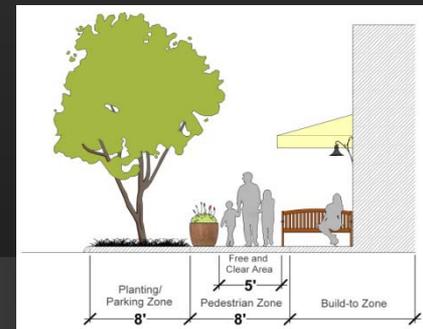


reFORM

Zoning reFORMs for a New Chapter of City Building

ReZoning



PARKING

HEIGHT AND SETBACKS

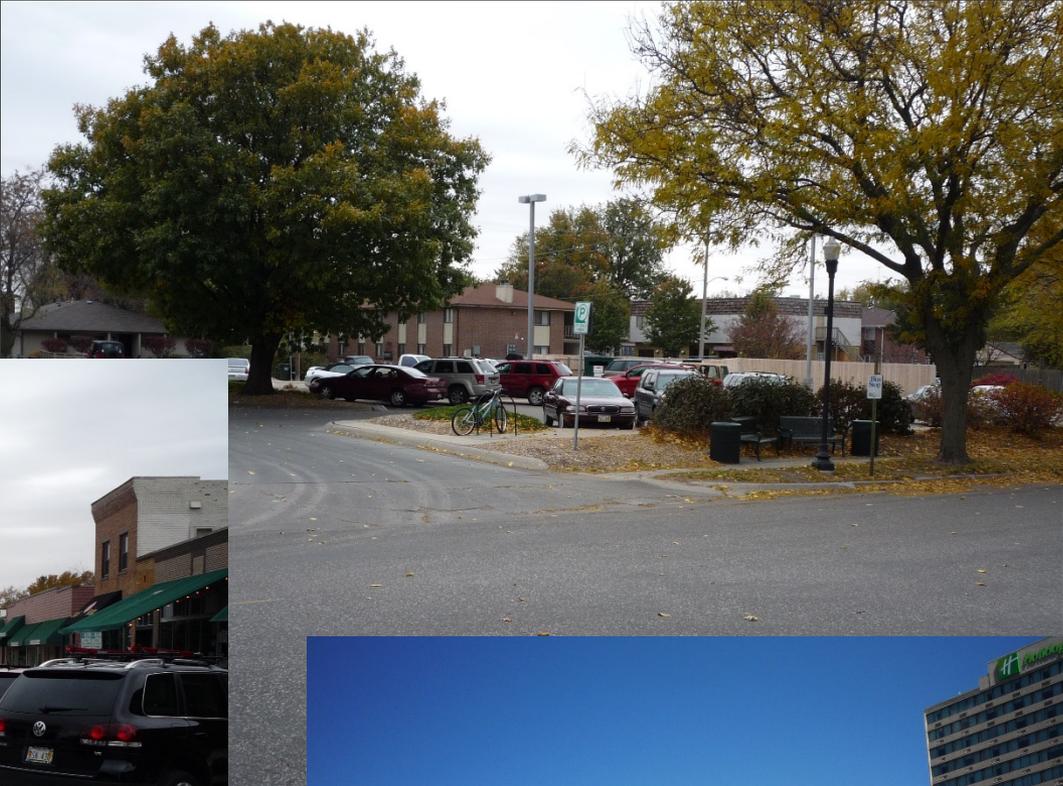
PROCESS IMPROVEMENTS

RESIDENTIAL IN AND NEAR
COMMERCIAL DEVELOPMENT

LANDSCAPING AND SCREENING

ZONING CHANGES

PARKING



PARKING

1. Allow doctors and dentists to have the same parking requirement as other office uses in the district.
2. Change the parking in H-2 from 1 per 300 square feet to 1 per 600 square feet.
3. Increase off site parking options by allowing off street parking to be within 600 feet of a site instead of 300 feet



Parking based on a diploma?

Same as B-3 Zoning Corridor



Off site parking already allowed in most districts

PARKING

4. Allow for off site parking in connection with B-5 and H-4.
5. Have clear provisions for shared parking.
6. Allow an administrative approval of parking reductions if an analysis of the site can demonstrate less parking is needed.

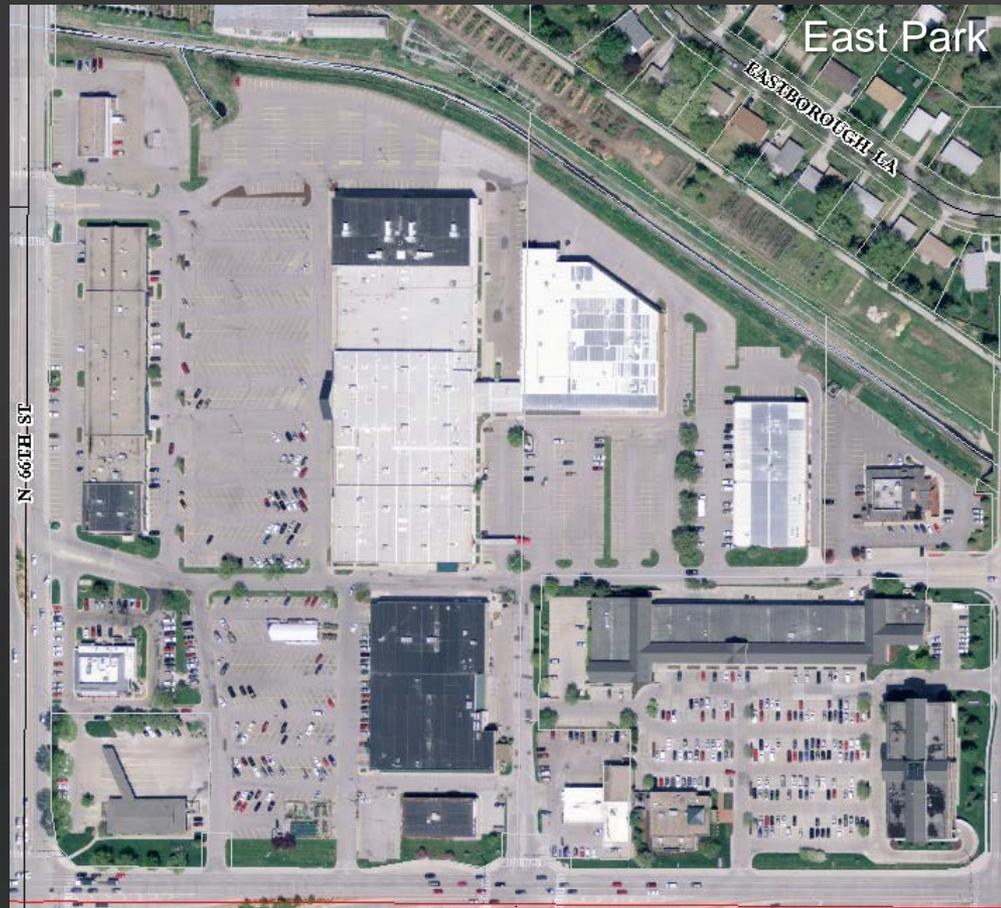


PARKING

7. Reduce required parking in the B-5 Planned Regional Business District from 4.5 stalls per 1,000 square feet to 1 space per 300 square feet of commercial space.

B-5 Districts:

- Lincoln Crossings (N. 27th/Superior)
- NE corner of N. 27th/Cornhusker
- Gateway
- South Pointe (S. 27th/Pine Lake)
- Prairie Lakes (S. 87th/Hwy 2)



Parking already reduced in these two centers:

- East Park (N. 66th/O St.)
- Edgewood (S. 56th/Hwy 2)

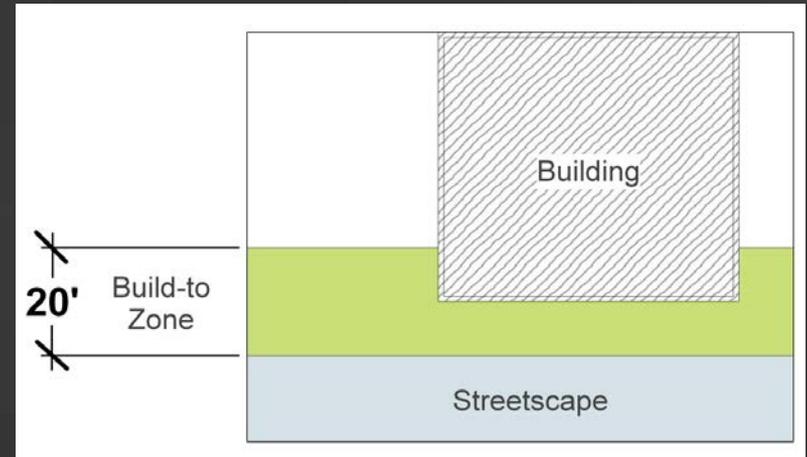
HEIGHT AND SETBACKS



HEIGHT AND SETBACKS

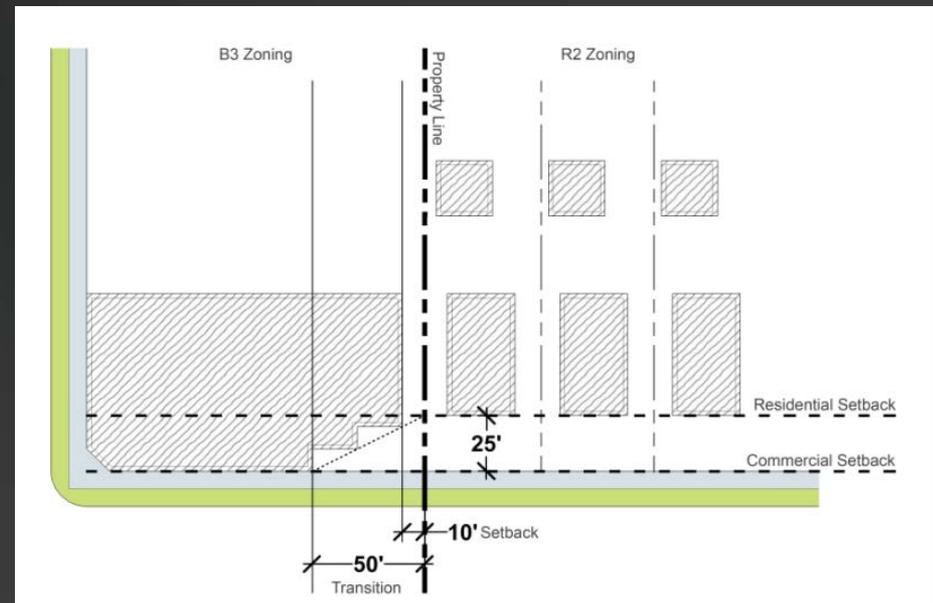
1. Reduce the front yard in the H-2 Highway Business District from 20 feet to 0 feet.

Consistent with Corridor Design Standards



2. Provide a STEP BACK transitional setback on residential block face instead of a front yard setback.

Facilitates Corridor Design Standards



HEIGHT AND SETBACKS

3. Increase the maximum building height in the B-2 and B-5 Commercial Centers and the B-3 Corridor.

Facilitates mixed use development in Commercial Centers

4. Decrease the maximum building height in the H-2 Corridor.
Consistent with Corridor Design Standards

TODAY			PROPOSED	
ZONING	MAX HEIGHT	HEIGHT AT Residential SETBACK	MAX HEIGHT	HEIGHT AT Residential SETBACK
B-2	40'	40'	50'	40'
B-3	45'	35'	50'	35'
B-5	40'	40'	55'	40'
H-2	55'	45'	50'	35'

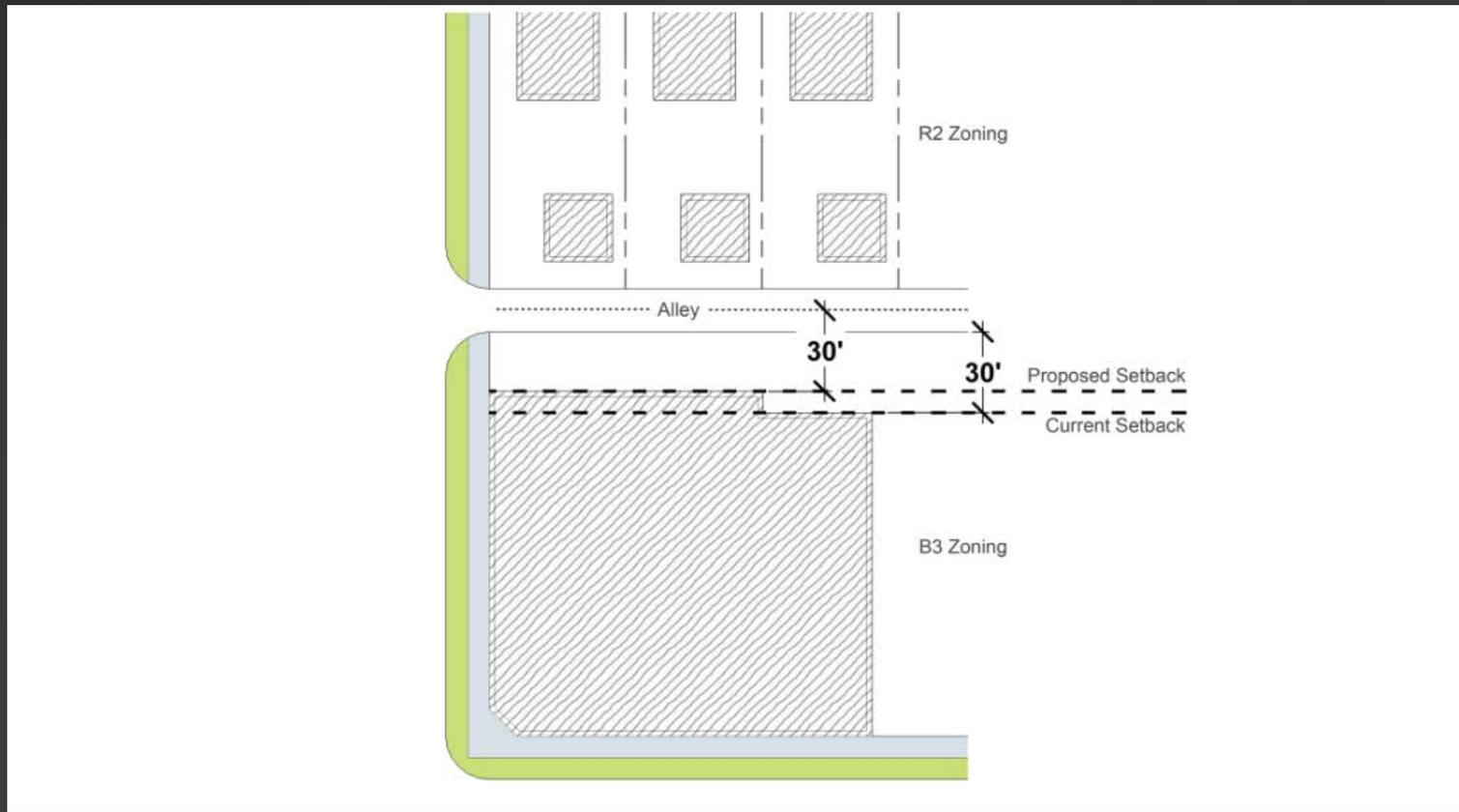
HEIGHT AND SETBACKS

5. **Reduce** the side yard in the H-2 Corridor from 20 feet to 10 feet
6. Increase the side yard setback for the B-3 Corridor from 5 feet to 10 feet
7. Allow for parking in the side yard setback in the B-1 Neighborhood Business District, B-3 Commercial District and H-2 Highway Business District.



HEIGHT AND SETBACKS

- Count $\frac{1}{2}$ the alley right-of-way toward side/rear yard setback requirements.



PROCESS IMPROVEMENTS

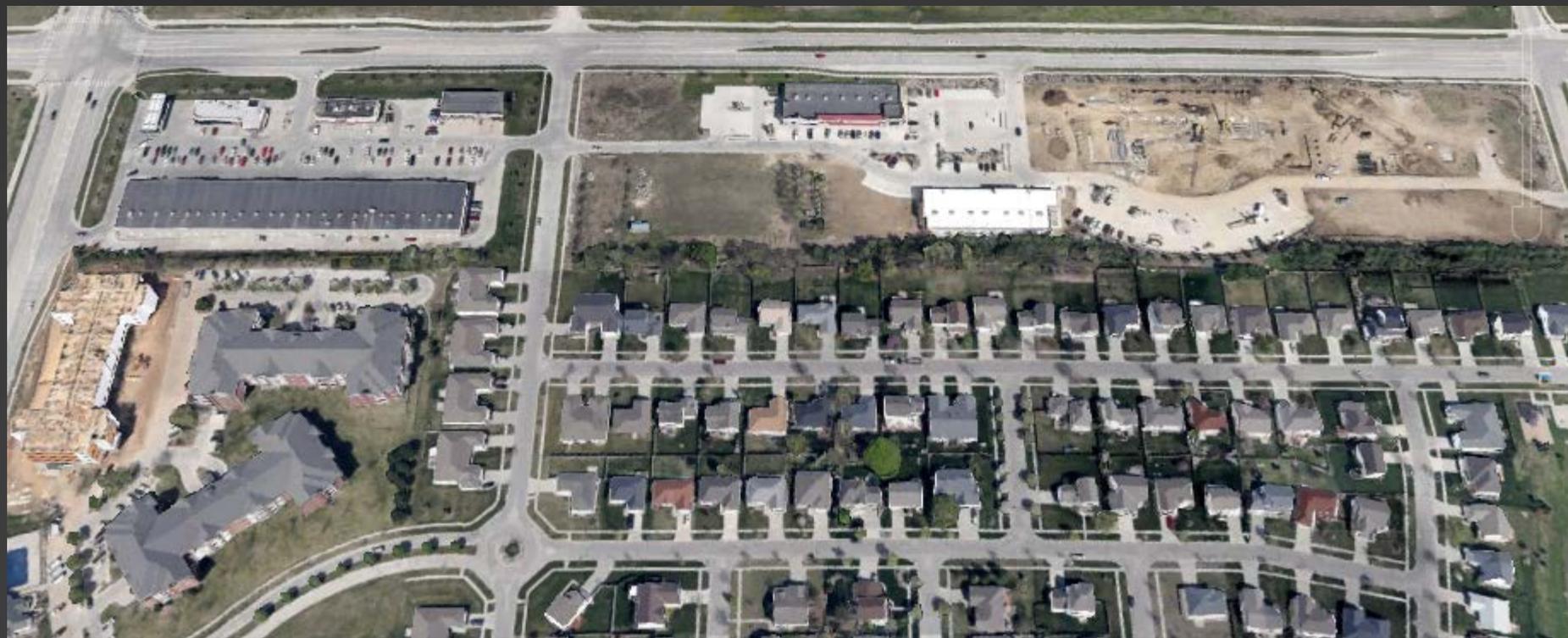
1. Provide for waivers to height and lot regulations through an optional Use Permit process in the B-3 and H-2 Corridor Districts.

Requires Site Plan Review and Public Hearing

2. Convert all Special Permits for Planned Service Commercial into Use Permits.

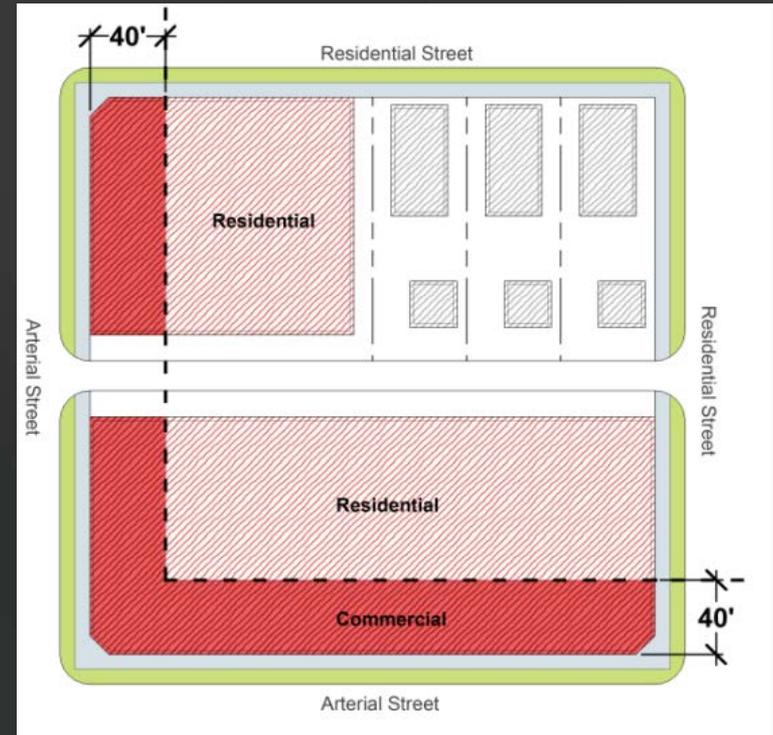


RESIDENTIAL DEVELOPMENT IN AND NEAR COMMERCIAL DEVELOPMENT



RESIDENTIAL DEVELOPMENT IN AND NEAR COMMERCIAL DEVELOPMENT

1. Allow residential uses on the first floor of commercial buildings in business districts. Residential must be set back 40 ft within buildings along arterial or collector streets.
2. Allow residential uses in H-2 and H-4 districts by special permit, recognizing its appropriateness is situational.
3. Eliminate the small Community Unit Plan (CUP) penalty provision.



✓ Less than 10 acres but more than 5 take a 10% reduction

✓ 5 acres or less take a 20% reduction

SCREENING AND LANDSCAPING



SCREENING AND LANDSCAPING

1. Require street trees with new developments at permitting stage.



SCREENING AND LANDSCAPING

2. Require more parking lot trees.

3. Require solid screens with trees between residential and commercial zoning districts.

4. Lots 150 feet deep or less can count proposed district screening towards parking lot tree requirement.

Parking lot area (sq. ft.)	Current	Proposed
0 - 2,000	0	0
2,000 - 6,000	0	1
6,000 - 12,000	1	2
12,000 - 18,000	2	3



(100% screen from 0 to 6 feet tall including trees and a fence)

SCREENING AND LANDSCAPING

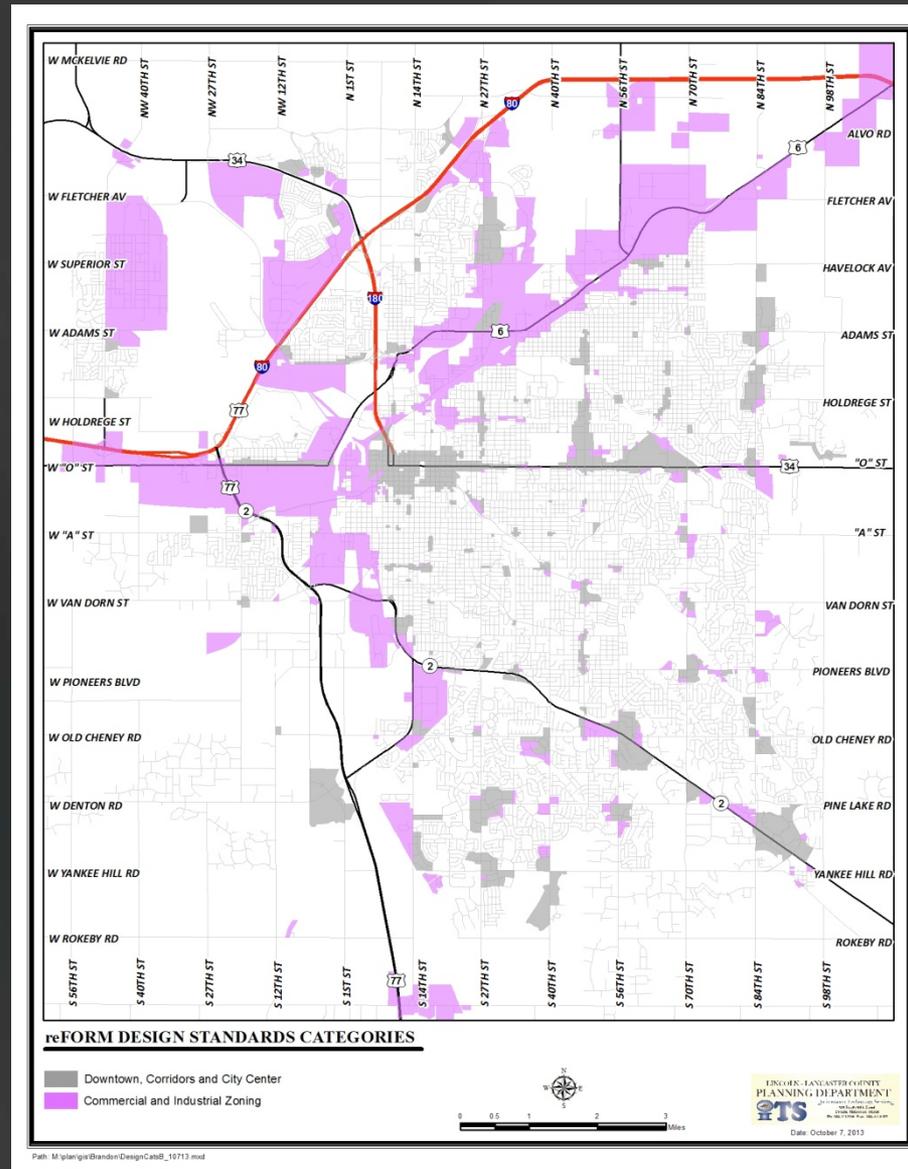
5. Eliminate current exemption for shallower lots in older zoning districts to be exempt from parking lot screening standards.
6. Apply existing parking lot screening requirements to auto display areas.



ZONING CHANGES

- Designate specific areas where design standards will apply.
 - No design standards: R-T, O-2, O-3, H-3, I-1, I-2, and I-3

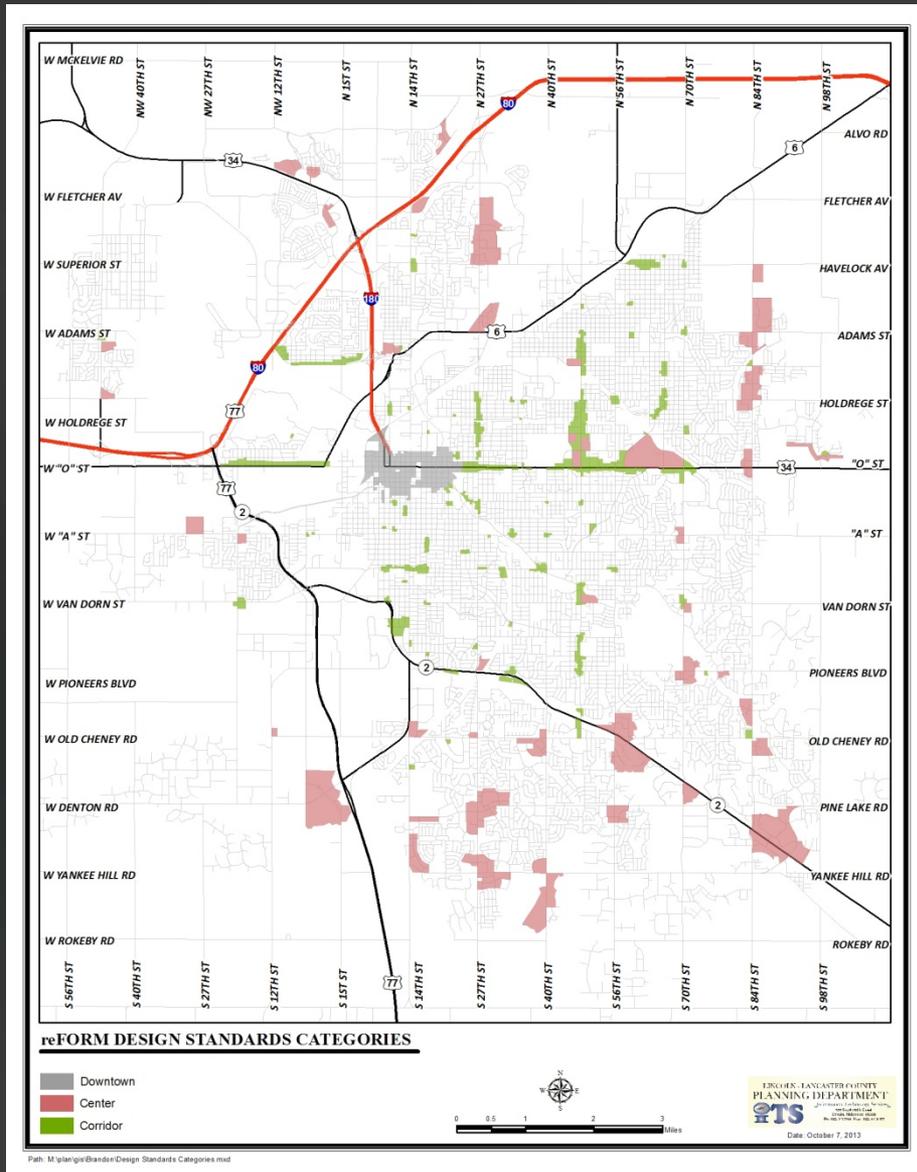
Design Standards will not apply to the Commercial areas shown on this map in pink



ZONING CHANGES

- Why apply to zoning districts?
 - Straightforward way to apply standards, but need to align zoning with development goals
 - Other approaches such as overlays may be confusing
 - Public process to facilitate site specific standards for small areas would be too time consuming, confuse owners with property zoned the same but in different areas, and create an administrative nightmare

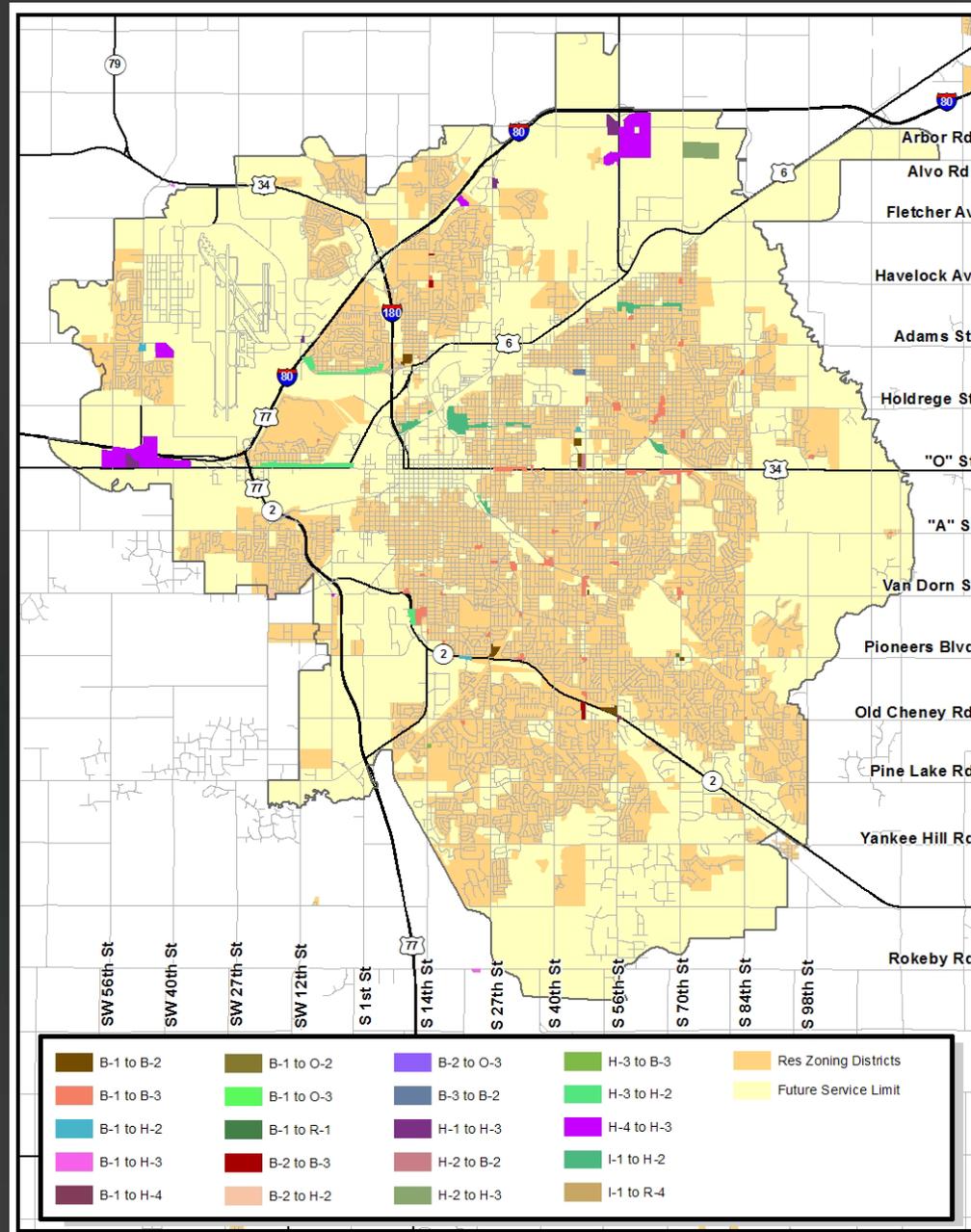
The areas in green will have Corridor Standards apply, and the areas in pink will have Center Standards apply



ZONING CHANGES

Rezone properties to align with desired design context

- Establish B-1, B-3 and H-2 zoning in “Corridor” areas
- Establish B-2, B-5, and H-4 zoning in “Center” areas



ZONING CHANGES

- New Proposal:
 - B-1 “Neighborhood Retail District”
 - reFORM proposes to rezone all existing B-1 to other districts (mainly to B-3)
 - This proposal is for a new zoning district named B-1; much different than current B-1 or B-3
 - Lighter uses allowed; would exclude auto-related uses



● B-1 Neighborhood Retail District (Continued)

- 35' height limit (same as R-1 to R-6)
- Would apply Corridor Design Standards
- Would apply same sign regulations as R-T
- Transitional zoning between commercial and residential
- Typically surrounded by residential neighborhoods
- Typically on local streets rather than arterials

