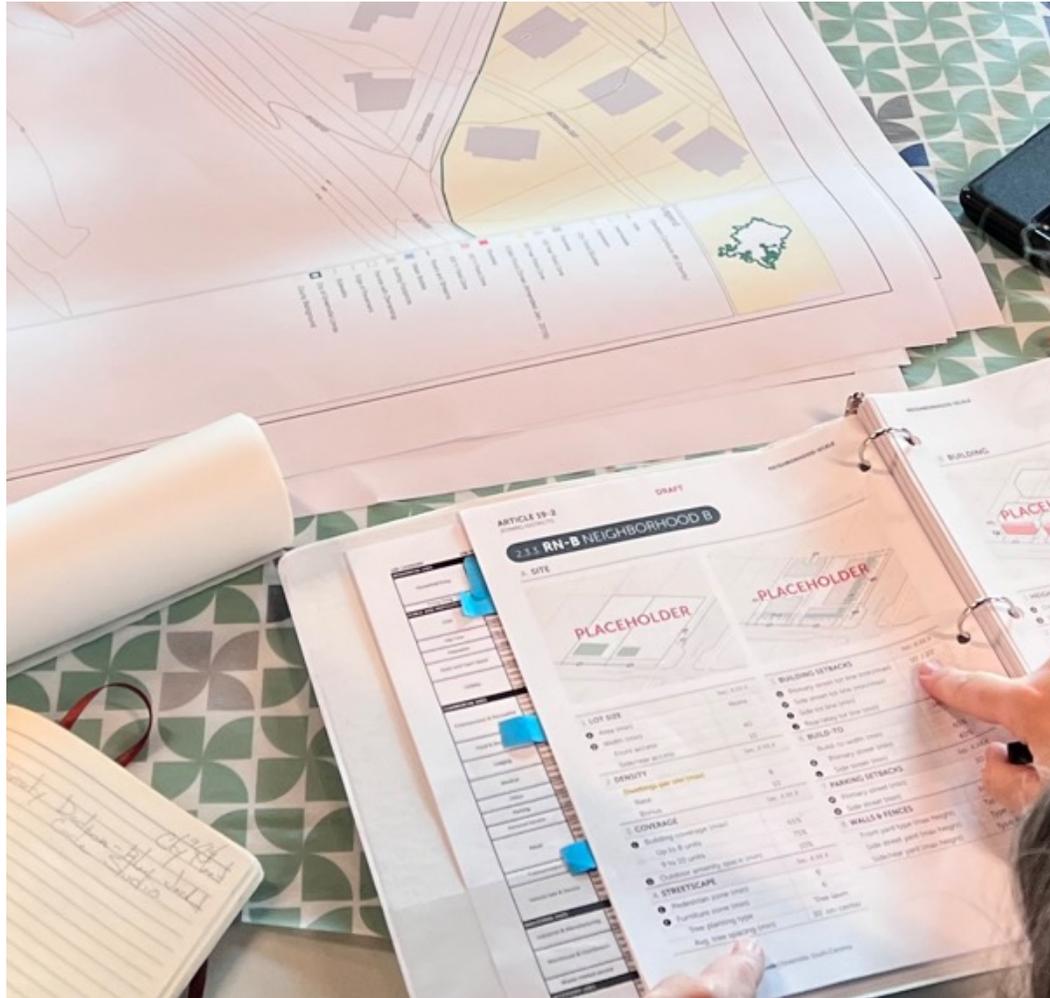
PUBLIC OUTREACH + ENGAGEMENT



MANY WAYS TO ENGAGE + LEARN

- + 75 public meetings and presentations from January-May 2023. Over 1,500 people attended.
- + Prepared 5 small area “test” plans with steering committees comprised of neighborhood residents
- + **“Hack the code” session with developers**
- + Public Open Houses and Learning Labs
- + Dedicated project website with 28,165 unique page views
- + City social media posts with 82,000 impressions
- + Over 1,000 public hearing signs
- + Nearly 22,000 postcards mailed to all City property owners

HACKING THE DEVELOPMENT CODE



TWO 90-MINUTE SESSIONS

- + Session 1: Design professionals – architects, engineers, etc.
- + Session 2: Developers and brokers

ORGANIZATION

- + Groups of 3-4 people at round tables
- + Staff also seated at tables

MATERIALS

- + Parcel/site map
- + Tracing paper
- + Tape
- + Pens and markers
- + Zoning district pages
- + Rules and development standards
- + Plenty of coffee!

HACKING THE DEVELOPMENT CODE



ASSIGNMENT 1: DESIGN A "GOOD" PROJECT

- + Use the draft code to design a quality project that meets the code and would be a benefit to the community.

ASSIGNMENT 2: DESIGN A "BAD" PROJECT

- + Use the draft code to design a project that maximizes build-out and zoning allowances but still meets the code.

BENEFITS + TAKEAWAYS



ARE WE GETTING THE INTENDED OUTCOMES?

- + Chance for developers to get a sneak peek of the future code.
- + Allows staff to gauge initial reaction from the development community.
- + Demonstrate if new code is intuitive and user-friendly.
 - Ability of developers design a project.
 - Ability of staff to answer questions.
- + See if code allows creativity while promoting desired outcomes.
- + Appropriate safeguards against bad development.



PART 4

CODE HACK EXERCISE

THE CHALLENGE

THE POLICY

Your community just adopted a plan to:

- + Build more housing in all residential areas to address the housing affordability crisis
- + While maintaining historic neighborhood development patterns and character

THE REGULATIONS

You have been charged with recommending amendments to zoning to meet these policy goals.

ZONING FOR GOOD OUTCOMES



Choose your development controls and tools.

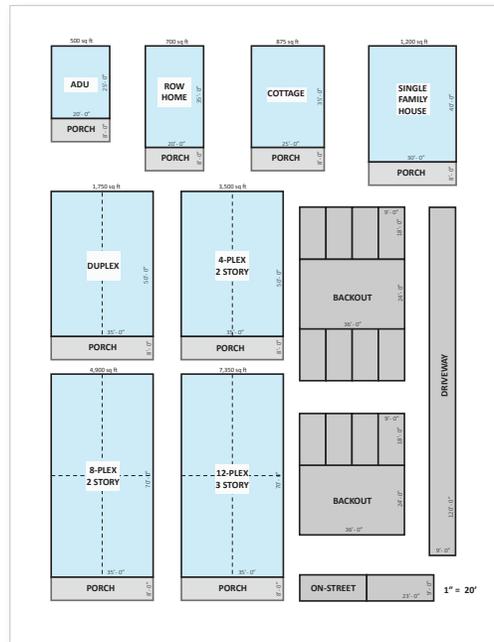
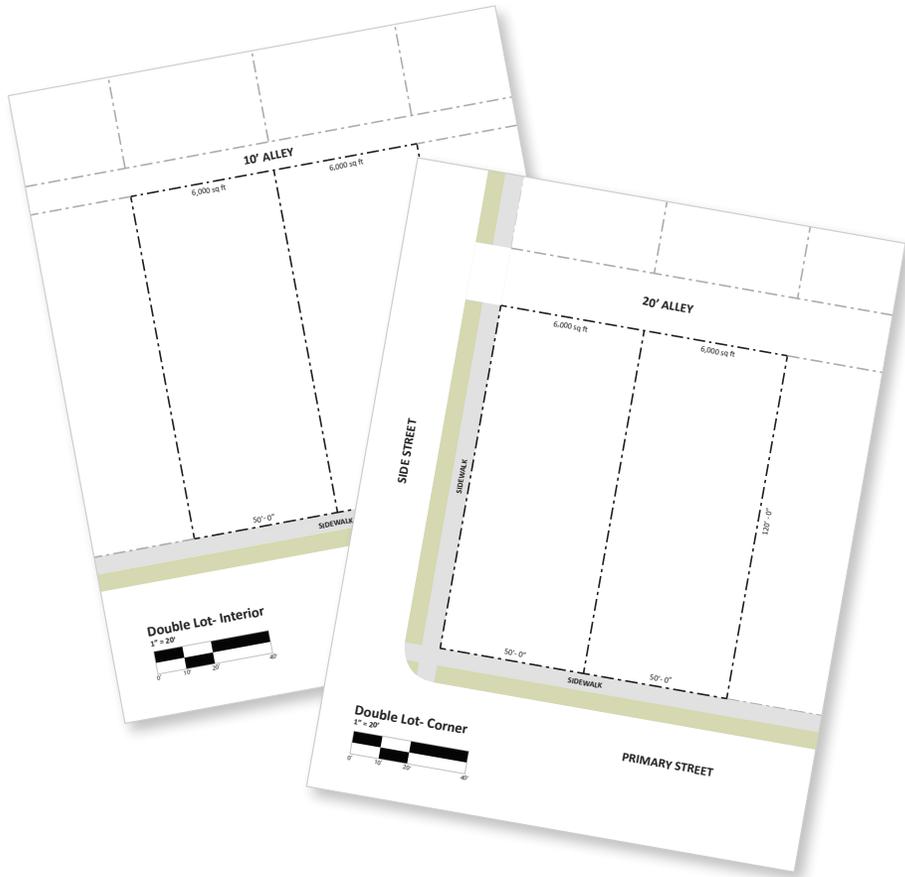


Dial them in based on desired outcomes and current conditions.



Ensure they work for your context.

EXERCISE



ZONING STRESS TEST

ADDITIONAL DEVELOPMENT CONTROLS

TEST 3

Lot Standards	Notes
Building setbacks	10' min / 20' max (for 50% of lot width)
Primary street lot line	5' min
Side street lot line	5' min
Side lot line	5' min
Rear / alley lot line	25'
Impervious lot cover (max)	25%
Parking	None
Off-street parking (min)	No parking between building and street
Parking location	10'
Driveway width (max)	10'
Building Standards	
Dwellings per lot (max)	12
Building massing (per lot area)	2,800 sq ft
Building footprint (max) or FAR (max) or	1.25
Building coverage (max)	50%
Building height (max)	2.5 stories / 35'
Building width (max)	40'
Street-facing entry	Required
Active depth (min)	10'
Transparency (min)	20%
Ground story	15%
Upper story	

TEST 1

ZONING STRESS TEST

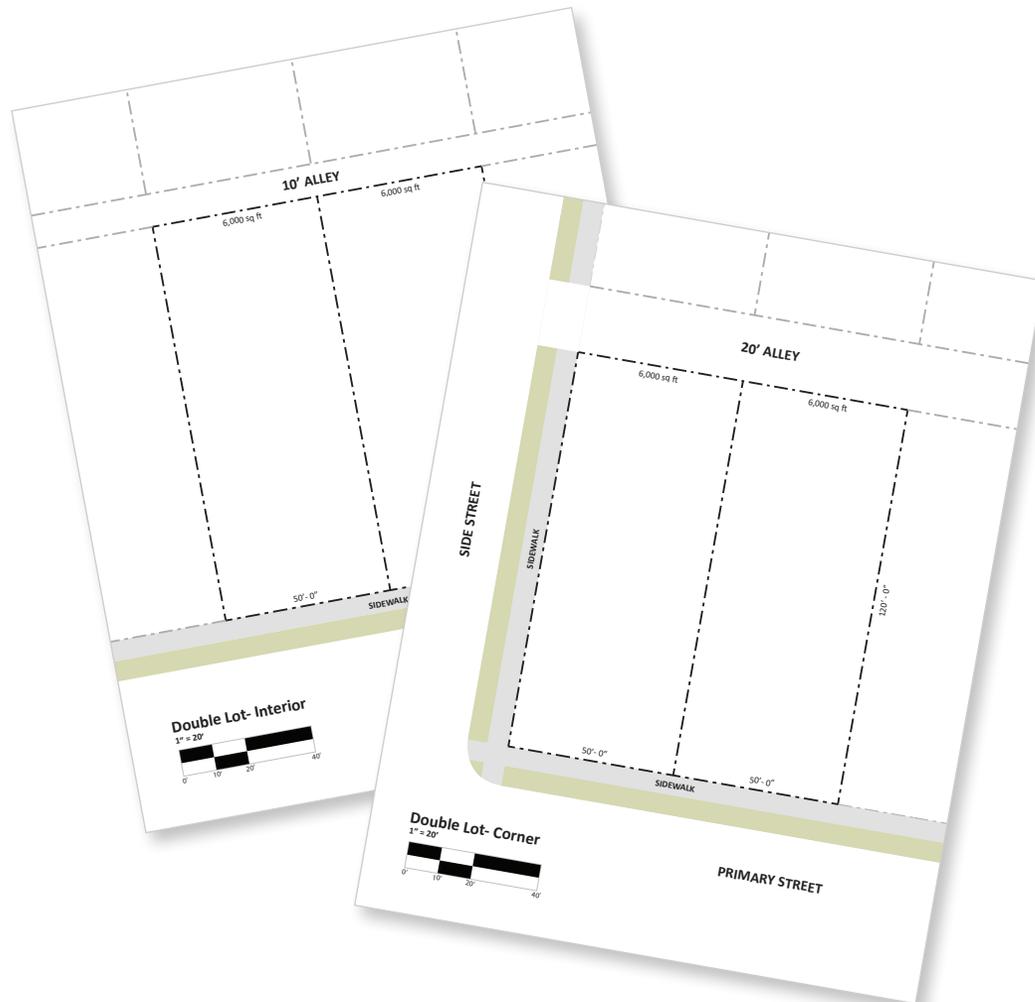
BASIC DEVELOPMENT CONTROLS

Lot Standards	Notes
Building setbacks (min)	
Primary street lot line	
Side street lot line	25'
Side lot line	15'
Rear / alley lot line	8'
Impervious lot cover (max)	10'
Off-street parking (min)	40%
Off-street parking (max)	1 per unit
Building Standards	
Dwellings per lot (max)	12
Building height (max)	35'

TEST 2

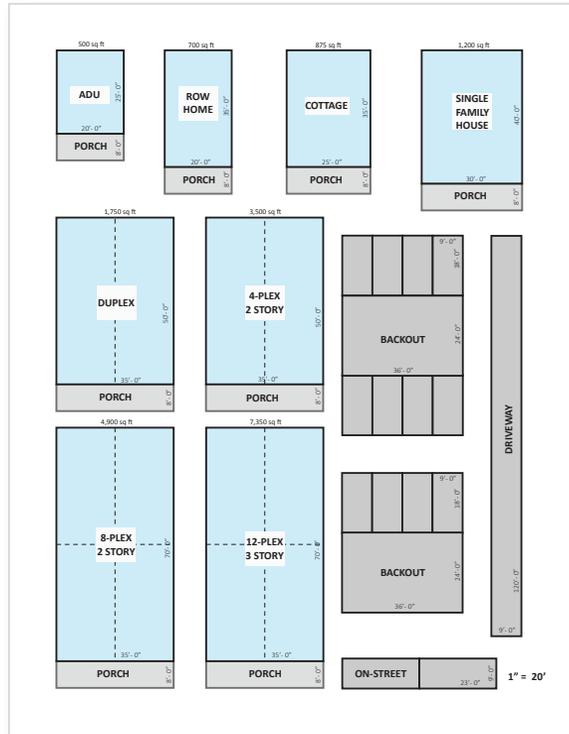
Lot Standards	Notes
Building setbacks (min)	
Primary street lot line	
Side street lot line	25'
Side lot line	15'
Rear / alley lot line	8'
Impervious lot cover (max)	10'
Off-street parking (min)	40%
Off-street parking (max)	1 per unit
Building Standards	
Dwellings per lot (max)	12
Building height (max)	35'

SITE PLAN WORKSHEET



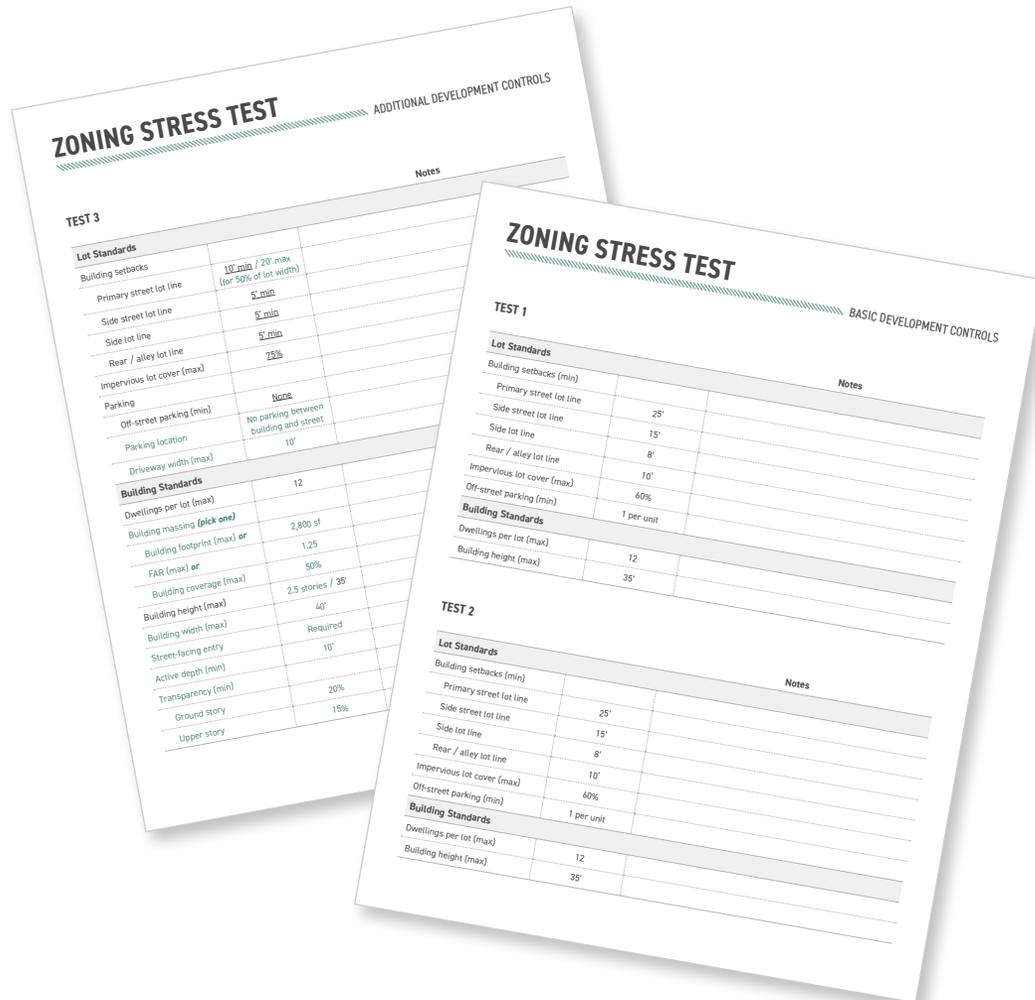
- + Some groups have corner lots, some groups have an interior lots.
- + Both lots have an alley that can be used for vehicle access.
- + Use the site plan worksheet as the site to test your proposed developments.
- + You can use one or both lots for your development.

BUILDING + PARKING FOOTPRINTS



- + The buildings and parking footprints should be your guide.
- + Includes diverse housing types, different parking arrangements, and dimensions.
- + You can trace them, use dimensions for your calculations, or just use them as a inspiration.

DEVELOPMENT CONTROLS WORKSHEET



- + You will receive 2 versions of the development controls worksheet: basic and additional.
- + Use the development controls on the worksheet to guide your development.
- + Think about the required setbacks, parking location, max density, and building height.
- + Add notes on any issues that arise or if there are any loopholes to the development controls.

TEST 1: "GOOD" OUTCOMES

ZONING STRESS TEST BASIC DEVELOPMENT CONTROLS

TEST 1

Let Standards	Notes
Building setbacks (feet)	
Primary street lot line	25'
Side street lot line	15'
Side lot line	5'
Front / alley lot line	10'
Interior lot cover (feet)	40%
Off-street parking (feet)	1 per unit
Building Standards	
Overhangs per lot (feet)	10
Building height (feet)	25'

TEST 2

Let Standards	Notes
Building setbacks (feet)	
Primary street lot line	25'
Side street lot line	15'
Side lot line	5'
Front / alley lot line	10'
Interior lot cover (feet)	40%
Off-street parking (feet)	1 per unit
Building Standards	
Overhangs per lot (feet)	10
Building height (feet)	25'

Double Lot-Interior

PRIMARY STREET

DUPLEX 2 STORY

4 PLEX 2 STORY

BACKOUT

3 PLEX 2 STORY

3 PLEX 1 STORY

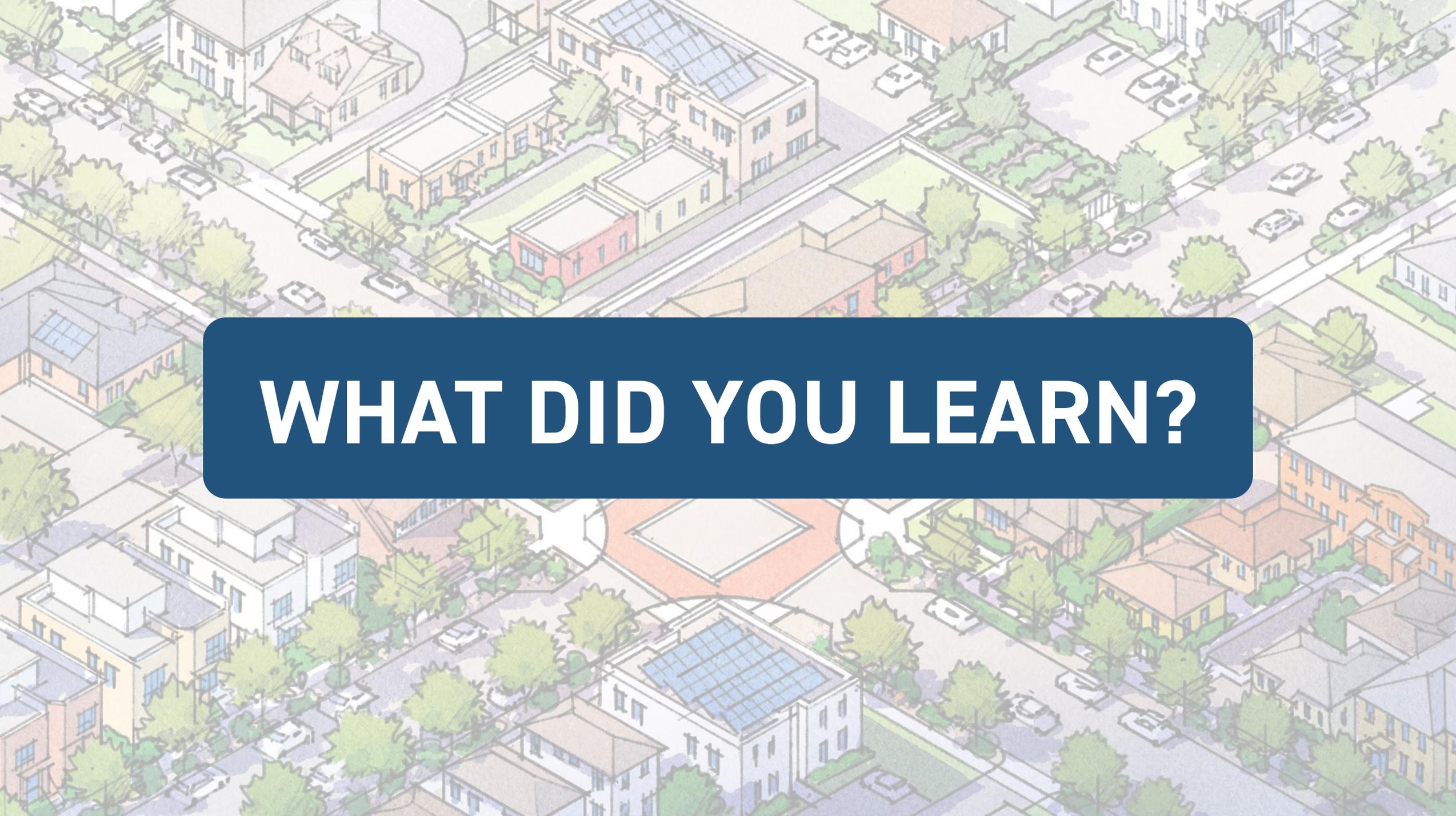
ON STREET

1" = 20'

- + See what **good** development you can produce on your lots following the controls.
- + Follow the basic development controls on the worksheet.
- + Use buildings and parking footprints as a guide for typical building sizes.
- + Take note of any challenges that arise.



10 MINUTES

An aerial, isometric illustration of a city street grid. The buildings are rendered in various colors like orange, yellow, and grey, with some featuring solar panels on their roofs. Green trees are scattered throughout the blocks, and small white cars are parked along the streets. A large, dark blue rounded rectangle is superimposed over the center of the image, containing the text 'WHAT DID YOU LEARN?' in white, bold, uppercase letters.

WHAT DID YOU LEARN?

TEST 2: "BAD" OUTCOMES

ZONING STRESS TEST BASIC DEVELOPMENT CONTROLS

TEST 1

Item	Value	Notes
Lot Standards		
Building setback (Front)	20'	
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	5'	
Yard / alley setback	10'	
Impervious lot cover (Front)	40%	
Off-street parking (Front)	1 per unit	
Building Standards		
Overhangs and lot (Front)	12'	
Building height (Front)	25'	

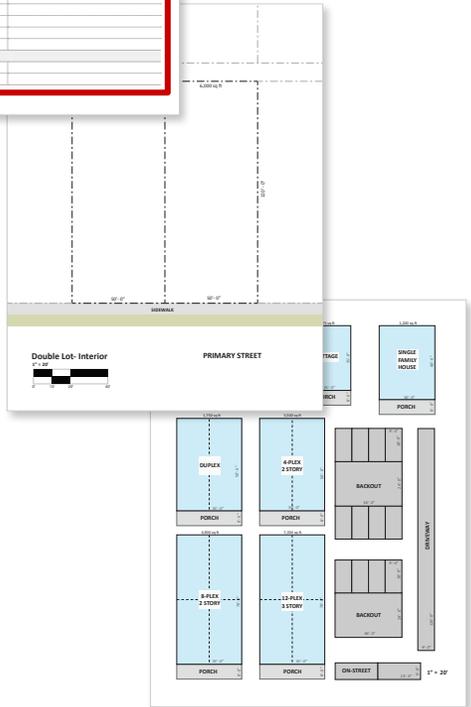
TEST 2

Item	Value	Notes
Lot Standards		
Building setback (Front)	20'	
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	5'	
Yard / alley setback	10'	
Impervious lot cover (Front)	40%	
Off-street parking (Front)	1 per unit	
Building Standards		
Overhangs and lot (Front)	12'	
Building height (Front)	25'	



Double Lot-Interior

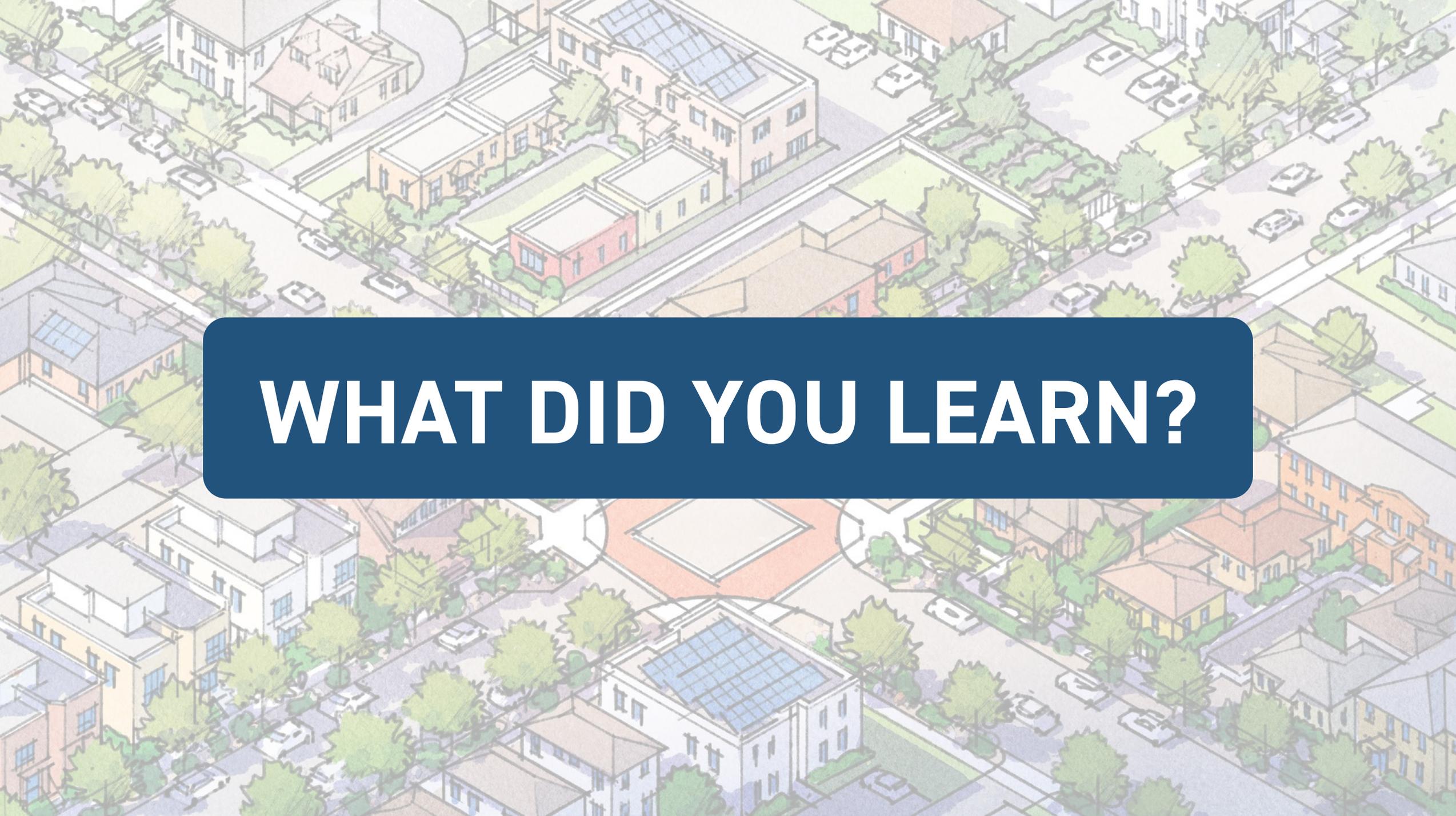
PRIMARY STREET



- + See what **bad** development you can create following the controls.
- + Follow the basic development controls on the worksheet.
- + Use buildings and parking footprints as a guide for typical building sizes.
- + Take note of any loopholes that arise.



10 MINUTES

An aerial, isometric illustration of a city street grid. The buildings are rendered in various colors like orange, yellow, and grey, with some featuring solar panels on their roofs. Green trees are scattered throughout the blocks, and small white cars are parked along the streets. A large, dark blue rounded rectangle is centered over the image, containing the text "WHAT DID YOU LEARN?".

WHAT DID YOU LEARN?

TOOLS FOR BETTER OUTCOMES



Massing + scale



Relationship of building to street



Parking location



TOWNHOUSE INFILL

Massing + scale:



Relation of building to street:



Parking location:





TOWNHOUSE INFILL

Massing + scale:



Relation of building to street:



Parking location:





COTTAGE INFILL

Massing + scale:



Relation of building to street:



Parking location:





COTTAGE INFILL

Massing + scale:



Relation of building to street:



Parking location:



TEST 3: BETTER REGULATIONS

ZONING STRESS TEST

ADDITIONAL DEVELOPMENT CONTROLS

TEST 3

Let Standards	Notes
Building setbacks	
Primary street set line	10' (10' / 10' min. for 100' or less)
Side street set line	5' (5' / 5' min. for 100' or less)
Side lot line	5' (5' / 5' min. for 100' or less)
Front / side lot line	5' (5' / 5' min. for 100' or less)
Open space set cover (ft)	10'
Parking	
Off-street parking (ft)	None
Parking location	Needing to be building set
Setback width (ft)	10'
Building Standards	
Overlays set (ft)	10'
Building maximum Gable end	
Building height (ft)	25' (25' / 25')
Building width (ft)	10'
Building coverage (ft)	50%
Building height (ft)	25' (25' / 25')
Building width (ft)	10'
Street fronting entry	Required
Active depth (ft)	10'
Transparency (ft)	10'
Minimum entry	10%
Upper entry	10%



Think about:



Massing + scale



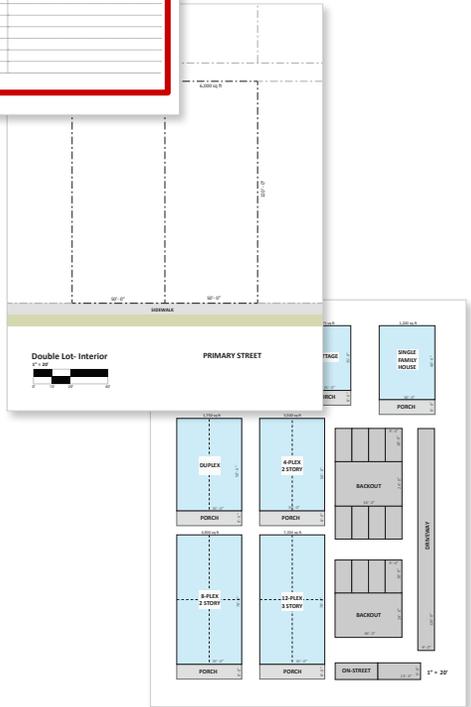
Relationship of building to street



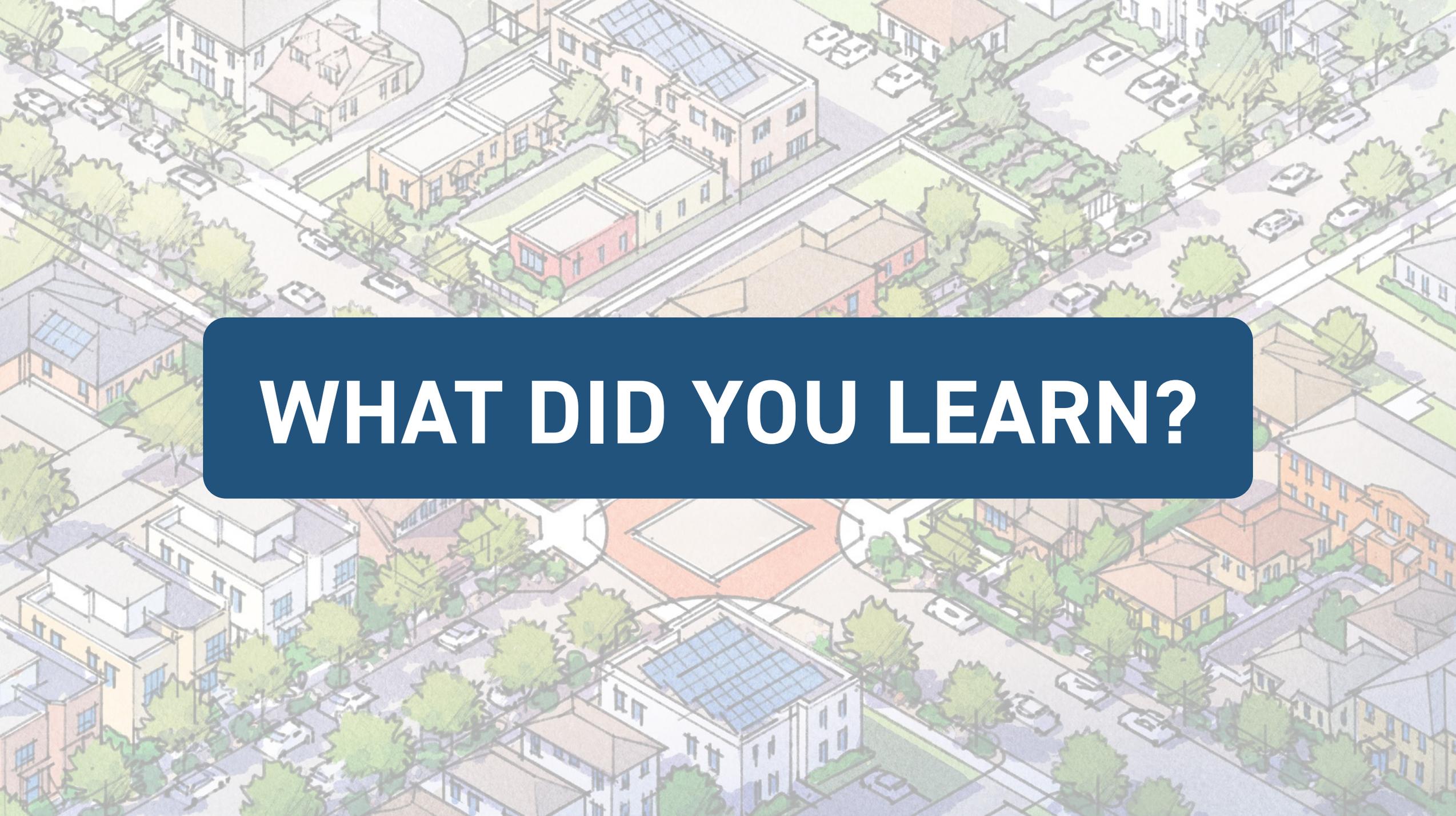
Parking location



10 MINUTES



- + Repeat the exercise, this time with the additional development controls on the worksheet.
- + Underlined text highlights standards that have changed.
- + **Blue** text highlights additional standards.

An aerial, isometric illustration of a city street grid. The buildings are rendered in various colors like orange, yellow, and grey, with some featuring solar panels on their roofs. Green trees are scattered throughout the blocks, and small white cars are parked along the streets. A large, dark blue rounded rectangle is centered over the middle of the image, containing the text "WHAT DID YOU LEARN?".

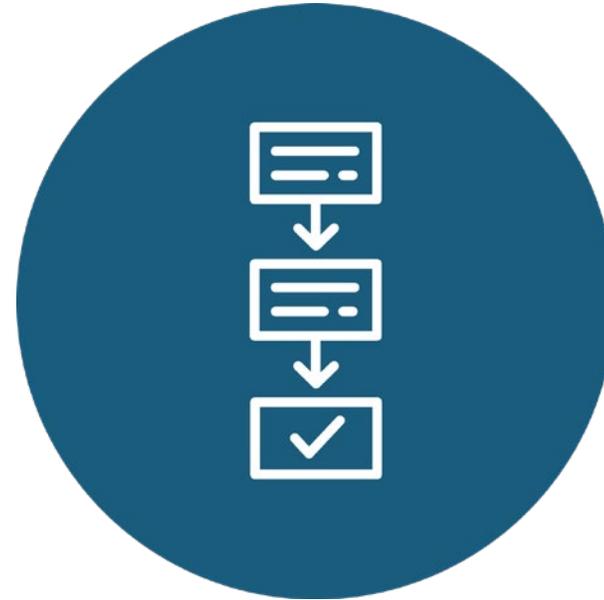
WHAT DID YOU LEARN?

GETTING THE BASICS RIGHT



GOOD STANDARDS

Make sure requirements are easily understood, easily administered and well calibrated



GOOD PROCESSES

Make sure processes are clear, predictable, and, as much as possible, by-right



PART 5

DISCUSSION, Q&A

Questions? Thoughts? Ideas?

LET'S DISCUSS!

CODE
STUDIO



SIDE STREET

20' ALLEY

SIDEWALK

6,000 sq ft

6,000 sq ft

120' - 0"

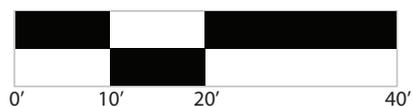
50' - 0"

50' - 0"

SIDEWALK

Double Lot- Corner

1" = 20'



PRIMARY STREET

10' ALLEY

6,000 sq ft

6,000 sq ft

120' - 0"

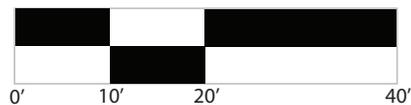
50' - 0"

50' - 0"

SIDEWALK

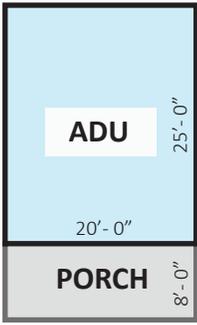
Double Lot- Interior

1" = 20'

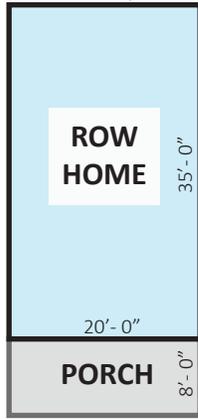


PRIMARY STREET

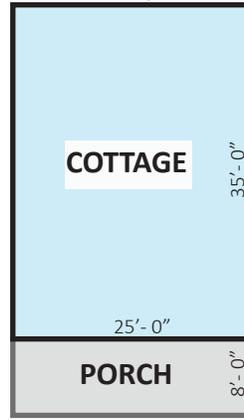
500 sq ft



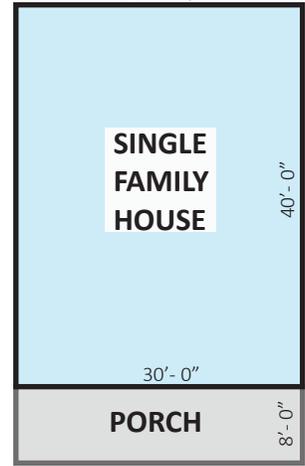
700 sq ft



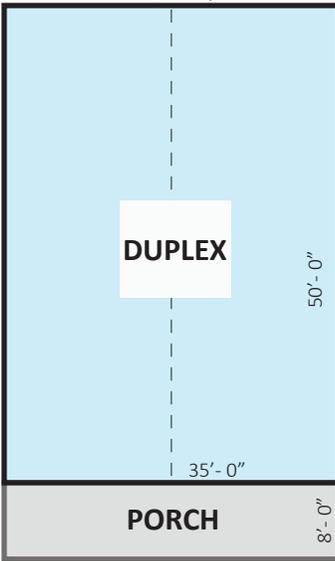
875 sq ft



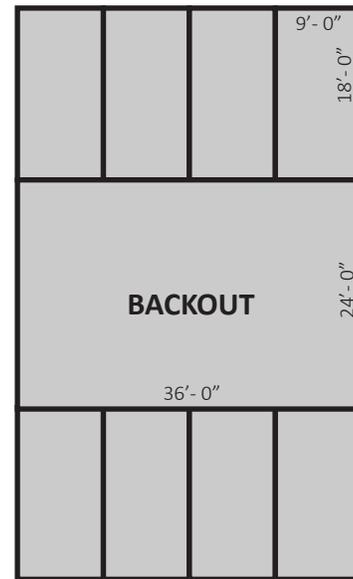
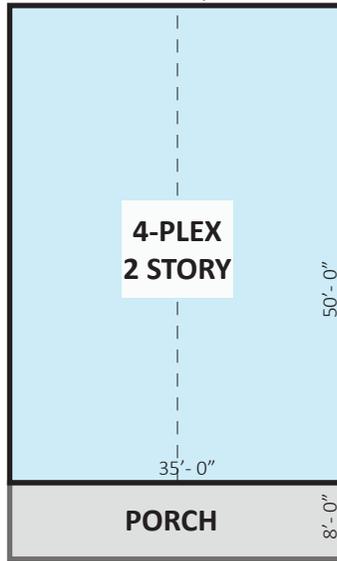
1,200 sq ft



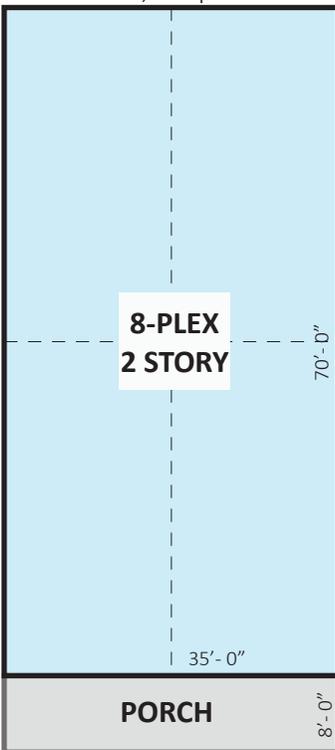
1,750 sq ft



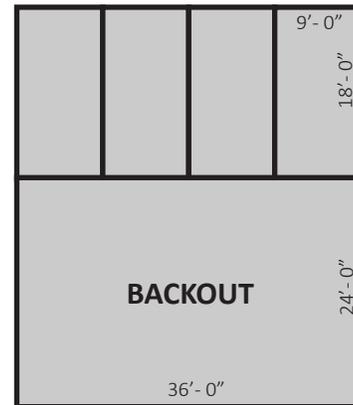
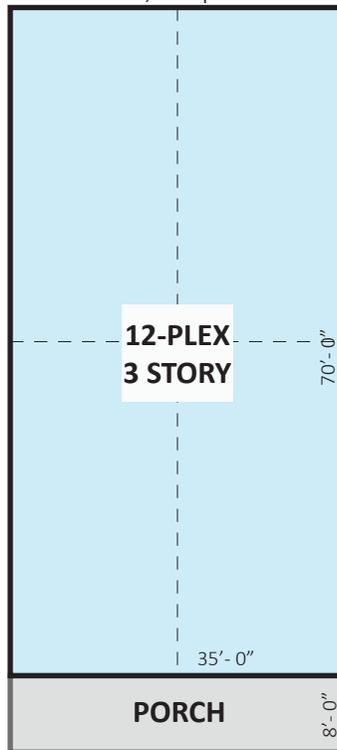
3,500 sq ft



4,900 sq ft



7,350 sq ft



1" = 20'

ZONING STRESS TEST

BASIC DEVELOPMENT CONTROLS

TEST 1

Notes

Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

TEST 2

Notes

Lot Standards		
Building setbacks (min)		
Primary street lot line	25'	
Side street lot line	15'	
Side lot line	8'	
Rear / alley lot line	10'	
Impervious lot cover (max)	60%	
Off-street parking (min)	1 per unit	
Building Standards		
Dwellings per lot (max)	12	
Building height (max)	35'	

ZONING STRESS TEST

ADDITIONAL DEVELOPMENT CONTROLS

TEST 3

Notes

Lot Standards		
Building setbacks		
Primary street lot line	<u>10' min / 20' max</u> (for 50% of lot width)	
Side street lot line	<u>5' min</u>	
Side lot line	<u>5' min</u>	
Rear / alley lot line	<u>5' min</u>	
Impervious lot cover (max)	<u>75%</u>	
Parking		
Off-street parking (min)	<u>None</u>	
Parking location	No parking between building and street	
Driveway width (max)	10'	
Building Standards		
Dwellings per lot (max)	12	
Building massing (<i>pick one</i>)		
Building footprint (max) <i>or</i>	2,800 sf	
FAR (max) <i>or</i>	1.25	
Building coverage (max)	50%	
Building height (max)	2.5 stories / 35'	
Building width (max)	40'	
Street-facing entry	Required	
Active depth (min)	10'	
Transparency (min)		
Ground story	20%	
Upper story	15%	