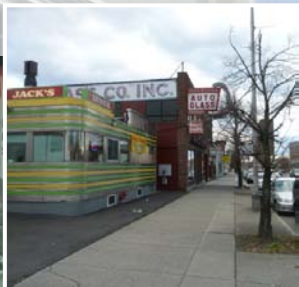


City of Albany Transit-Oriented Development
Community Presentation
TOD Zoning Scenarios

Wednesday, November 7, 2012

The Linda 339 Central Avenue



Clinton and Broadway

Quail at Central

North Manning and
Allen at Central

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Agenda

1. Introduction to TOD and the Study
2. Overview of BRT and Station Types
3. Purpose and Approach of TOD Toolkit and Zoning
4. Proposed Characteristics of TOD Overlay Zones
 - TOD-1 Downtown Overlay
 - *Discussion*
 - TOD-2 Mixed-use Neighborhood Overlay
 - *Discussion*
 - TOD-3 Commercial Corridor Overlay
 - *Discussion*
5. Next Steps



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Purpose of the Community Presentation

- **Communicate** purpose of the study
- Opportunity to **share ideas** and find common ground
- **Seek input** on potential zoning scenarios and characteristics



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Purpose of the Study

This planning study is examining:

- Potential for Transit-Oriented Development (TOD) at Bus Rapid Transit (BRT) stations
- Possible zoning changes and design standards to incentivize development near these transit locations
- Testing zoning scenarios at three BRT stations – Clinton and Broadway, Quail at Central and N. Manning/Allen at Central
- Recommending zoning code modifications to encourage TOD



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

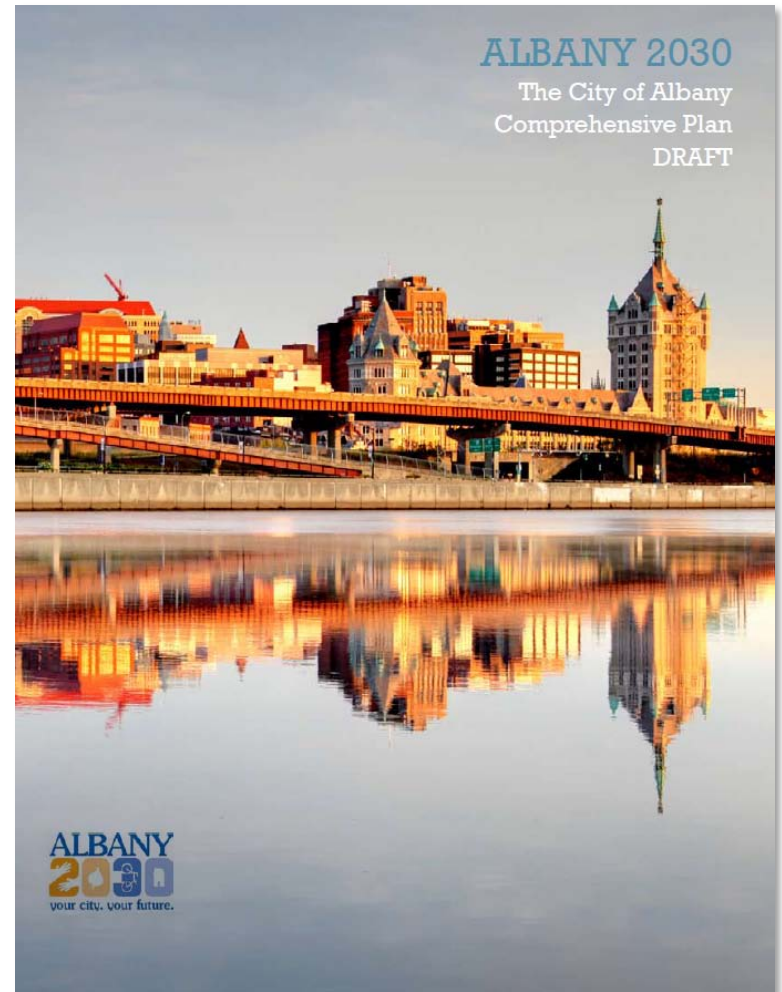
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Albany 2030 Comprehensive Plan

Direct outcome of plan goals:

- Safe and livable neighborhoods
- Vibrant urban center
- Multi-modal transportation
- Green city
- Prosperous economy



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.

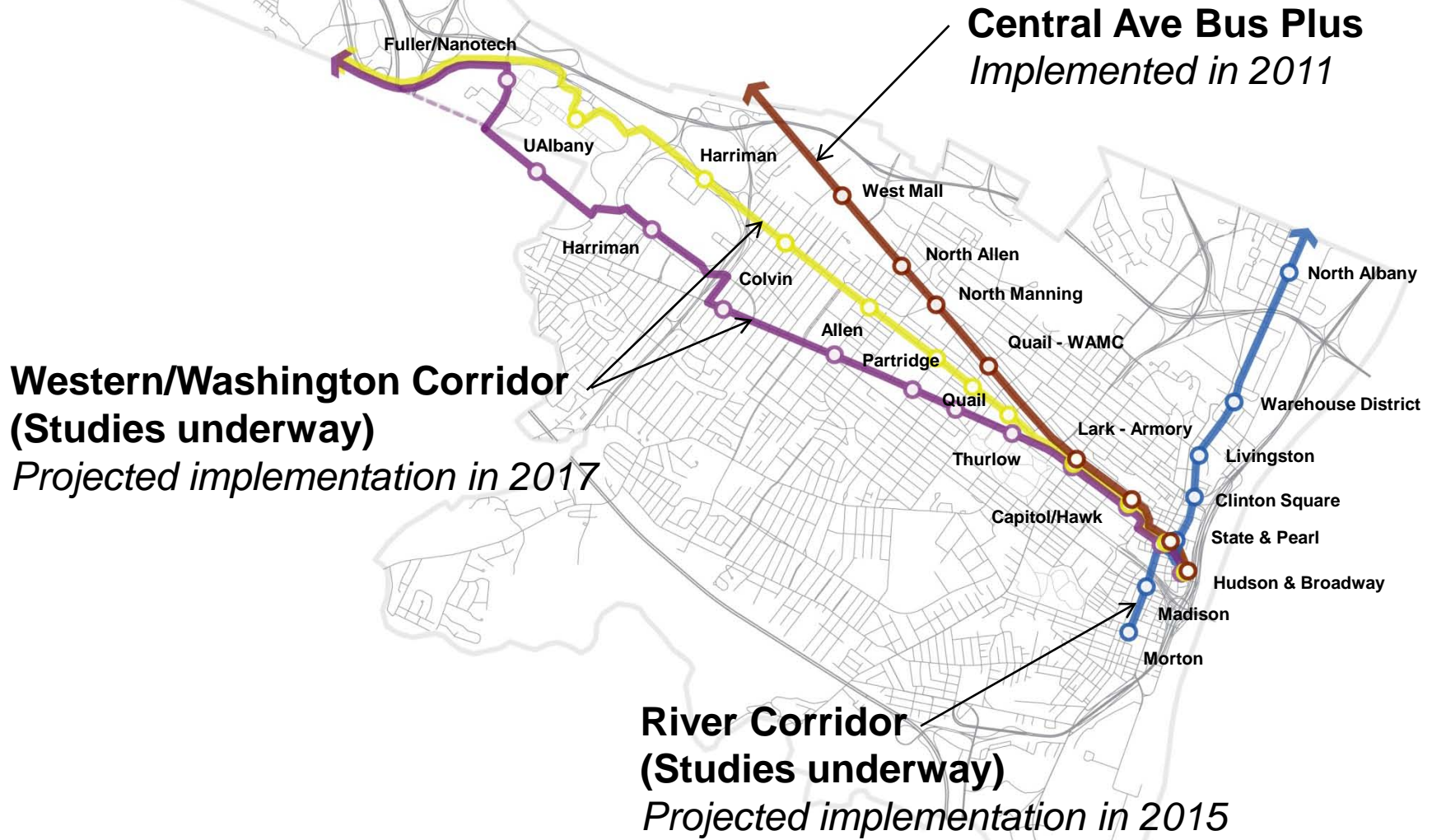


Transit-Oriented Development (TOD) – Key Ideas

- Orientation near a **transit** station
- Transit synergy with **development**
- Creates **high quality** and **vibrant places** that support transit/walking
- Encourages **transit ridership**
- Prioritize a **pedestrian-oriented** scale and design
- Support and **enhance existing neighborhoods** near BRT stations



Albany's Bus Rapid Transit Potential Network



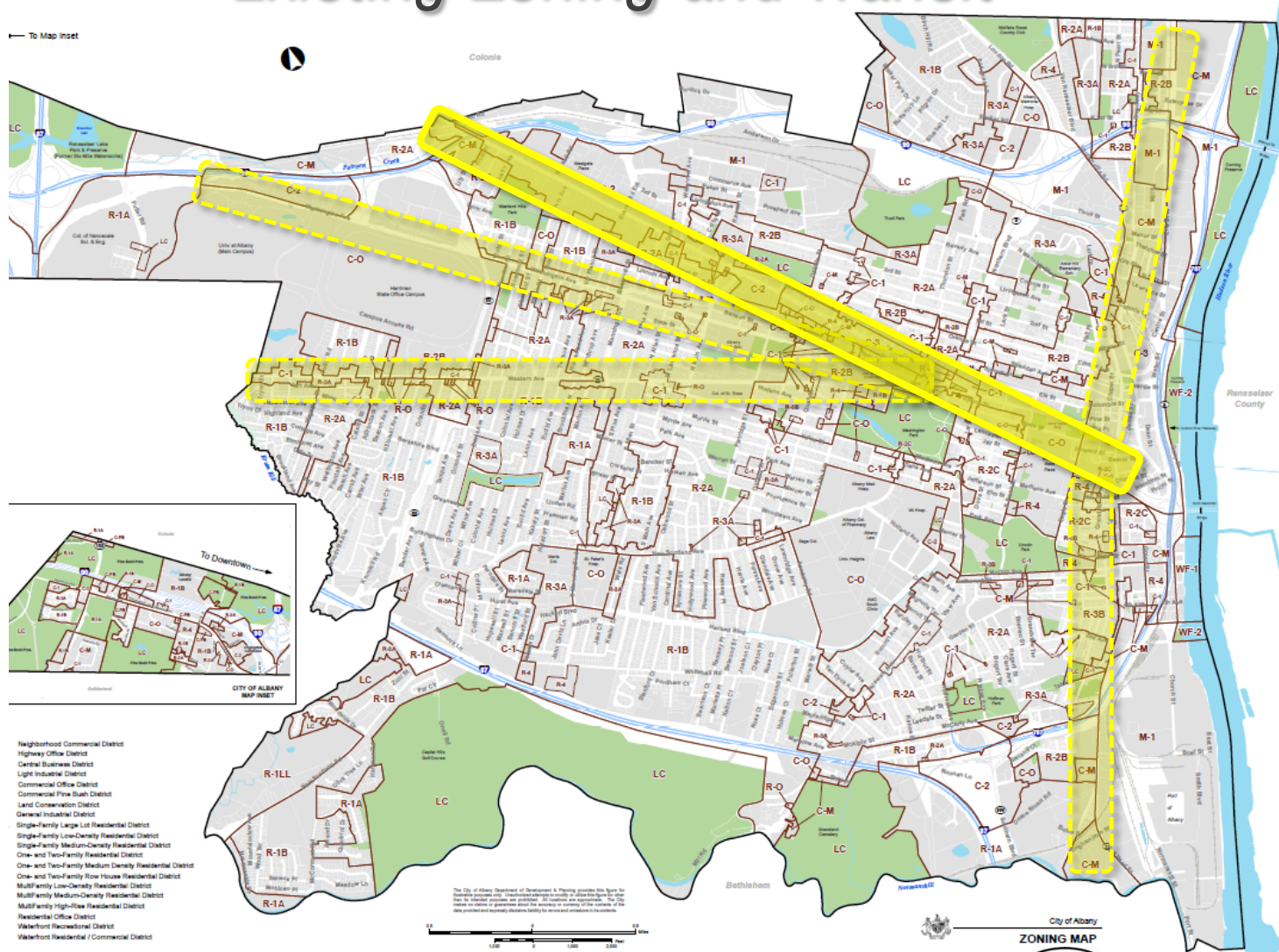
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



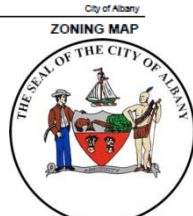
Existing Zoning and Transit



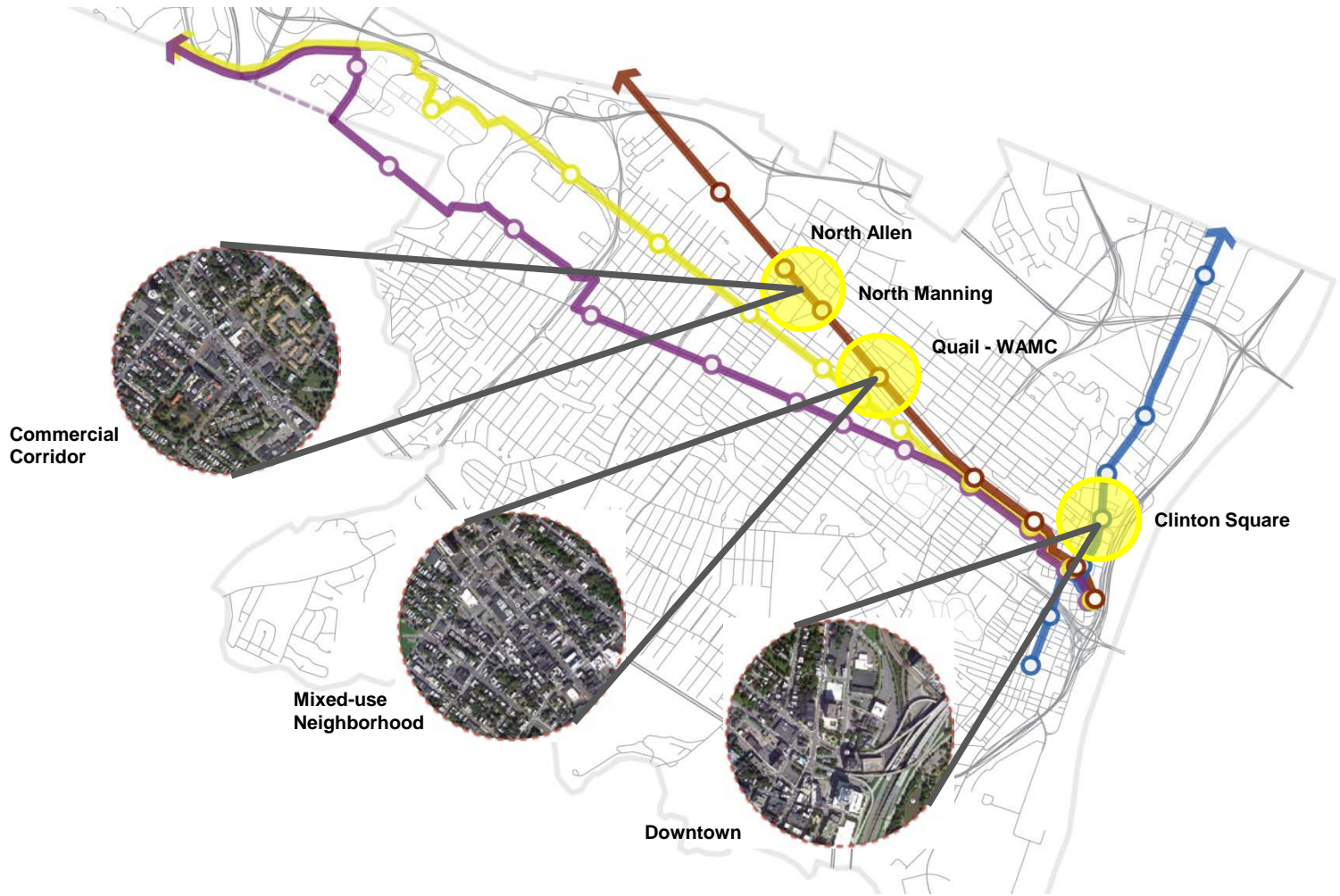
- Neighborhood Commercial District
- Highway Office District
- Central Business District
- Light Industrial District
- Commercial Office District
- Commercial Pine Bush District
- Land Conservation District
- General Industrial District
- Single-Family Large Lot Residential District
- Single-Family Low-Density Residential District
- Single-Family Medium-Density Residential District
- One- and Two-Family Residential District
- One- and Two-Family Medium Density Residential District
- One- and Two-Family Row House Residential District
- Multi-Family Low-Density Residential District
- Multi-Family Medium-Density Residential District
- Multi-Family High-Rise Residential District
- Residential Office District
- Waterfront Recreational District
- Waterfront Residential / Commercial District

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



BRT Station Network and Prototypes



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Drafting a TOD Guidebook

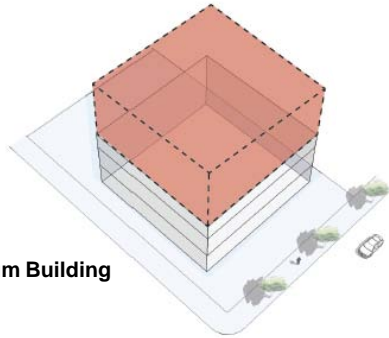
| PAGE NUMBER | ZONING | | | | | | | | | | PARKING | | | | | | DESIGN STANDARDS | | | | | | OTHER INCENTIVES | | | | | | | | | | |
|--------------------------------------|--------------------------------|-----------------------------|--------------------------------------|-----------------------|------------------------|------------------------------------|-----------------------------------|-----------------------------|---|---|--------------------------------|----------------------------|-------------------------------------|--|--|------------------------------------|---|--|-----------------------------------|--|------------------------------|--------------------------------|-----------------------------------|--|---------------------|--|------------------------------|--|-------------------------------|------------------------|---------------------------------|-----|-----|
| | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 |
| | Modify Maximum Building Height | Modify Maximum Lot Coverage | Modify Allowable Residential Density | Modify Permitted Uses | Incentivize Mixed Uses | Incentivize Residential Conversion | Incentivize Specific Desired Uses | Incentivize Parcel Assembly | Define Parking Location and Opportunity | Modify Parking Location and Orientation | Establish Parking Requirements | Establish Parking Maximums | Require Parking Access Restrictions | Incentivize Shared and On-site Parking | Define Building Landscape and Features | Require Shared and On-site Parking | Require Articulation of Massing and Orientation | Define Building Occupation of Massing and Form | Define Building Entry Orientation | Require Configuration of Street Frontage | Require Open Space Provision | Define Anchoring Intersections | Require Enhanced Street Hierarchy | Require Pedestrian and Bicycle Connections | Promote Tax Credits | Invest in Infrastructure and Streetscape | Offer Property Tax Abatement | Offer Expedited Permitting and Approvals | Establish Targeted Loan Funds | Promote Grant Programs | Promote Financing Multiple Uses | | |
| TOD-1 Downtown | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-2 Mixed-use Neighborhood | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-3 Commercial Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-X (Future Zones as Needed) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TOD Overlay/Zoning Ordinance Amendment & Guidebook

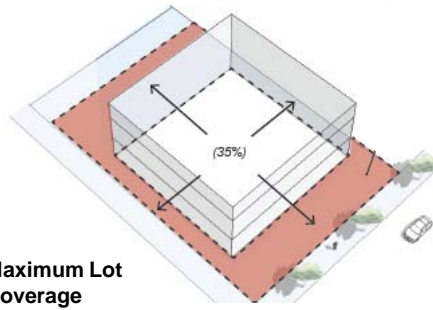
Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



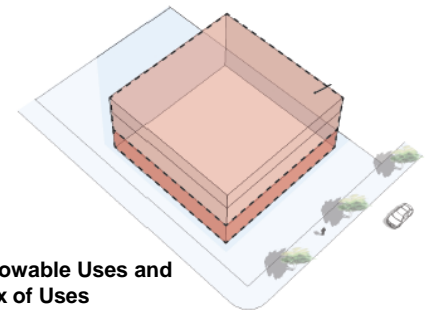
Drafting a TOD Guidebook



Maximum Building Height



Maximum Lot Coverage



Allowable Uses and Mix of Uses

PAGE NUMBER **ZONING** **PARKING** **DESIGN STANDARDS** **OTHER INCENTIVES**

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|-----------------------------|--------------------------------------|-----------------------|------------------------|------------------------------------|-----------------------------------|-----------------------------|--|---|--------------------------------|----------------------------|-------------------------------------|--|--|---|--|-----------------------------------|------------------------------|---------------------------------|------------------------------------|---|---------------------|--|------------------------------|--|-------------------------------|--------------------------|---------------------------------|-----|-----|-----|--|
| 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | |
| Modify Maximum Building Height | Modify Maximum Lot Coverage | Modify Allowable Residential Density | Modify Permitted Uses | Incentivize Mixed Uses | Incentivize Residential Conversion | Incentivize Specific Desired Uses | Incentivize Parcel Assembly | Incentivize Housing Choice and Opportunity | Define Parking Location and Orientation | Establish Parking Requirements | Establish Parking Maximums | Require Parking Access Restrictions | Require Parking Landscape and Barriers | Incentivize Shared and On-site Parking | Require Building Location and Orientation | Require Articulation of Massing and Form | Define Building Entry Orientation | Require Open Space Provision | Require Anchoring Intersections | Define a Complete Street Hierarchy | Require Enhanced Pedestrian Connections | Promote Tax Credits | Invest in Infrastructure and Streetscape | Offer Property Tax Abatement | Offer Expedited Permitting and Approvals | Establish Targeted Loan Funds | Establish Grant Programs | Promote Financing Multiple Uses | | | | |

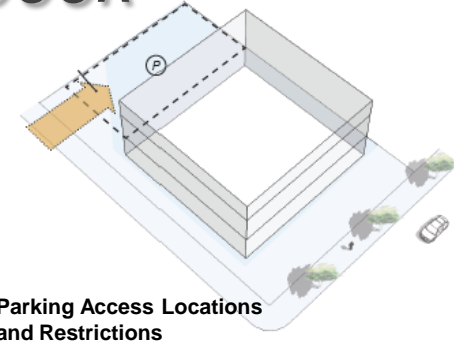
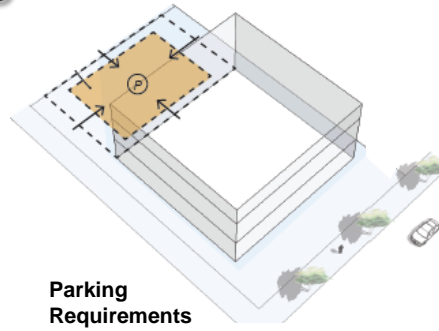
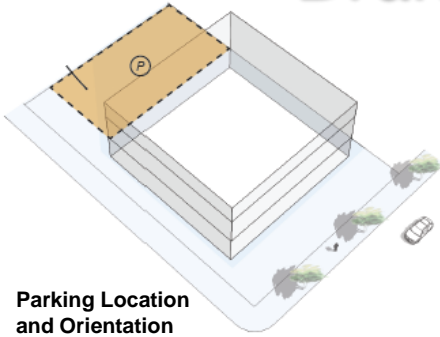
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOD-1 Downtown | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-2 Mixed-use Neighborhood | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-3 Commercial Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-X (Future Zones as Needed) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Drafting a TOD Guidebook



| PAGE NUMBER | ZONING | | | | | | | | PARKING | | | | DESIGN STANDARDS | | | | | | | | OTHER INCENTIVES | | | | | | | | | | | |
|-------------|--------------------------------|-----------------------------|--------------------------------------|-----------------------|------------------------|------------------------------------|-----------------------------------|-----------------------------|--|---|-----------------------------|----------------------------|--------------------------------------|--|--|--|-----------------------------------|------------------------------|---------------------------------|-----------------------------------|---|-------------------------------------|---------------------|--|------------------------------|--|-------------------------------|------------------------|---------------------------------|-----|-----|-----|
| | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 |
| | Modify Maximum Building Height | Modify Maximum Lot Coverage | Modify Allowable Residential Density | Modify Permitted Uses | Incentivize Mixed Uses | Incentivize Residential Conversion | Incentivize Specific Desired Uses | Incentivize Parcel Assembly | Incentivize Housing Choice and Opportunity | Define Parking Location and Orientation | Modify Parking Requirements | Establish Parking Maximums | Require Parking Access, Restrictions | Incentivize Shared and On-site Parking | Define Building Location and Orientation | Require Articulation of Massing and Form | Define Building Entry Orientation | Require Open Space Provision | Require Anchoring Intersections | Require Enhanced Street Hierarchy | Require Pedestrian and Bicycle Enhancements | Require Transit Station Connections | Promote Tax Credits | Invest in Infrastructure and Streetscape | Offer Property Tax Abatement | Offer Expedited Permitting and Approvals | Establish Targeted Loan Funds | Promote Grant Programs | Promote Financing Multiple Uses | | | |

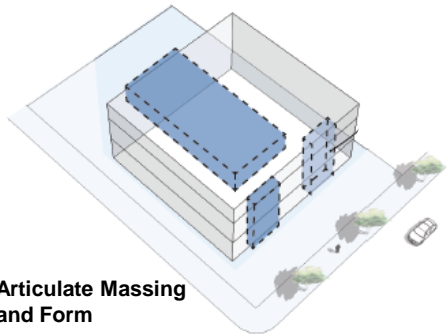
| | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 |
|--------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|
| TOD-1 Downtown | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-2 Mixed-use Neighborhood | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-3 Commercial Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-X (Future Zones as Needed) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TOD Overlay/Zoning Ordinance Amendment & Guidebook

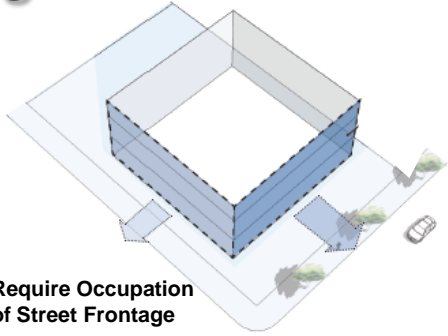
Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



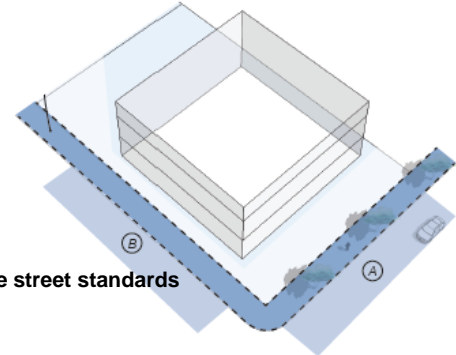
Drafting a TOD Guidebook



Articulate Massing and Form



Require Occupation of Street Frontage



Define street standards

PAGE NUMBER **ZONING** **PARKING** **DESIGN STANDARDS** **OTHER INCENTIVES**

| | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 |
|--|--------------------------------|-----------------------------|--------------------------------------|-----------------------|------------------------|------------------------------------|-----------------------------------|-----------------------------|--|---|-----------------------------|----------------------------|-------------------------------------|--|---|----------------------------------|---|------------------------------|----------------------------------|-----------------------------------|---|--|-------------------------------------|---------------------|--|------------------------------|--|-------------------------------|--------------------------|---------------------------------|-----|-----|
| | Modify Maximum Building Height | Modify Maximum Lot Coverage | Modify Allowable Residential Density | Modify Permitted Uses | Incentivize Mixed Uses | Incentivize Residential Conversion | Incentivize Specific Desired Uses | Incentivize Parcel Assembly | Incentivize Housing Choice and Opportunity | Define parking Location and Orientation | Modify Parking Requirements | Establish Parking Maximums | Require Parking Access Restrictions | Incentivize Shared and On-site Parking | Require Building Location and Orientation | Define Building Massing and Form | Define Configuration of Street Frontage | Require Open Space Provision | Define Arched Roof Intersections | Require Enhanced Street Hierarchy | Require Enhanced Pedestrian Connections | Require Pedestrian and Bike Enhancements | Promote Transit Station Integration | Promote Tax Credits | Invest in Infrastructure and Streetscape | Offer Property Tax Abatement | Offer Expedited Permitting and Approvals | Establish Targeted Loan Funds | Establish Grant Programs | Promote Financing Multiple Uses | | |

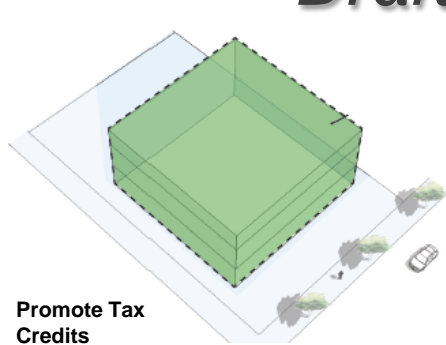
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOD-1 Downtown | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-2 Mixed-use Neighborhood | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-3 Commercial Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-X (Future Zones as Needed) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TOD Overlay/Zoning Ordinance Amendment & Guidebook

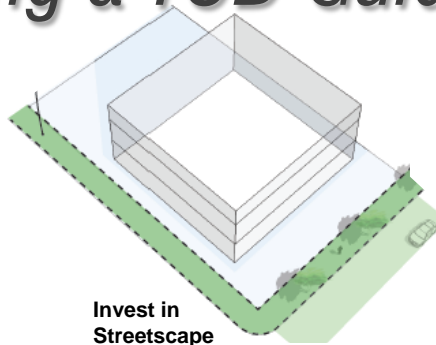
Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



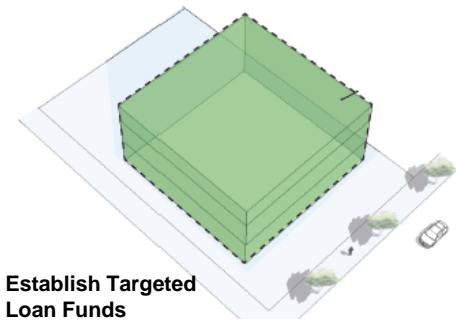
Drafting a TOD Guidebook



Promote Tax Credits



Invest in Streetscape



Establish Targeted Loan Funds

PAGE NUMBER **ZONING** **PARKING** **DESIGN STANDARDS** **OTHER INCENTIVES**

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|-----------------------------|--------------------------------------|-----------------------|------------------------|------------------------------------|-----------------------------------|-----------------------------|--|---|-----------------------------|----------------------------|-------------------------------------|--|------------------------------------|---|---------------------------------------|-----------------------------------|--|------------------------------|--------------------------------|-----------------------------------|--------------------------------|---------------------|--|------------------------------|--|-------------------------------|------------------------|---------------------------------|-----|-----|
| 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 |
| Modify Maximum Building Height | Modify Maximum Lot Coverage | Modify Allowable Residential Density | Modify Permitted Uses | Incentivize Mixed Uses | Incentivize Residential Conversion | Incentivize Specific Desired Uses | Incentivize Parcel Assembly | Incentivize Housing Choice and Opportunity | Define Parking Location and Orientation | Modify Parking Requirements | Establish Parking Maximums | Require Parking Access Restrictions | Define Building Landscape and Features | Require Shared and On-site Parking | Require Building Location and Orientation | Define Occupation of Messing and Form | Define Building Entry Orientation | Require Configuration of Street Frontage | Require Open Space Provision | Define Anchoring Intersections | Require Enhanced Street Hierarchy | Require Pedestrian Connections | Promote Tax Credits | Invest in Infrastructure and Streetscape | Offer Property Tax Abatement | Offer Expedited Permitting and Approvals | Establish Targeted Loan Funds | Promote Grant Programs | Promote Financing Multiple Uses | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOD-1 Downtown | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-2 Mixed-use Neighborhood | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| TOD-3 Commercial Corridor | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| TOD-X (Future Zones as Needed) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Process – *What we heard:*

From Community Workshop Sessions (July 23rd, 2012)

- Need density, people and housing in transit nodes
- Downtown needs residents
- Transit nodes need variety, mix of appealing destinations
- Design to fit the context and neighborhood
- Height and scale of buildings to complement the street width
- Big parking lots don't generate activity
- Orientation of buildings on site, parking behind buildings
- Need traffic calming on major avenues, intersection bulb-outs



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



CDTA

Process – *What we heard:*



From Community Workshop Sessions Yesterday (July 23rd, 2012)

- On long blocks, provide mid-block pedestrian crossings
- Create interest at transfer points, improve station experience
- Retail clusters need to be walkable
- Bikes can make missing connections – needs safe bike routes and bike parking
- Bus stops should be small parks with activities including bike storage and other amenities
- Include bike parking in zoning requirements
- Rebuild convenience shopping at transit nodes

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Process – What we heard:

Building Density and Design Preferences



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Process – What we heard:

Streetscape Element Preferences



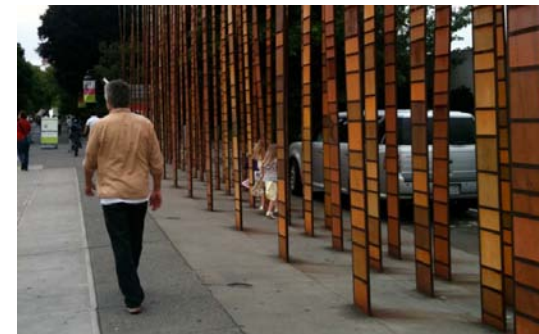
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Process – What we heard:

Parking Design Preferences



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Draft TOD Guidebook Prototype Zone Areas

“Downtown”

- A transit node similar to the area near **Clinton and Broadway**



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Draft TOD Guidebook Prototype Zone Areas

“Mixed-use Neighborhood”

- A transit node similar to the area near **Quail at Central**



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Draft TOD Guidebook Prototype Zone Areas

“Commercial Corridor”

- A transit node similar to the area near **North Manning and North Allen at Central Avenue**



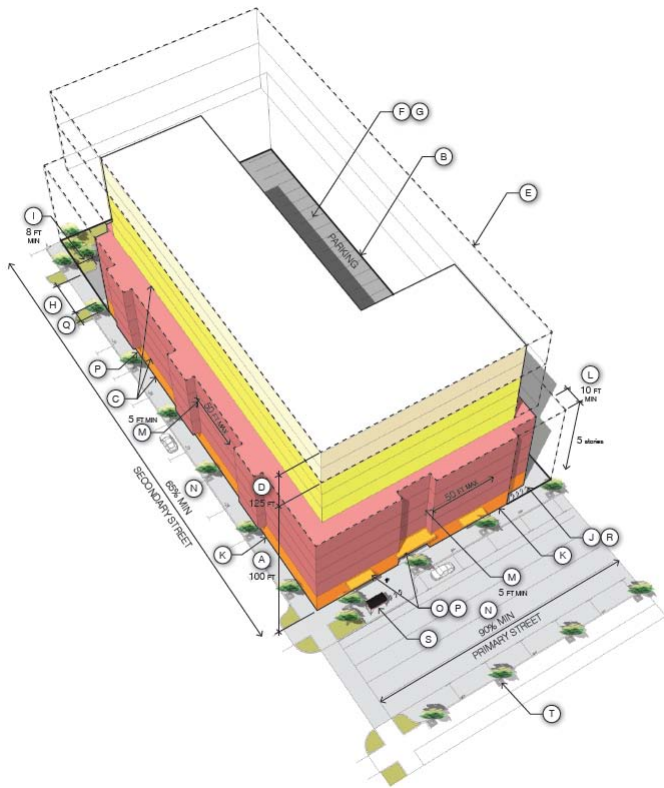
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

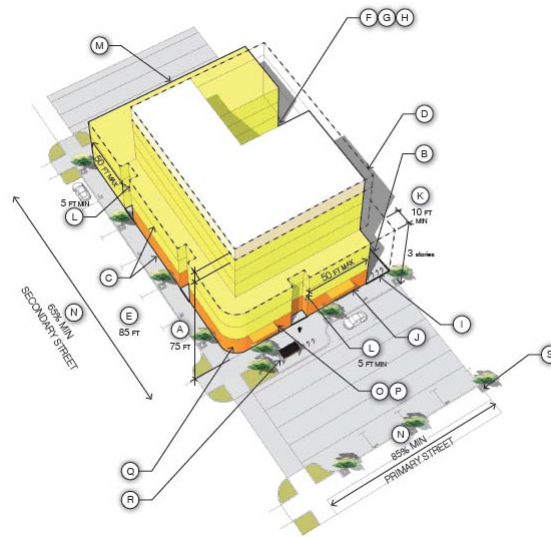
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



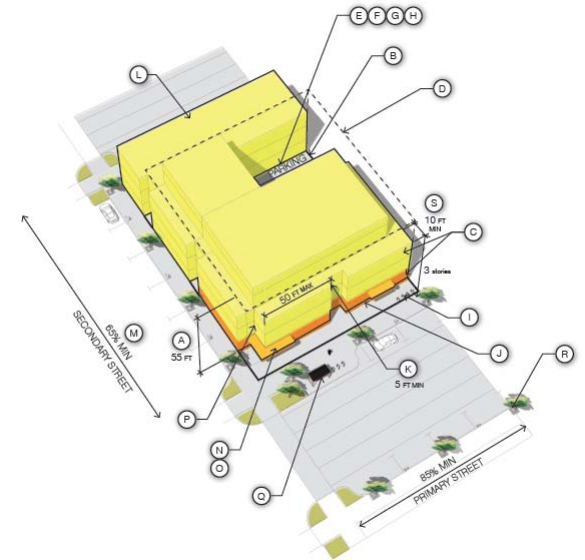
Proposed Pilot TOD Overlay Zones



TOD-1 Downtown Overlay District Overlay



TOD-2 Mixed-use Neighborhood Overlay



TOD-3 Commercial Corridor Overlay

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Overlay

“Downtown”

- A transit node similar to the area near **Clinton and Broadway**



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

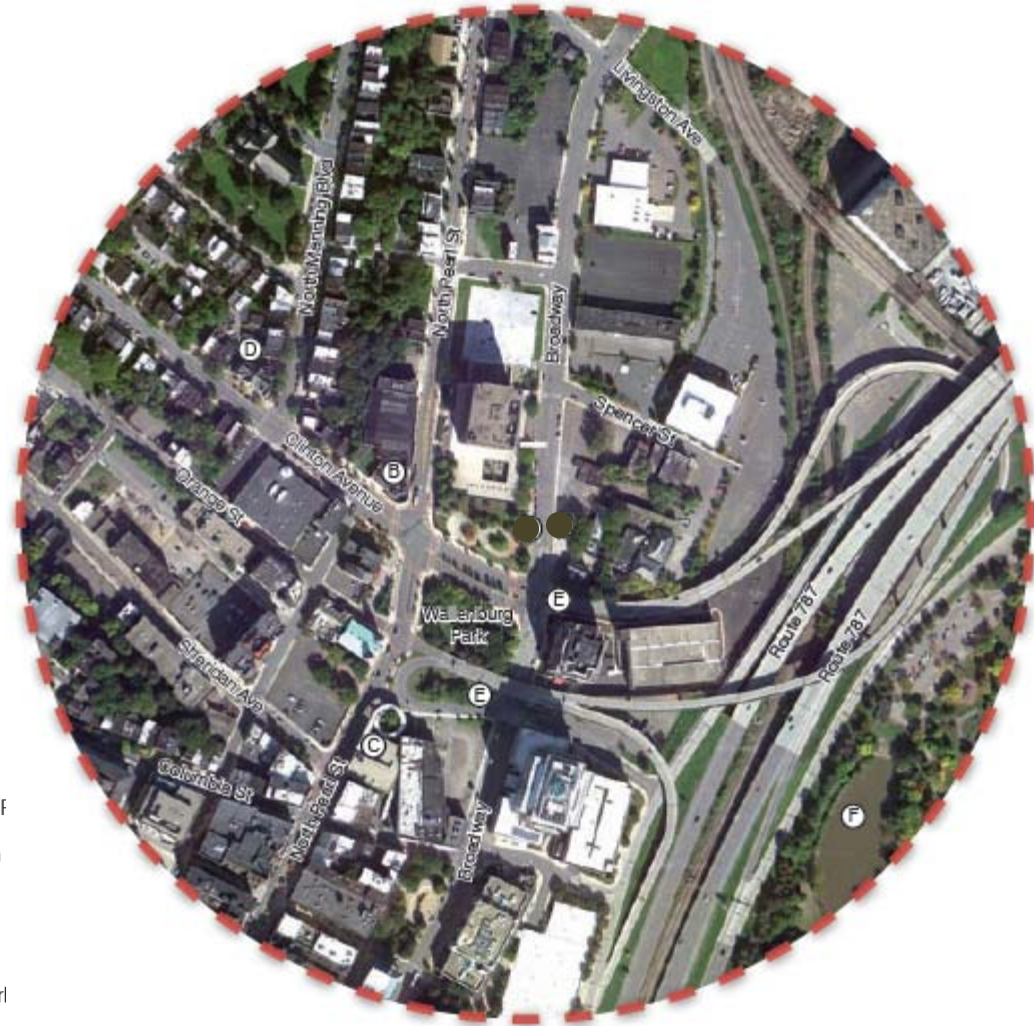
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Overlay District Overlay

Purpose and Intent:

- The overlay district creates an area within walking distance of Bus Rapid Transit station that is **compact, dense and pedestrian-oriented**.
- Focus upon **extending the downtown core** by reinforcing residential living and mixed-use projects with an
- Active ground floor **reinforcing downtown entertainment destinations**.



IMPORTANT NODE FEATURES

- (A) Future BRT Station
- (B) Palace Theatre
- (C) Cap Rep Theatre
- (D) Arbor Hill Neighborhood
- (E) Highway Access Ramps
- (F) Corning Preserve

OVERLAY ZONE BOUNDARY
(1/4 Mile Walking Radius)

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.

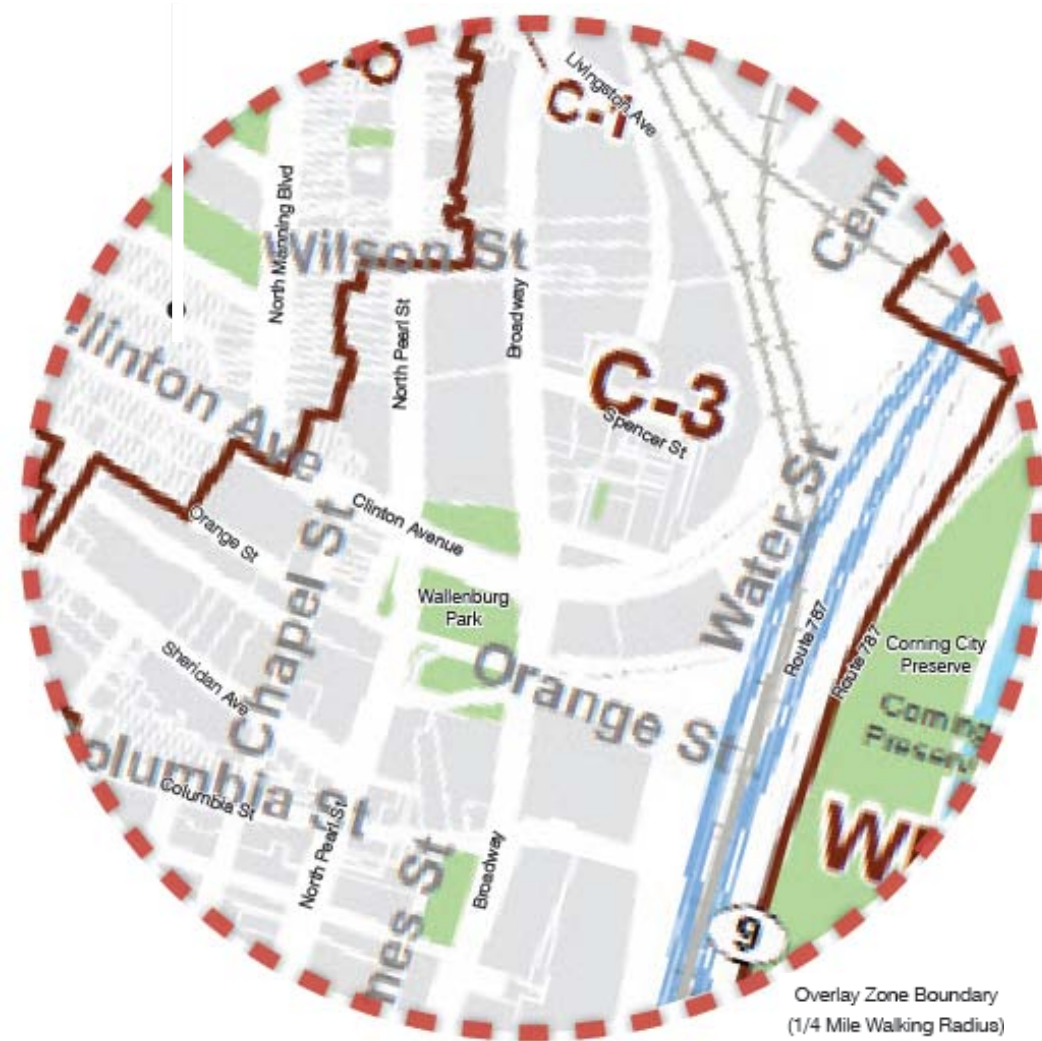


TOD-1 Downtown Overlay District Overlay

Boundary:

The boundary of the TOD Overlay District shall include any property located within a ¼ mile radius of the northern intersection of Clinton Avenue and Broadway.

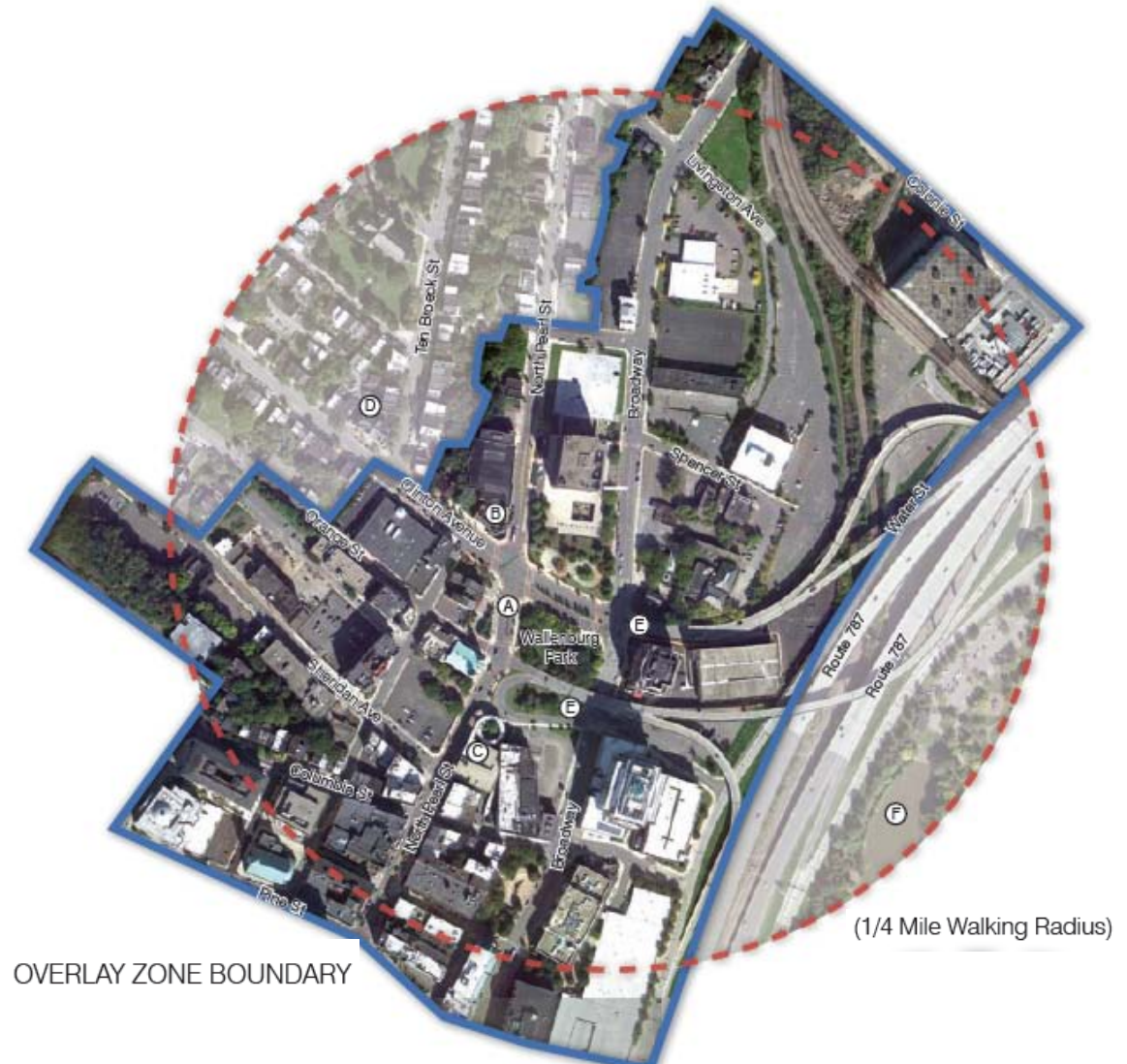
The boundary excludes underlying zone R-2B to protect the character of this residential neighborhood.



TOD-1 Downtown Overlay District Overlay

IMPORTANT NODE FEATURES

- (A) Future BRT Station
- (B) Palace Theatre
- (C) Cap Rep Theatre
- (D) Arbor Hill Neighborhood
- (E) Highway Access Ramps
- (F) Corning Preserve



OVERLAY ZONE BOUNDARY

(1/4 Mile Walking Radius)

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Overlay District Overlay

Dimensional Standards and Comparison to Underlying Zoning:

- The chart below summarizes the proposed characteristics of the TOD-1 Downtown Overlay District as compared to the existing characteristics of the underlying zoning.
- Entitlements within the overlay increase.

| Zone | Max. Height (Ft) | Max Lot Coverage (%) | Setbacks (F, B, S)* | Min. Lot Area (Sq Ft) | Min. Area / DU (Sq Ft) |
|--------------|--|----------------------|----------------------------|-----------------------|------------------------|
| TOD-1 | 100 (125)** | 90 (100)** | 0-10', 0, 0 | 2,000 | 500 (450)** |
| C-3 | 85 | 100, 75 (res) | 0, 0, 0; 0, 25, 0 (res) | 3,200 | none |
| C-M | 55 | 50 | 20, 20, 30 | 10,000 | none |
| C-O | 85 | 60 | 20, 25, 16 | 8,000 | none |
| R-2B | 35 | 45-50 | 5, 25, 0 | 2,000-3,000 | 1,500 |
| WF-2 | All yard requirements determined by site plan review | | | | |

* Setbacks (Front, Back, Side Yard) measured in Feet

** Numbers within parentheses () represent additional bonus provisions

TOD Overlay/Zoning Ordinance Amendment & Guidebook

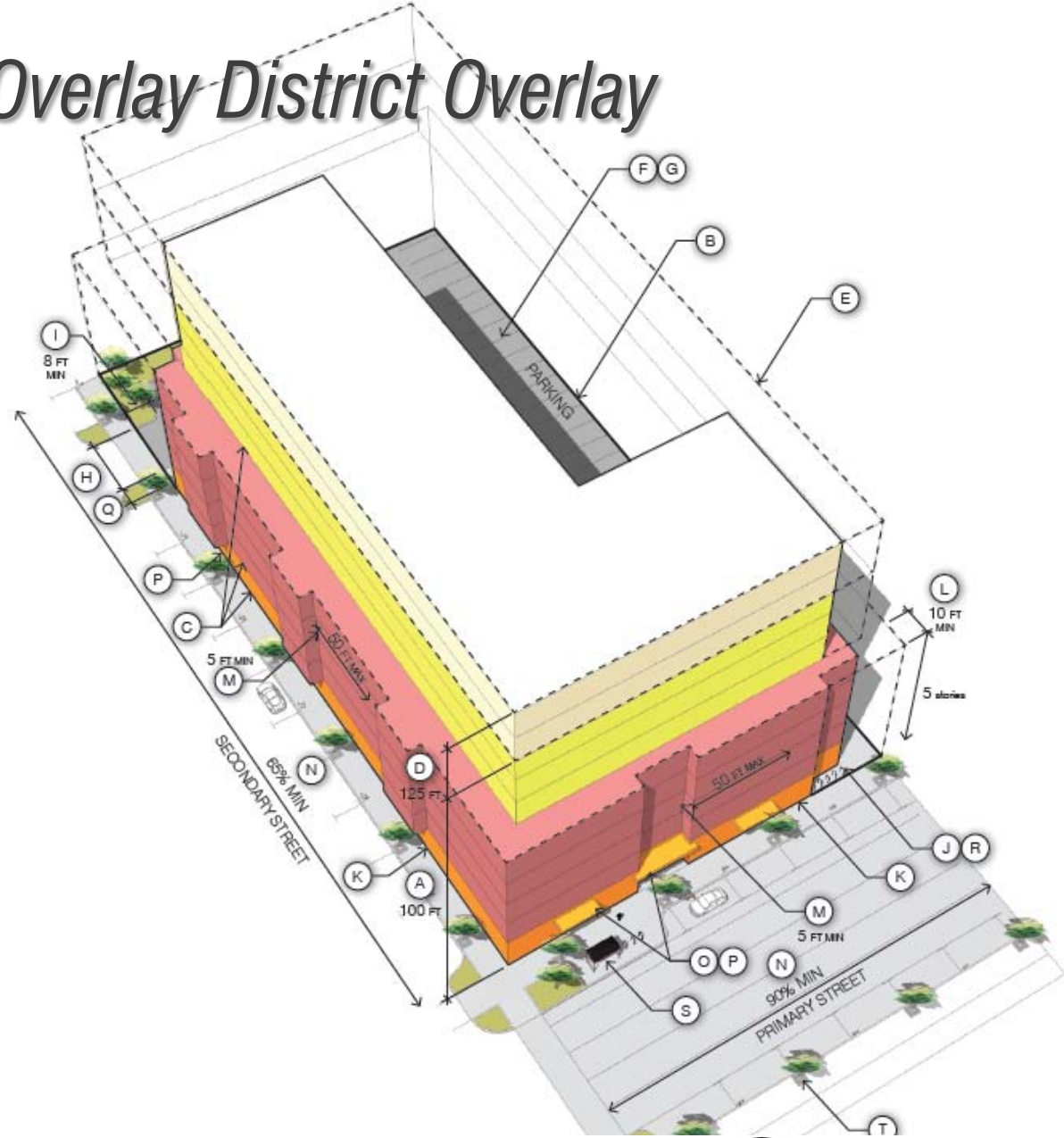
Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Overlay District Overlay

- (K) **Building location on site** - building location defines the street edges with 10 feet maximum front setback (shown as 0 feet setback).
- (L) **Articulate building massing** - a building step-back shall occur at 5 stories of a minimum of 10 feet.
- (M) **Articulate building massing** - below 5 stories, a change in the horizontal plane of the building facade shall occur a minimum of every 50' of facade length at a minimum depth of 5' (recess or bay).
- (N) **Required street frontage** - buildings must occupy a minimum of 90% of primary street frontage and 65% of secondary street frontage. Diagram shows 90% at primary street and 67% at secondary street.
- (O) **Define building entries** - locate entry on primary street frontage and articulate entry with architectural features.
- (P) **Active ground floor uses** - in mixed-use buildings, active building program elements shall be placed in the ground floor featuring facades with a high level of transparency.
- (Q) **Pedestrian connections** - pedestrian connections within parking areas shall be a minimum of 5' connecting to public sidewalks or building entries.
- (R) **Bicycle parking requirements** - provide bicycle parking near building entry in visible active location.
- (S) **Transit station integration** - integrate transit station into larger plaza with benches, bike racks, landscaping, public art and wayfinding.
- (T) **Streetscape investment** - target sidewalk, landscape, lighting, accessibility and crosswalk improvements at primary streets in TOD nodes.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

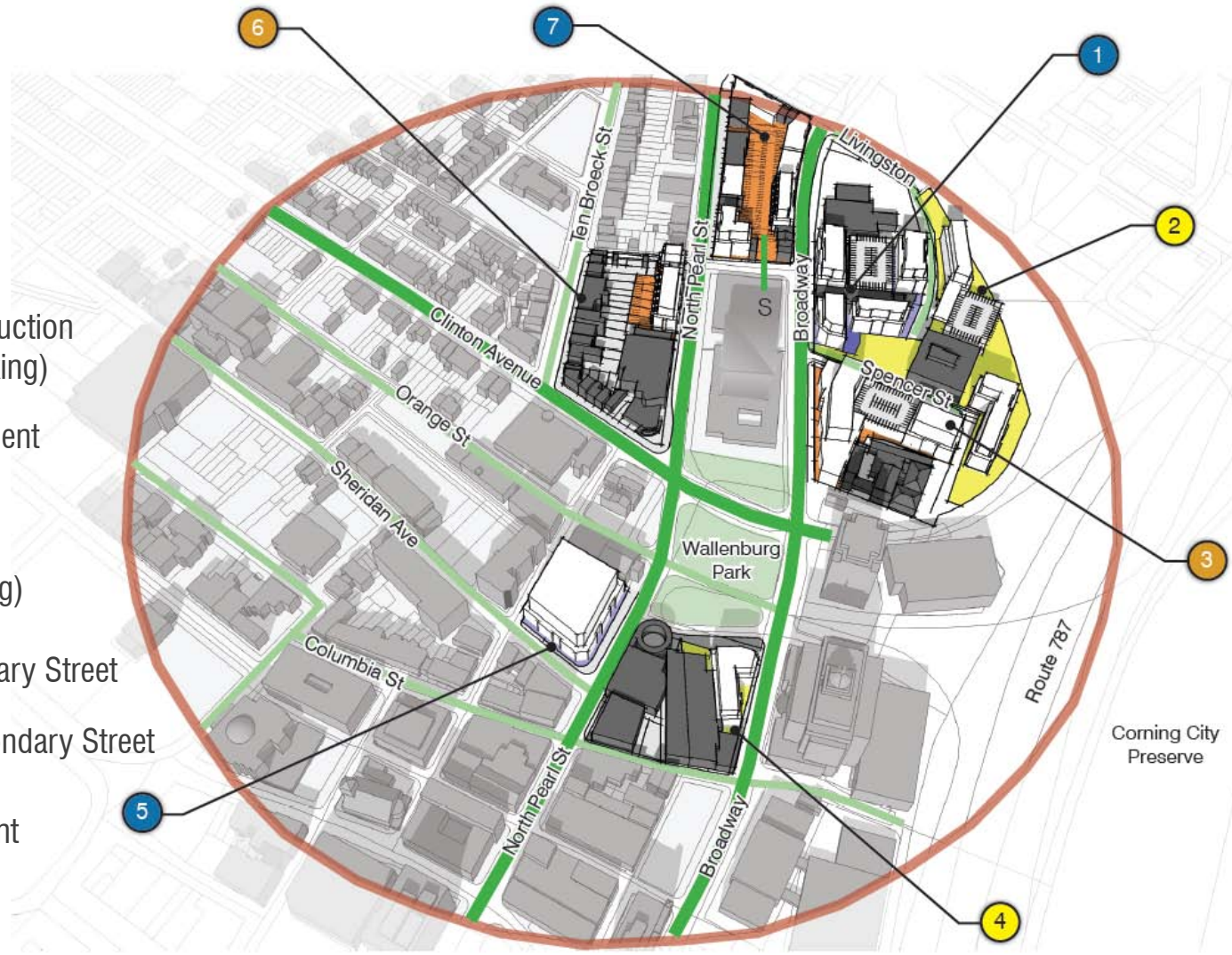
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Scenario Test Studies

Legend

-  Potential new construction (existing vacant/parking)
-  Potential redevelopment (existing building)
-  Potential addition (expansion of existing)
-  Public Realm – Primary Street
-  Public Realm – Secondary Street
-  Potential Development
-  Existing Buildings



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

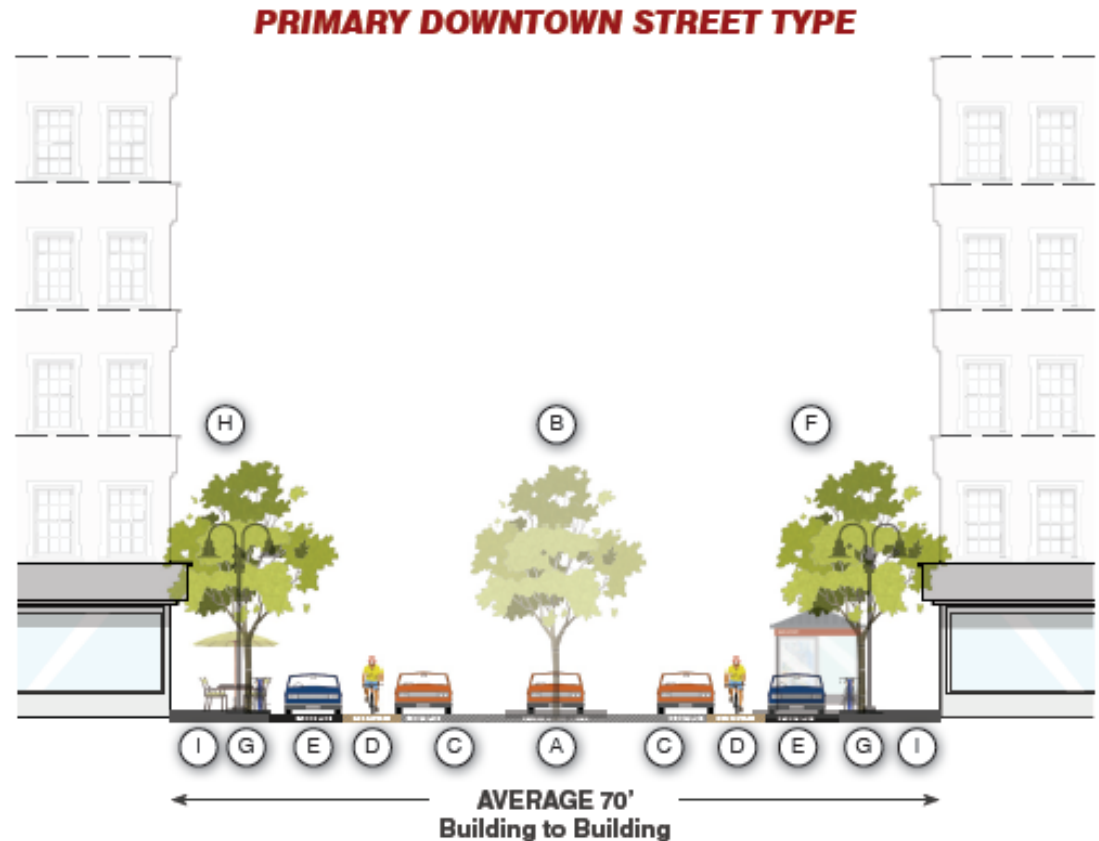
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Overlay District Overlay

Public Realm and Street Types:

- (A) **Center Turn Lane** - 11' center turn lane at intersections.
- (B) **Center Median** - Alternative to center turn lane, planted center median.
- (C) **Travel Lanes** - Typically (2) travel lanes, one lane in each direction of approximately 12' wide.
- (D) **Bicycle Sharrow** - Use bicycle sharrows on downtown bike routes to indicate shared lanes where adequate clearance is not available for separate bike lanes.
- (E) **On-Street Parking** - On street parking on both sides of street wherever possible, 8' wide.
- (F) **Bus Station** - Extend sidewalk area into parking lane for bus station to provide pedestrian plaza with amenities.
- (G) **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees, street lights, bicycle racks, benches and parking meters.
- (H) **Sidewalk Activity** - Extended sidewalk activity area to accommodate sidewalk cafes, seating or other active uses.
- (I) **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.



Primary Downtown Street Type includes Clinton Avenue, Broadway, and North Pearl Street

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-1 Downtown Overlay District Overlay

Public Realm and Street Types:

- (A) **Travel Lanes** - Typically (2) travel lanes, one lane in each direction of approximately 11' wide.
- (B) **On-street Parking** - On street parking on both sides of street wherever possible, 8' wide.
- (C) **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees, street lights, bicycle racks, and parking meters.
- (D) **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.

SECONDARY DOWNTOWN STREET TYPE



Secondary Downtown Street Type includes Sheridan Avenue, Columbia Street, North Manning Boulevard, Spencer Street and Livingston Avenue

Proposed TOD-1 Downtown Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

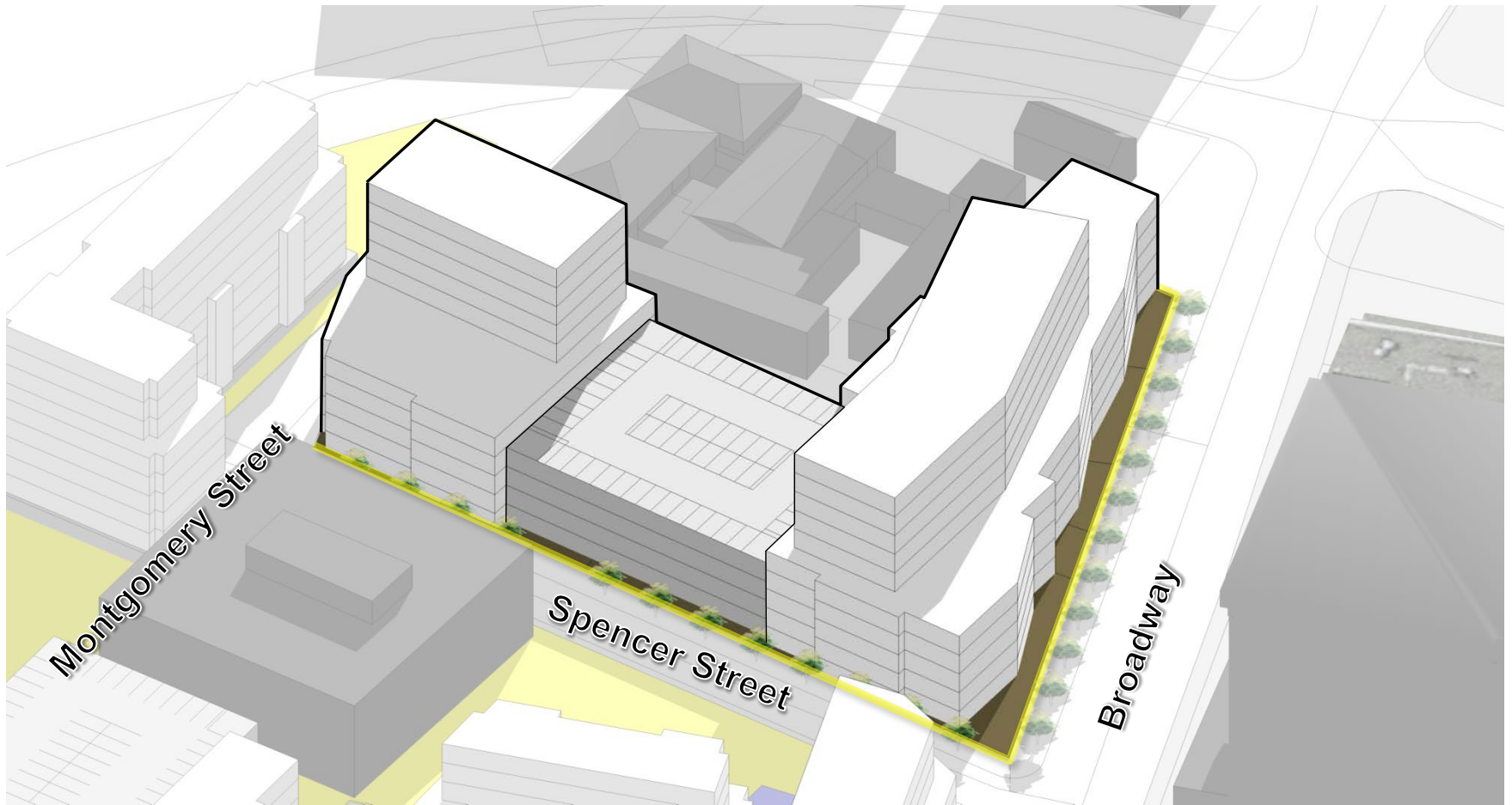
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

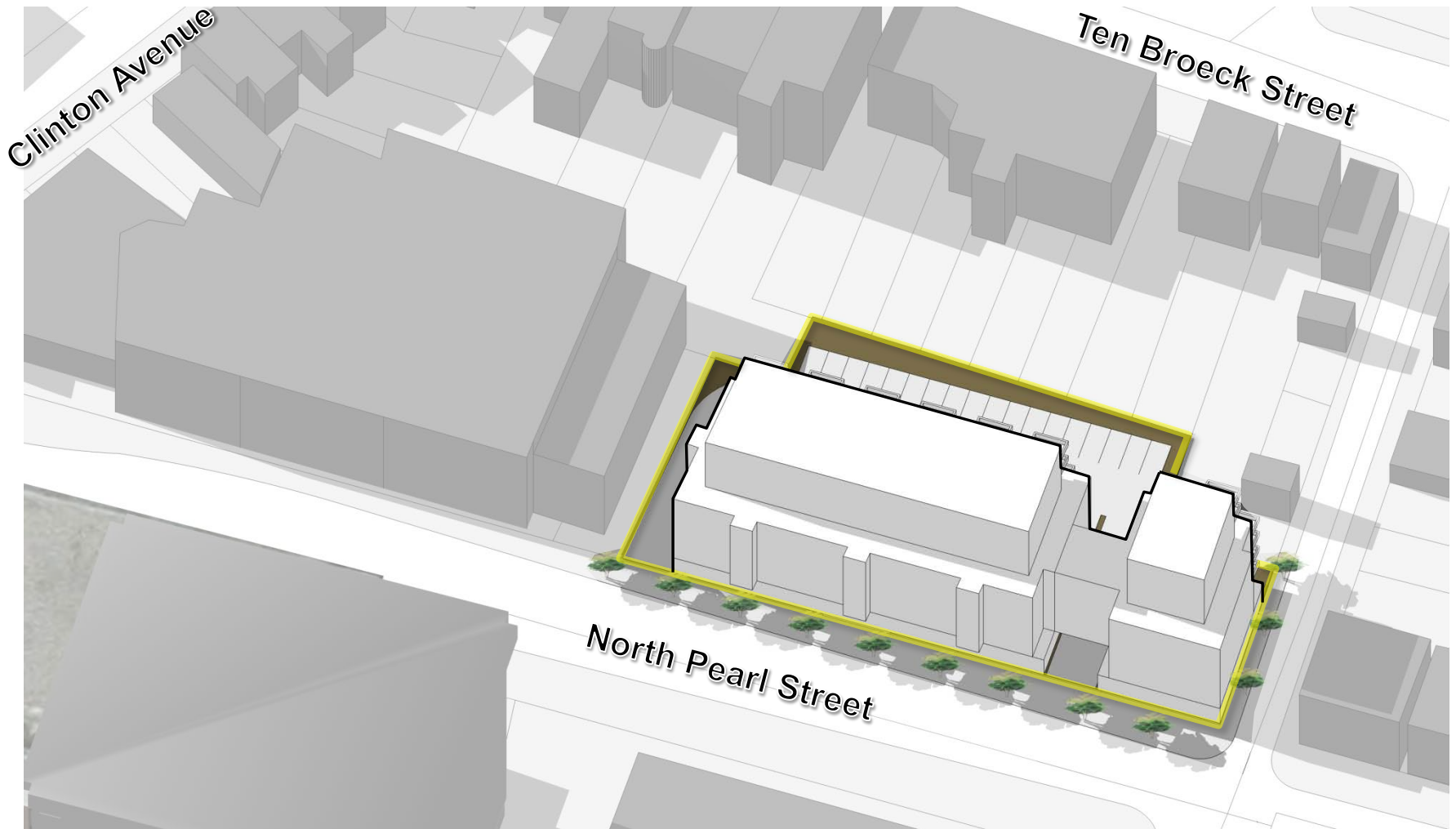
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

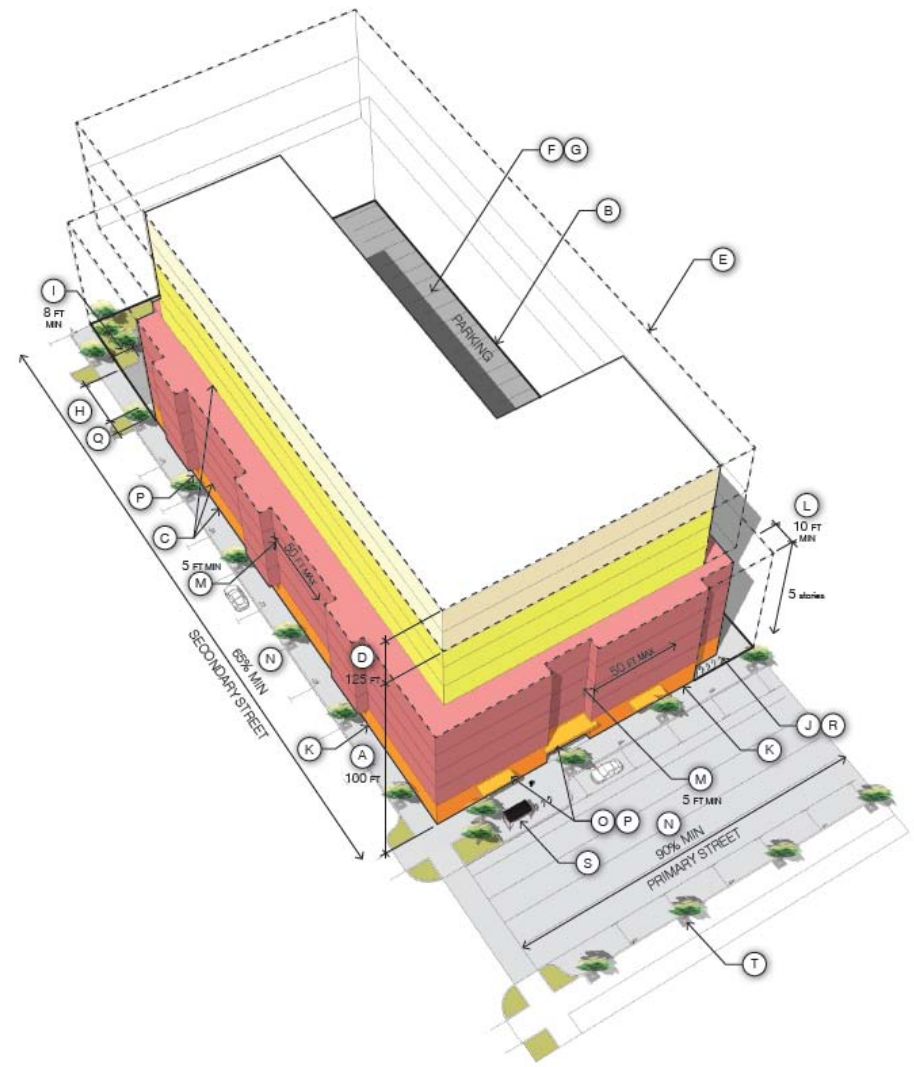
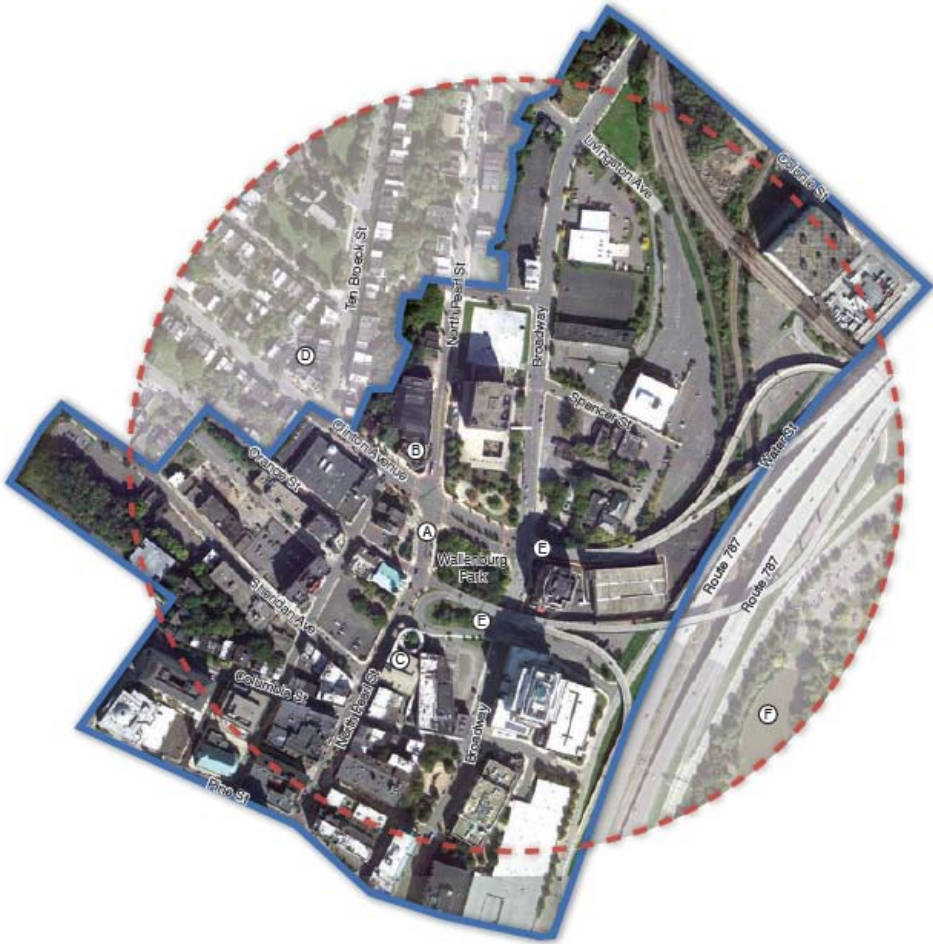
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-1 Downtown Overlay Discussion



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Draft TOD Guidebook Prototype Zone Areas

“Mixed-use Neighborhood”

- A transit node similar to the area near **Quail at Central**



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

Purpose and Intent:

- The overlay district creates an area within walking distance of Bus Rapid Transit station that is **compact, dense and pedestrian-oriented** while **respecting the context** of adjacent neighborhoods.
- Focus upon reinforcing Central Avenue as a **neighborhood center** by reinforcing ground-floor retail, expanding residential living, and mixed-use projects.



IMPORTANT NODE FEATURES

- Ⓐ Current BRT Station
- Ⓑ The Linda Performing Arts Studio
- Ⓒ Brighter Choice Charter School
- Ⓓ Restaurants
- Ⓔ WAMC Office

OVERLAY ZONE BOUNDARY
(1/4 Mile Walking Radius)

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

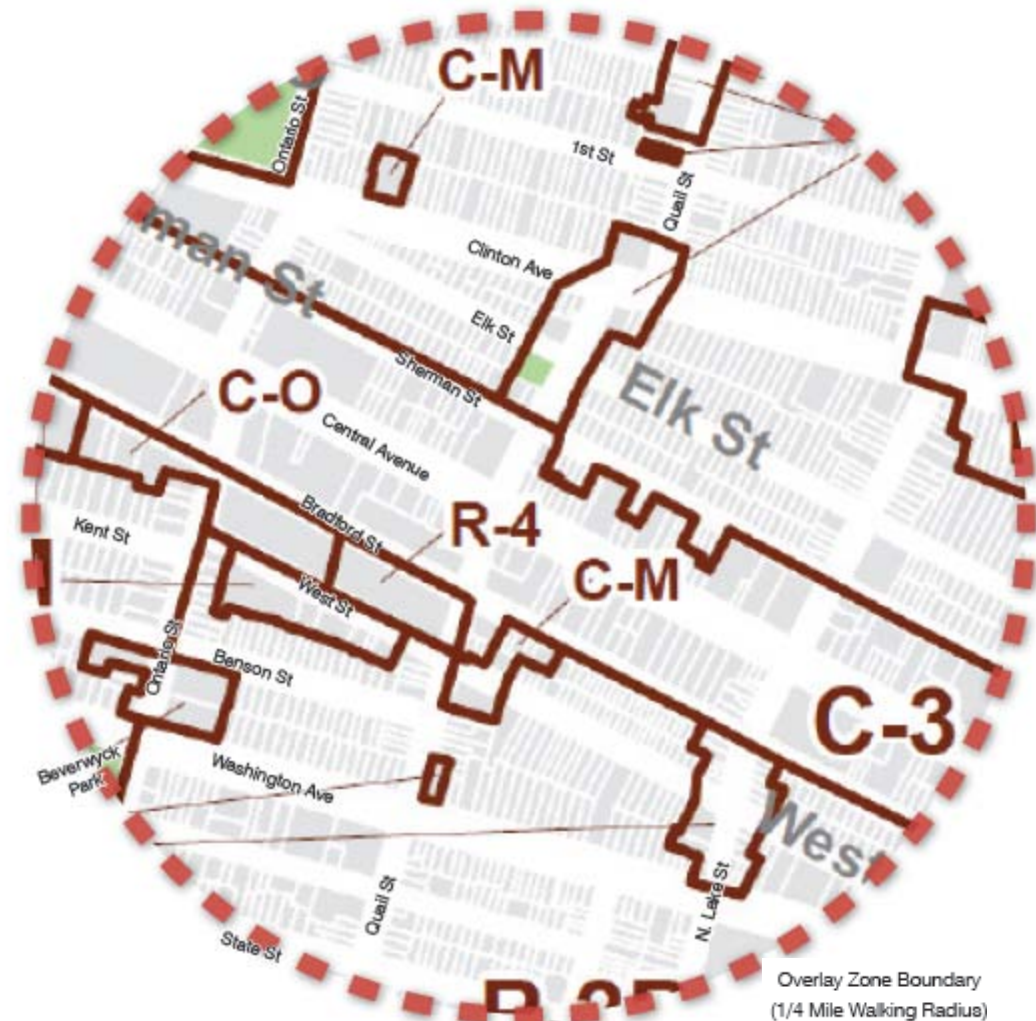
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

Boundary:

The boundary of the TOD Overlay District shall include any property located within a ¼ mile radius from the intersection of Central Avenue and Quail Street.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

IMPORTANT NODE FEATURES

- (A) Current BRT Station
- (B) The Linda Performing Arts Studio
- (C) Brighter Choice Charter School
- (D) Restaurants
- (E) WAMC Office



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

Dimensional Standards and Comparison to Underlying Zoning:

The chart below summarizes the proposed characteristics of the TOD-2 Mixed-use Neighborhood Overlay District as compared to the existing characteristics of the underlying zoning.

Entitlements within the overlay generally increase

| Zone | Max. Height (Ft) | Max Lot Coverage (%) | Setbacks (F, B, S)* | Min. Lot Area (Sq Ft) | Min. Area / DU (Sq Ft) |
|--------------|--|----------------------|----------------------------|-----------------------|------------------------|
| TOD-2 | 75 (85)** | 75 (100)** | 0-10. 0. 0 | 2,000 | 750 (500)** |
| C-3 | 85 | 100, 75 (res) | 0, 0, 0; 0, 25, 0 (res) | 3,200 | none |
| C-1 | 35 | 50 | 0, 20, 0 | 3,200 | none |
| C-M | 55 | 50 | 20, 20, 30 | 10,000 | none |
| C-O | 85 | 60 | 20, 25, 16 | 8,000 | none |
| R-2A | 35 | 35 | 20,16,25 | 4,000-5,000 | none |
| R-2B | 35 | 45-50 | 5, 25, 0 | 2,000-3,000 | 1,500 |
| R-4 | 35-85 | 33-50 | 20, 40, 40 | 2,000-20,000 | 0-2,000 |
| LC | All yard requirements determined by site plan review | | | | |

* Setbacks (Front, Back, Side Yard) measured in Feet

** Numbers within parentheses () represent additional bonus provisions

TOD Overlay/Zoning Ordinance Amendment & Guidebook

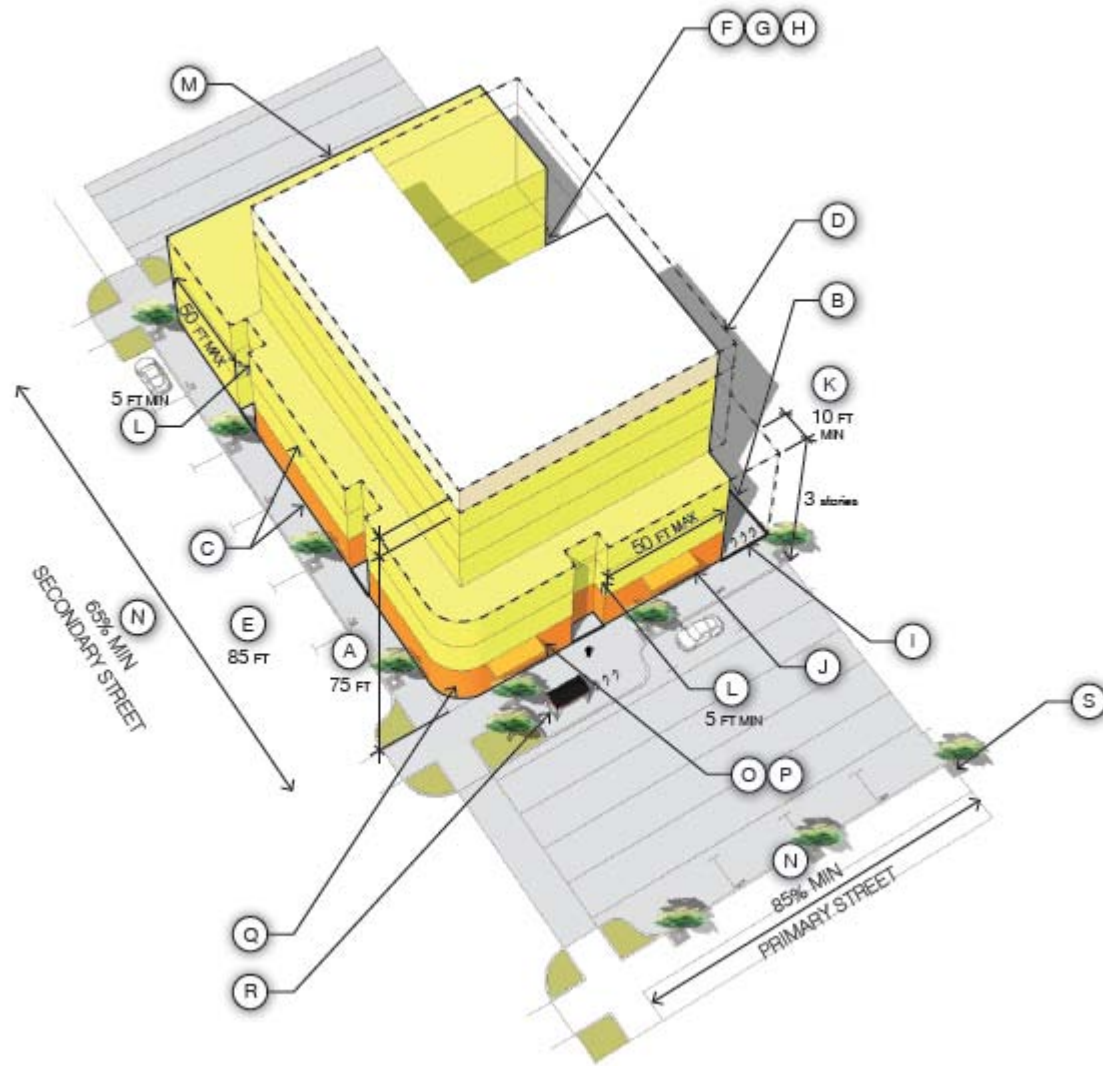
Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

- (A) **Maximum building height of 75'** - shown as 6 stories, 12'-6" average floor-to-floor height
- (B) **Maximum lot coverage of 75%** - shown as lot coverage of 70% based upon typical building depths, development footprint (10,600 square feet), and on-site parking.
- (C) **Allowable Uses** - the diagram shows one possible use configuration within the range of allowable uses - a retail ground floor (orange) and upper residential floors (yellow). Any configuration of the allowable uses is permitted as mixed or single-use buildings.
- (D) **Additional lot coverage** - to incentive specific uses - retail and entertainment destinations - maximum lot coverage would increase to 100% for projects including this type of use. A building volume of 100% lot coverage is shown as dashed lines.
- (E) **Additional building height** - to incentive development of larger parcels, the maximum building height increases to 85' if parcel area is greater than 10,000 square feet.
- (F) **Parking location** - parking must occur at the center of development blocks, screened from the street.
- (G) **Parking requirements** - reduce parking requirements to increase development density and encourage transit ridership.
- (H) **Parking access restrictions** - vehicular access to parking areas is located on a secondary street and is a maximum of 24 feet wide.
- (I) **Bicycle parking requirements** - provide bicycle parking at 1 space for every 10 vehicular parking spaces.
- (J) **Building location on site** - building location defines the street edges with 10 feet maximum front setback (shown as 0 feet setback).



TOD Overlay/Zoning Ordinance Amendment & Guidebook

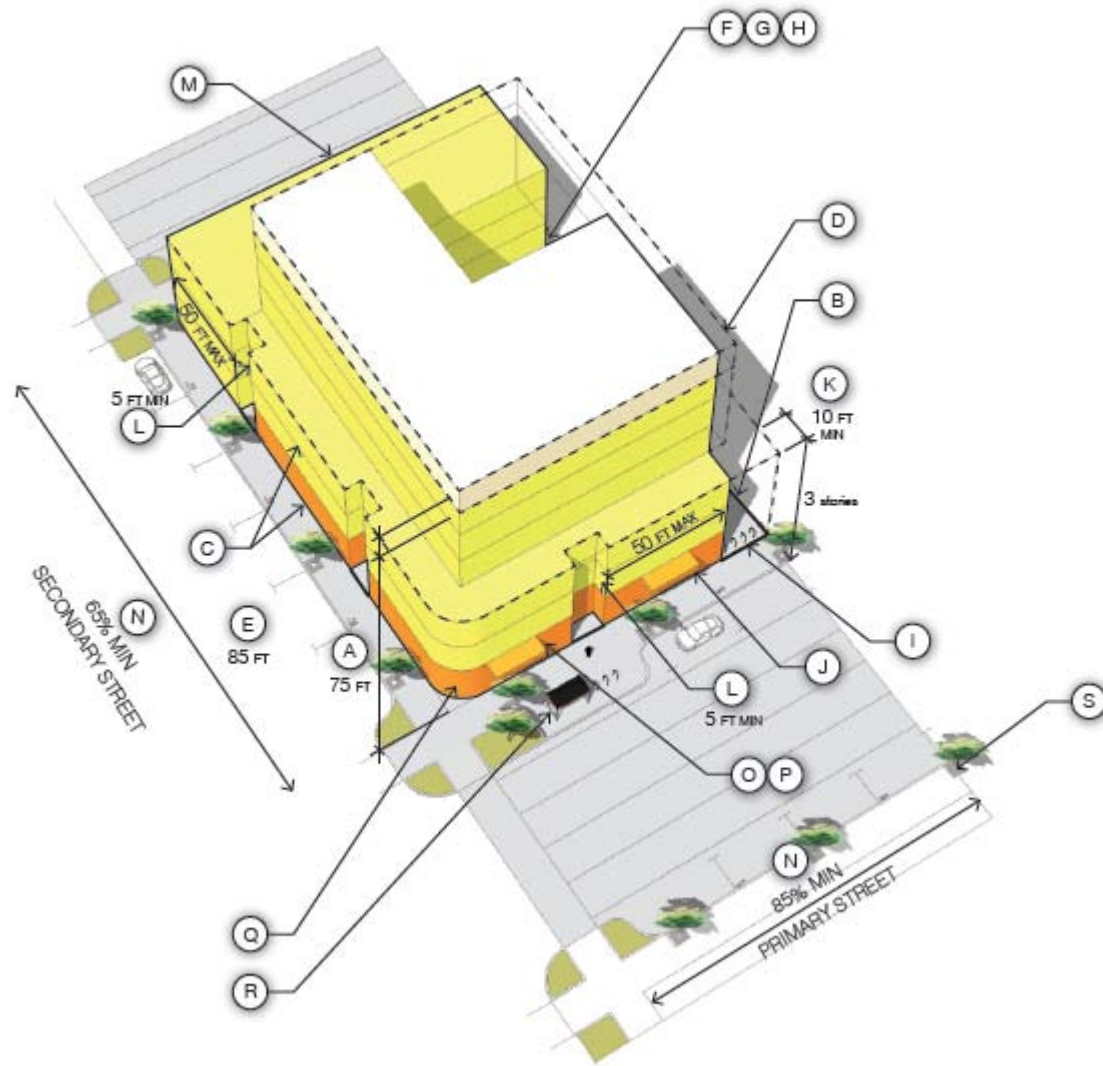
Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

- (K) **Articulate building massing** - a building step-back shall occur at 3 stories with a minimum of 10 feet.
- (L) **Articulate building massing** - below 3 stories, a change in the horizontal plane of the building facade shall occur a minimum of every 50' of facade length at a minimum depth of 5' (recess or bay).
- (M) **Articulate building massing** - portions of a building that front on a secondary street only shall be restricted to 3 stories.
- (N) **Required street frontage** - buildings must occupy a minimum of 85% of primary street frontage and 65% of secondary street frontage. Diagram shows 85% at primary street and 96% at secondary street.
- (O) **Define building entries** - locate entry on primary street frontage and articulate entry with architectural features.
- (P) **Active ground floor uses** - in mixed-use buildings, active building program elements shall be placed in the ground floor featuring facades with a high level of transparency.
- (Q) **Anchor street corners** - building massing and articulation shall respond to street intersections by special facade or massing treatment at the corner.
- (R) **Transit station integration** - integrate transit station into larger plaza with benches, bike racks, landscaping, public art and wayfinding.
- (S) **Streetscape investment** - target sidewalk, landscape, lighting, accessibility and crosswalk improvements at primary streets in TOD nodes.



TOD Overlay/Zoning Ordinance Amendment & Guidebook








Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Scenario Test Studies

Legend

-  Potential new construction (existing vacant/parking)
-  Potential redevelopment (existing building)
-  Potential addition (expansion of existing)
-  Public Realm – Primary Street
-  Public Realm – Secondary Street
-  Potential Development
-  Existing Buildings



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

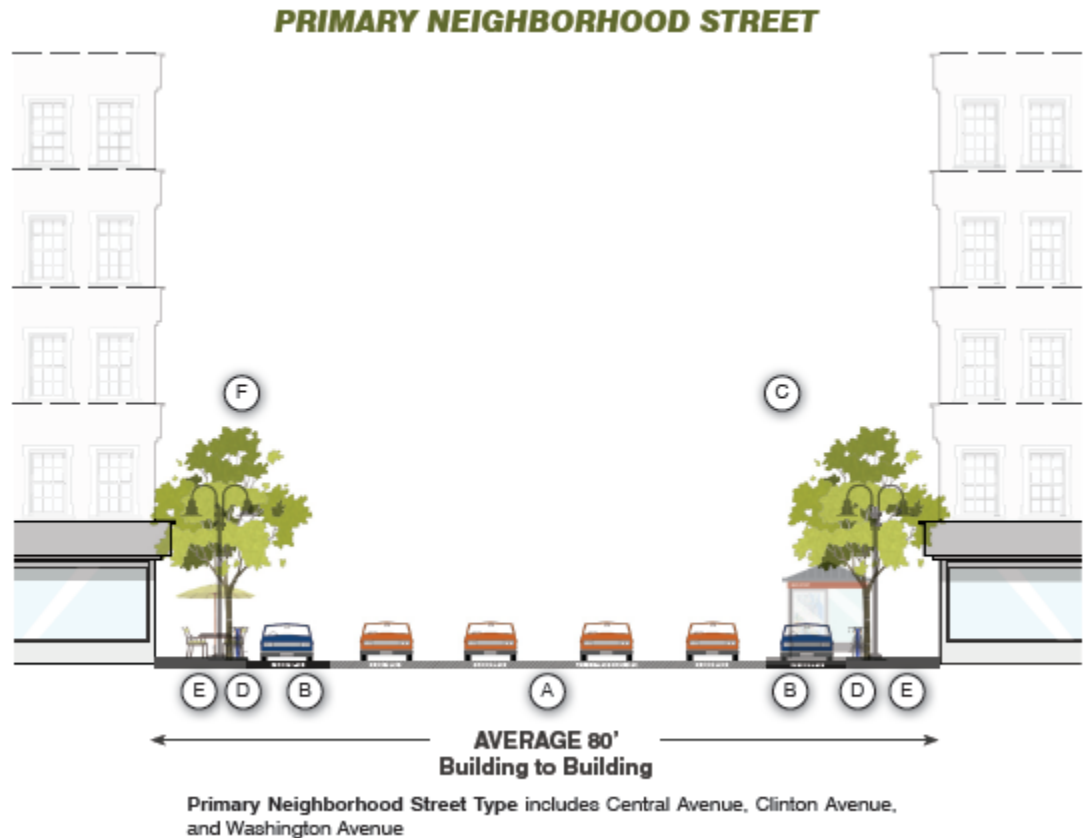
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-2 Mixed-use Neighborhood Overlay

Public Realm and Street Types:

- (A) **Travel Lanes** - Typically (4) travel lanes, one lane in each direction of approximately 12' wide.
- (B) **On-Street Parking** - On street parking on both sides of street wherever possible, 8' wide.
- (C) **Bus Station** - Extend sidewalk area into parking lane for bus station to provide pedestrian plaza with amenities.
- (D) **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees, street lights, bicycle racks, benches and parking meters.
- (E) **Sidewalk Activity** - Extended sidewalk activity area to accommodate sidewalk cafes, seating or other active uses.
- (F) **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.

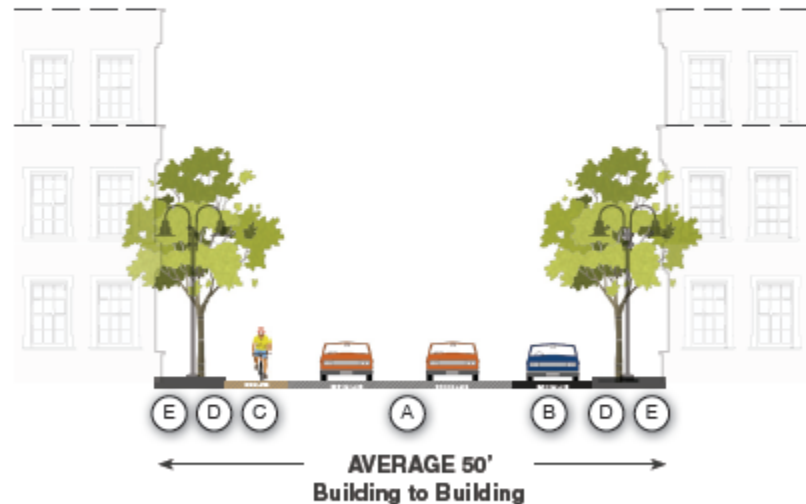


TOD-2 Mixed-use Neighborhood Overlay

Public Realm and Street Types:

- (A) **Travel Lanes** - Typically (2) travel lanes, one lane in each direction of approximately 11' wide.
- (B) **On-street Parking** - On street parking on one side of street wherever possible, 8' wide.
- (B) **Bicycle Lane** - On street bicycle lane to replace one side of on-street parking and provide a bicycle route alternative to the primary streets, minimum width of 5 feet.
- (D) **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees and street lights.
- (E) **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.

SECONDARY NEIGHBORHOOD STREET



Secondary Neighborhood Street Type includes Quail Street, Sherman Street, Lake Street, 1st Street, Bradford Street, West Street, Kent Street, Benson Street, Ontario Street, and State Street

Proposed TOD-2 Mixed-use Neighborhood Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

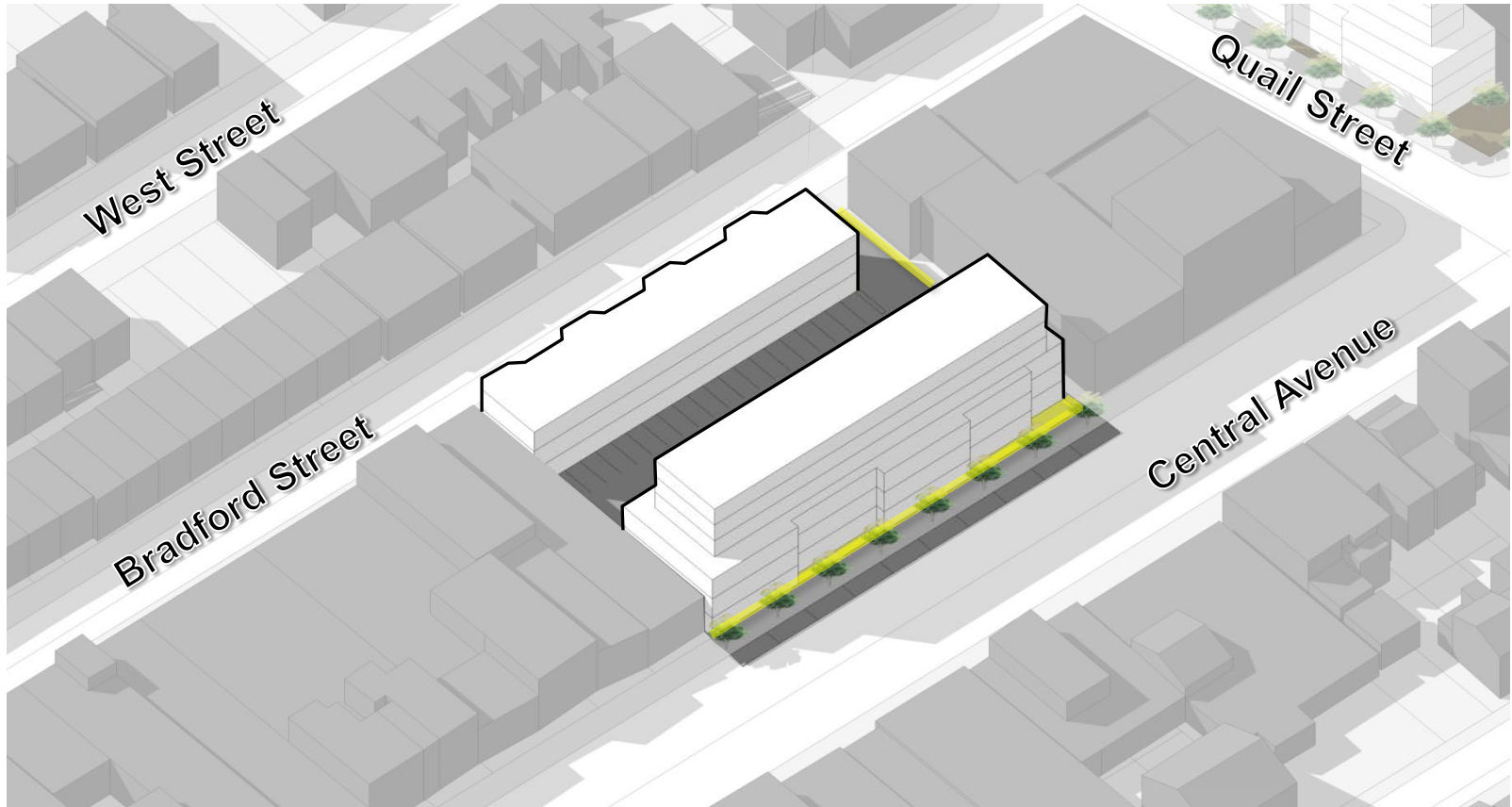
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

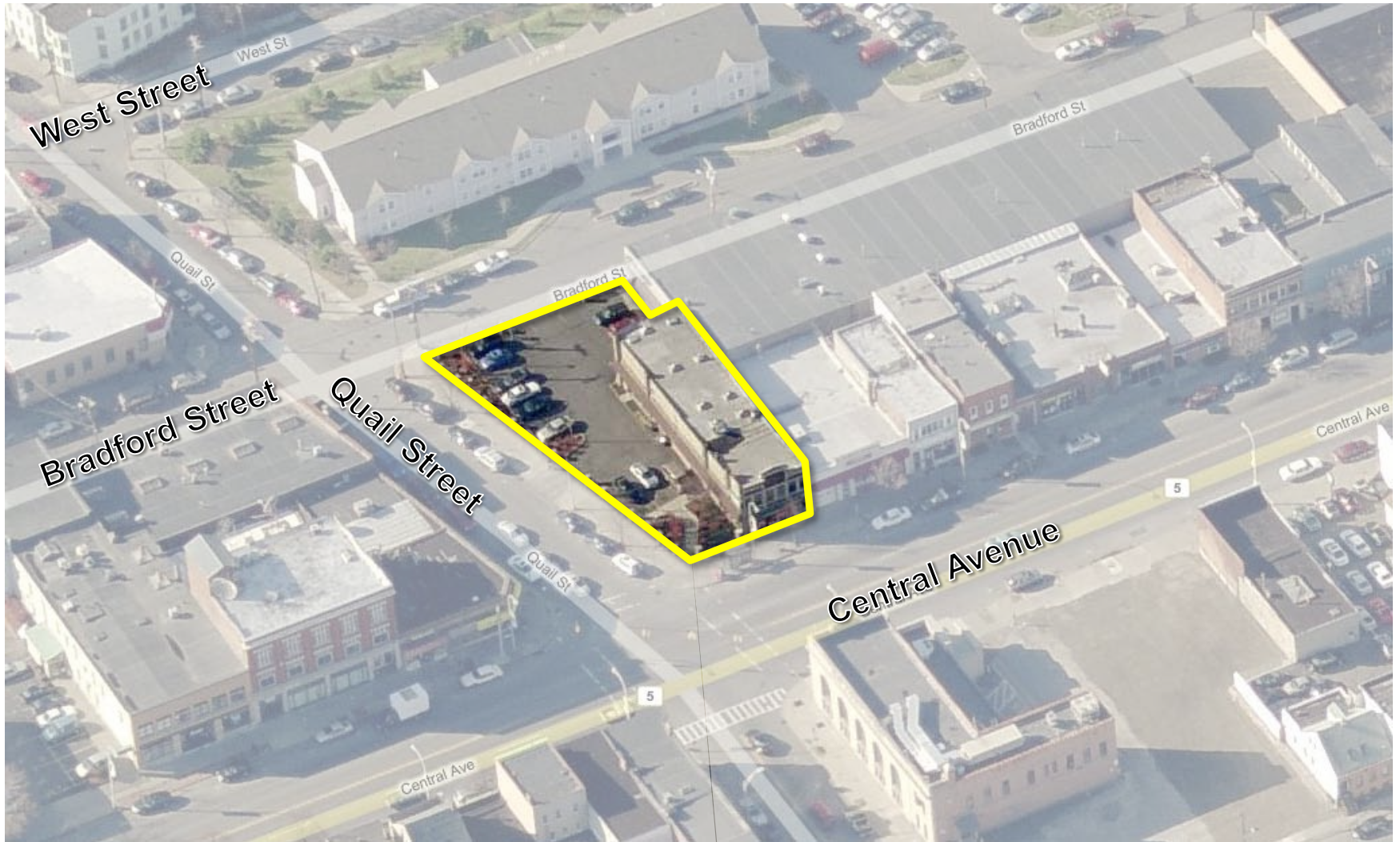
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

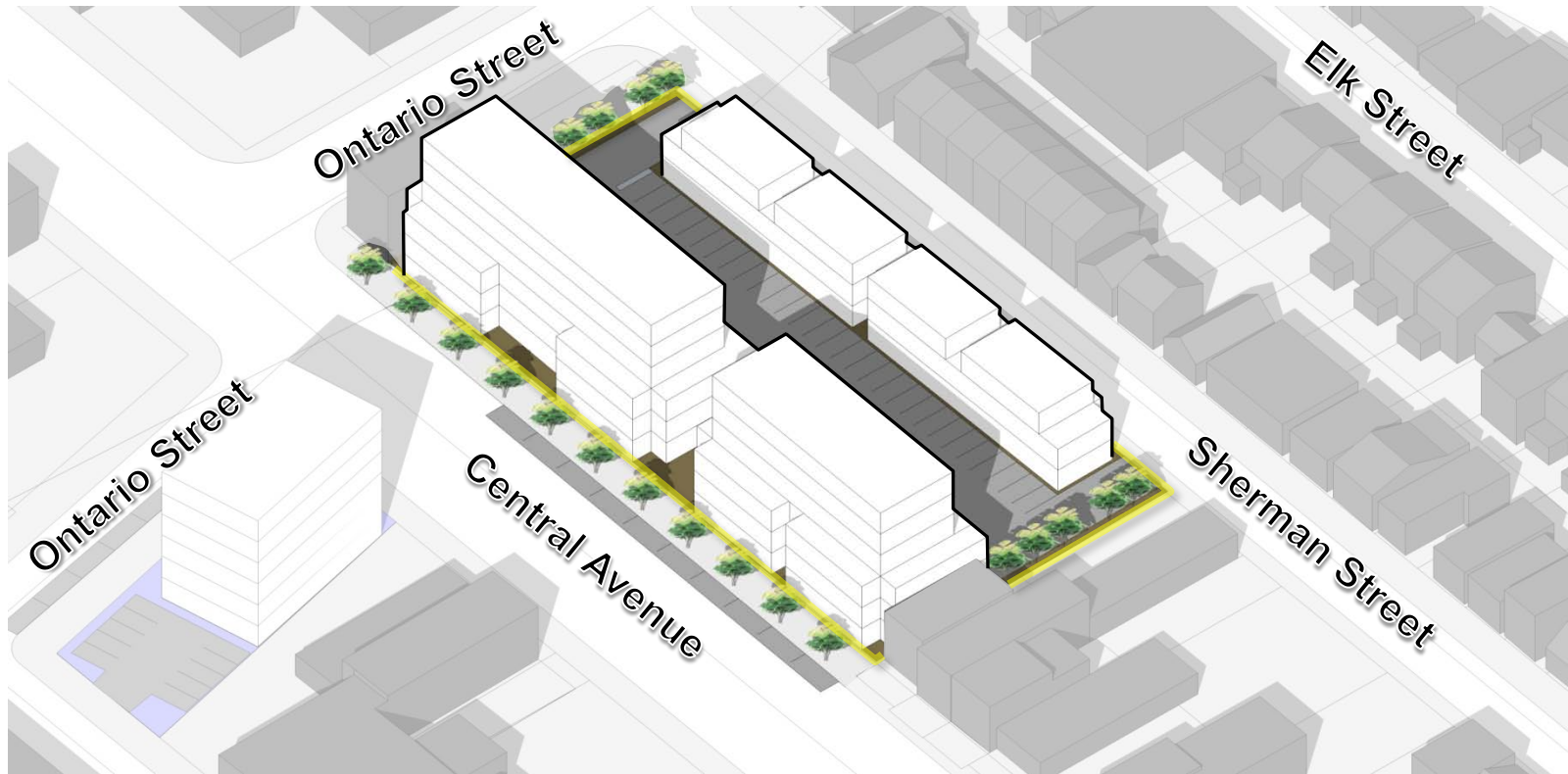
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

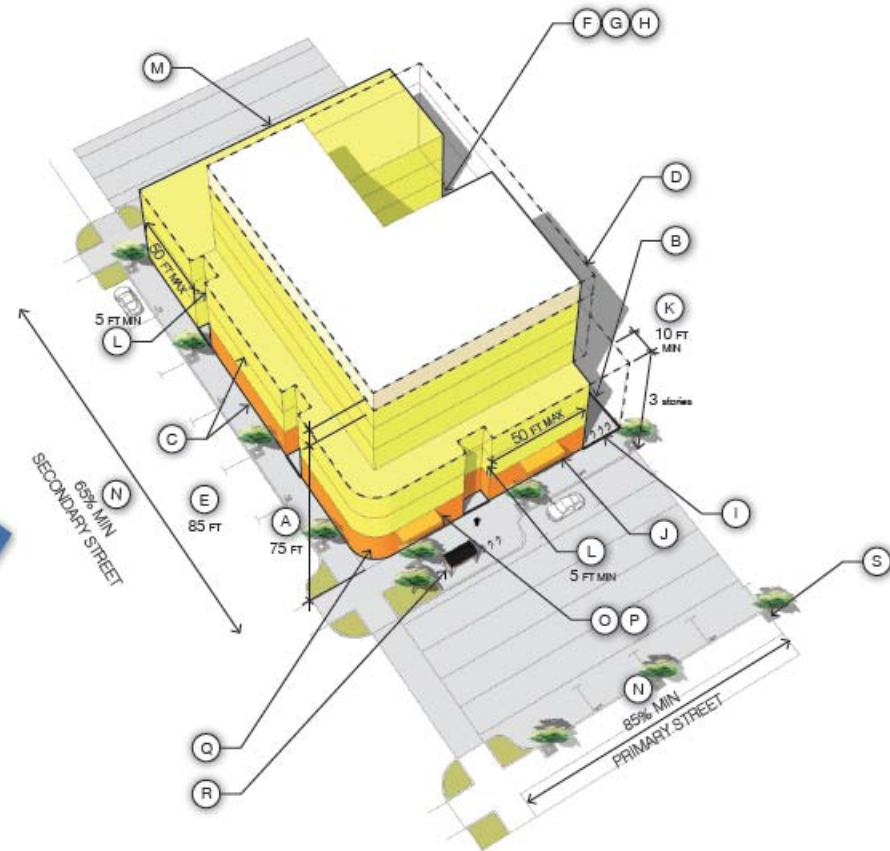
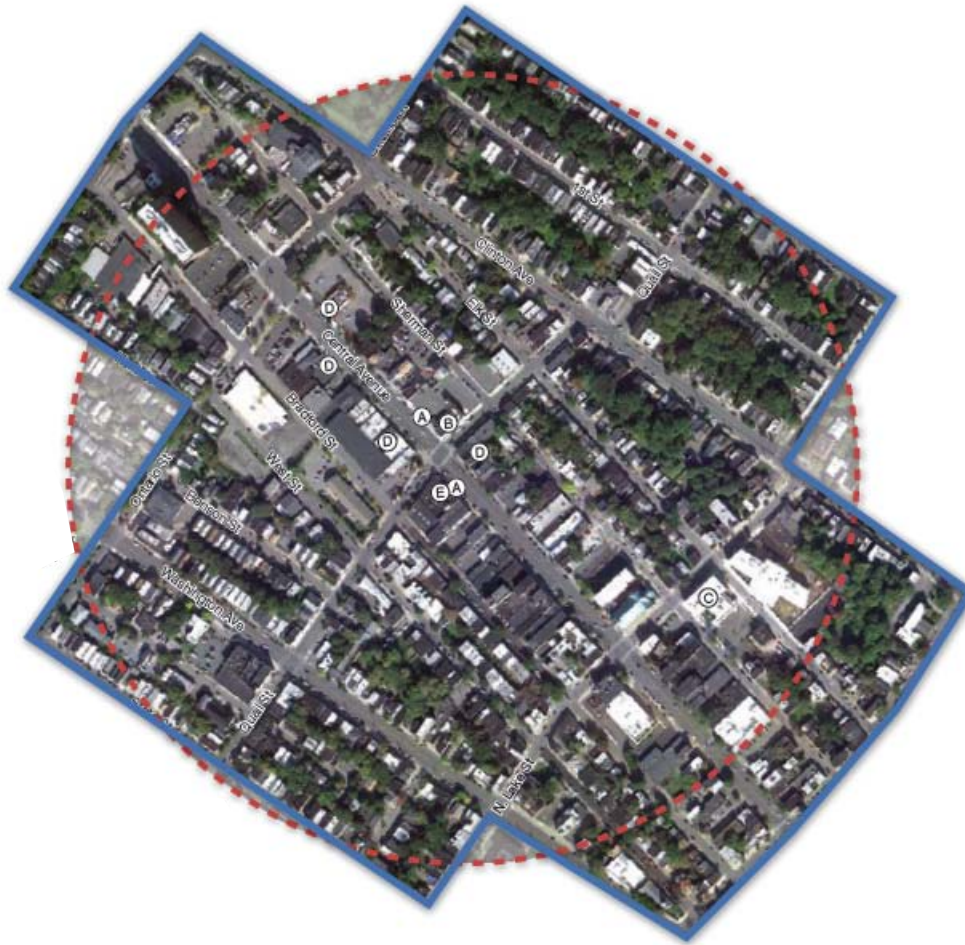
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-2 Mixed-use Neighborhood Discussion



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

Purpose and Intent:

The overlay district creates an area within walking distance of Bus Rapid Transit station that is compact, dense and pedestrian-oriented while respecting the context of adjacent neighborhoods. The TOD-3 Commercial Corridor Overlay District places a focus upon **increased residential density** and a **walkable commercial corridor** at Central Avenue.



IMPORTANT NODE FEATURES

- Ⓐ Current BRT Stations
- Ⓑ St. Anne Institute
- Ⓒ Henry Johnson Charter School
- Ⓓ Abrookin Vocational Tech Center

OVERLAY ZONE BOUNDARY
(1/4 Mile Walking Radius)

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

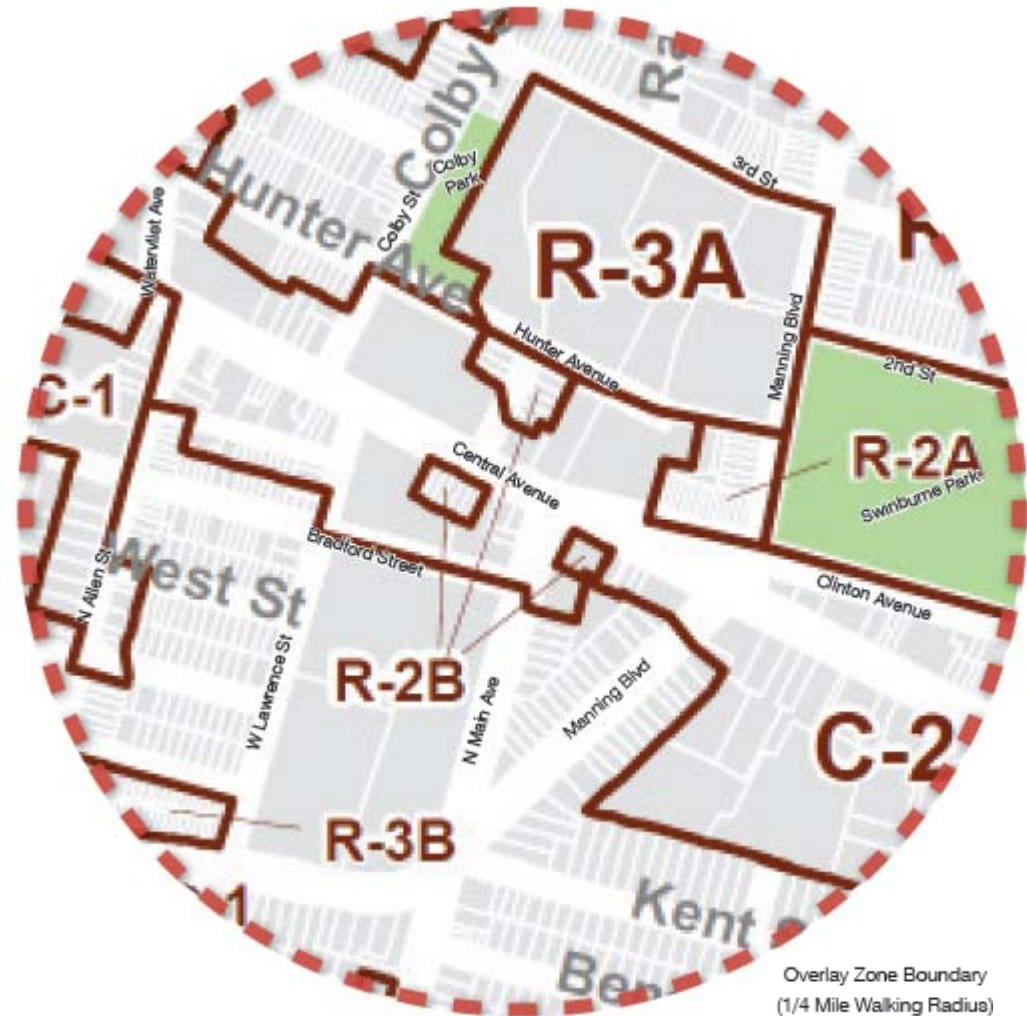
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

Boundary:

The boundary of the TOD Overlay District shall include any property located within a ¼ mile radius from the midpoint between North Allen Street and Manning Boulevard along Central Avenue.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

© Henry Johnson Charter School
© Abrookin Vocational Tech Center

Overlay Zone Boundary



IMPORTANT NODE FEATURES

- (A) Current BRT Stations
- (B) St. Anne Institute
- (C) Henry Johnson Charter School
- (D) Abrookin Vocational Tech Center

(1/4 Mile Walking Radius)

OVERLAY ZONE BOUNDARY
(1/4 Mile Walking Radius)

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

Dimensional Standards and Comparison to Underlying Zoning:

The chart below summarizes the proposed characteristics of the TOD-3 Commercial Corridor Overlay District as compared to the existing characteristics of the underlying zoning.

| <i>Zone</i> | <i>Max. Height (Ft)</i> | <i>Max Lot Coverage (%)</i> | <i>Setbacks (F, B, S)*</i> | <i>Min. Lot Area (Sq Ft)</i> | <i>Min. Area / DU (Sq Ft)</i> |
|--------------|--|-----------------------------|----------------------------|------------------------------|-------------------------------|
| TOD-3 | 55 | 75 (100)** | 5-15, 10, 0 | 2,000 | 750 |
| C-2 | 35 | 50 | varies, 30, none | 3,200 | none |
| C-1 | 35 | 50 | 0, 20, 0 | 3,200 | none |
| R-2A | 35 | 35 | 20,16,25 | 4,000-5,000 | none |
| R-2B | 35 | 45-50 | 5, 25, 0 | 2,000-3,000 | 1,500 |
| R-3A | 35 | 35-50 | 20, 25, 8 | 4,000 | 2,000 |
| R-3B | 40 | 50 | varies, 25, 0 | 1,400-6,000 | 1,000 |
| LC | All yard requirements determined by site plan review | | | | |

* Setbacks (Front, Back, Side Yard) measured in Feet

** Numbers within parentheses () represent additional bonus provisions

TOD Overlay/Zoning Ordinance Amendment & Guidebook

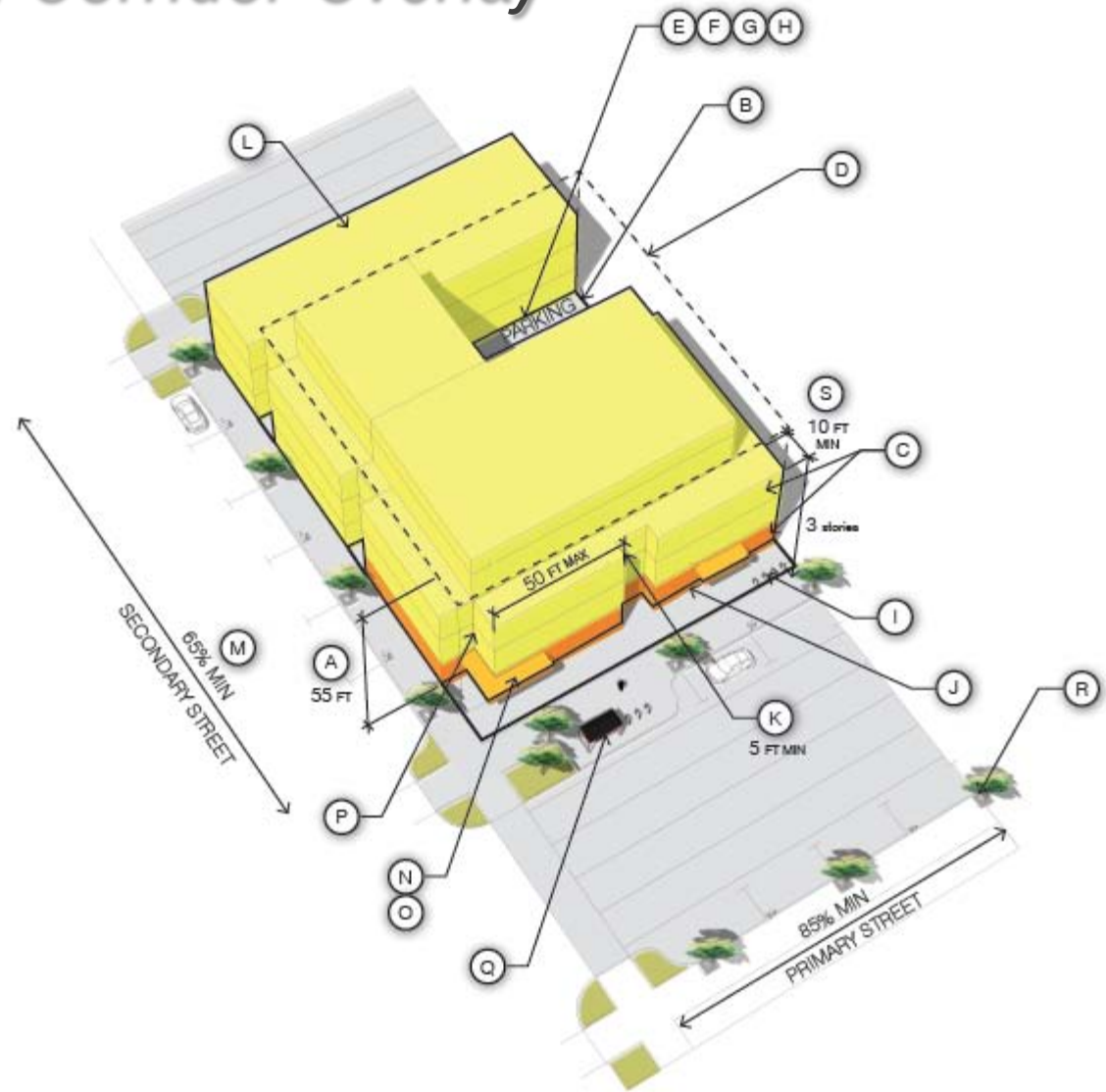
Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

- (A) Maximum building height of 55'** - shown as 4 stories, 12'-6" average floor-to-floor height with 5' mechanical penthouse
- (B) Maximum lot coverage of 75%** - shown as lot coverage of 73% based upon typical building depths, development footprint (11,000 square feet), and on-site parking.
- (C) Allowable Uses** - the diagram shows one possible use configuration within the range of allowable uses - a retail ground floor (orange) at the primary street frontage and rear and upper residential floors (yellow). Any configuration of the allowable uses is permitted as mixed or single-use buildings.
- (D) Additional lot coverage** - to incentivize specific uses, such as multifamily housing, maximum lot coverage would increase to 100% for projects including this type of use. A building volume of 100% lot coverage is shown as dashed lines.
- (E) Parking location** - parking must occur at the center of development blocks, screened from the street.
- (F) Parking requirements** - reduce parking requirements to increase development density and encourage transit ridership.
- (G) Parking access restrictions** - vehicular access to parking areas is located on a secondary street and is a maximum of 24 feet wide.
- (H) Parking landscape buffers** - parking adjacent to the street is separated by a minimum of 12 feet of landscape buffer with plantings.
- (I) Bicycle parking requirements** - provide bicycle parking at 1 space for every 20 vehicular parking spaces.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

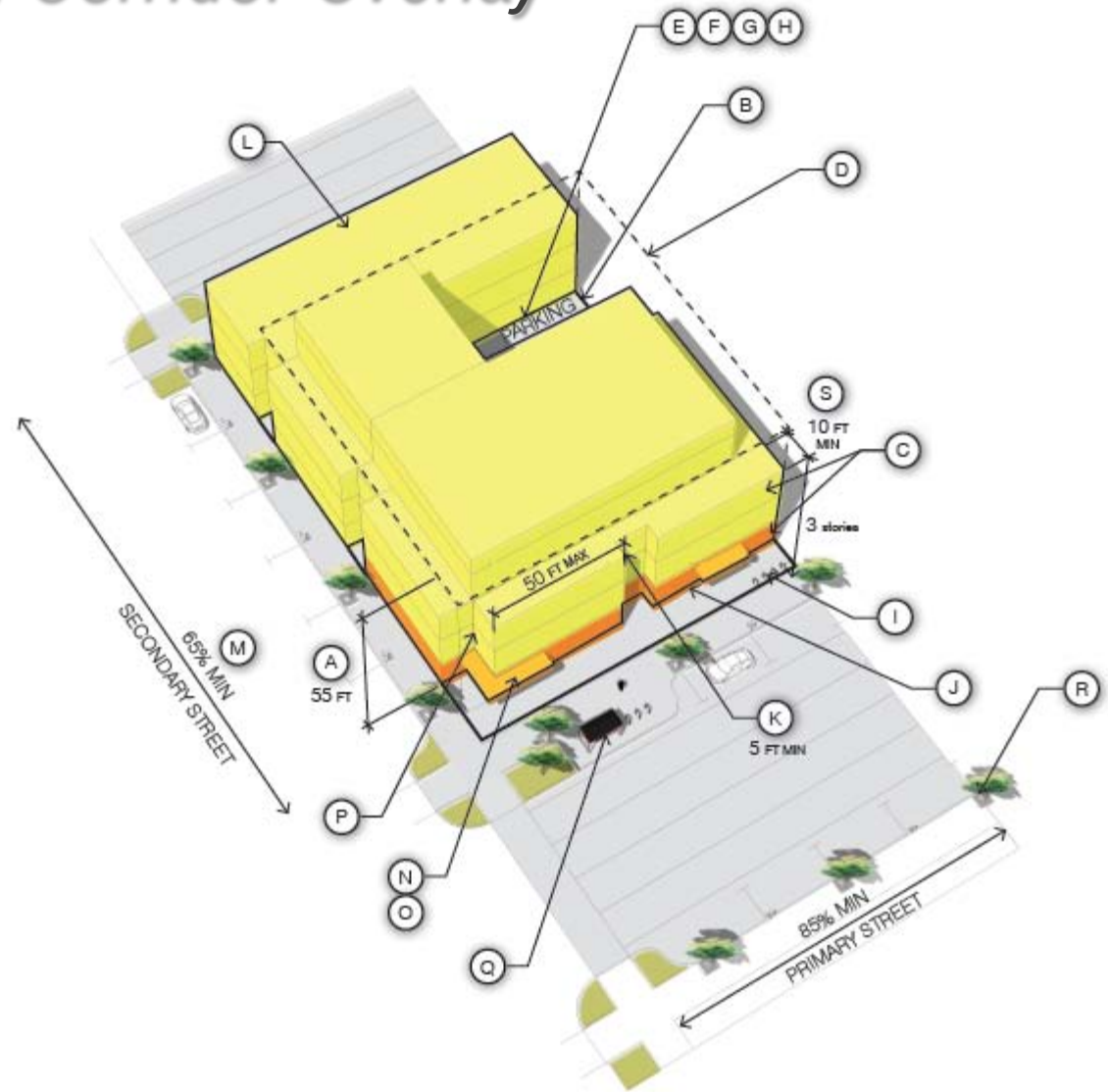
Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

- J Building location on site** - building location defines the street edges with a front setback between 5 and 15 feet (shown as a 10 feet setback).
- K Articulate building massing** - a change in the horizontal plane of the building facade shall occur a minimum of every 50' of facade length at a minimum depth of 5' (recess or bay).
- L Articulate building massing** - portions of a building that front on a secondary street only shall be restricted to 3 stories.
- M Required street frontage** - buildings must occupy a minimum of 85% of primary street frontage and 65% of secondary street frontage. Diagram shows 100% at primary street and 90% at secondary street.
- N Define building entries** - locate entry on primary street frontage and articulate entry with architectural features.
- O Active ground floor uses** - in mixed-use buildings, active building program elements shall be placed in the ground floor featuring facades with a high level of transparency.
- P Anchor street corners** - building massing and articulation shall respond to street intersections by special facade or massing treatment at the corner.
- Q Transit station integration** - integrate transit station into larger plaza with benches, bike racks, landscaping, public art and wayfinding.
- R Streetscape investment** - target sidewalk, landscape, lighting, accessibility and crosswalk improvements at primary streets in TOD nodes.



TOD Overlay/Zoning Ordinance Amendment & Guidebook




Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Scenario Test Studies

Legend

-  Potential new construction (existing vacant/parking)
-  Potential redevelopment (existing building)
-  Potential addition (expansion of existing)
-  Public Realm – Primary Street
-  Public Realm – Secondary Street
-  Potential Development
-  Existing Buildings



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

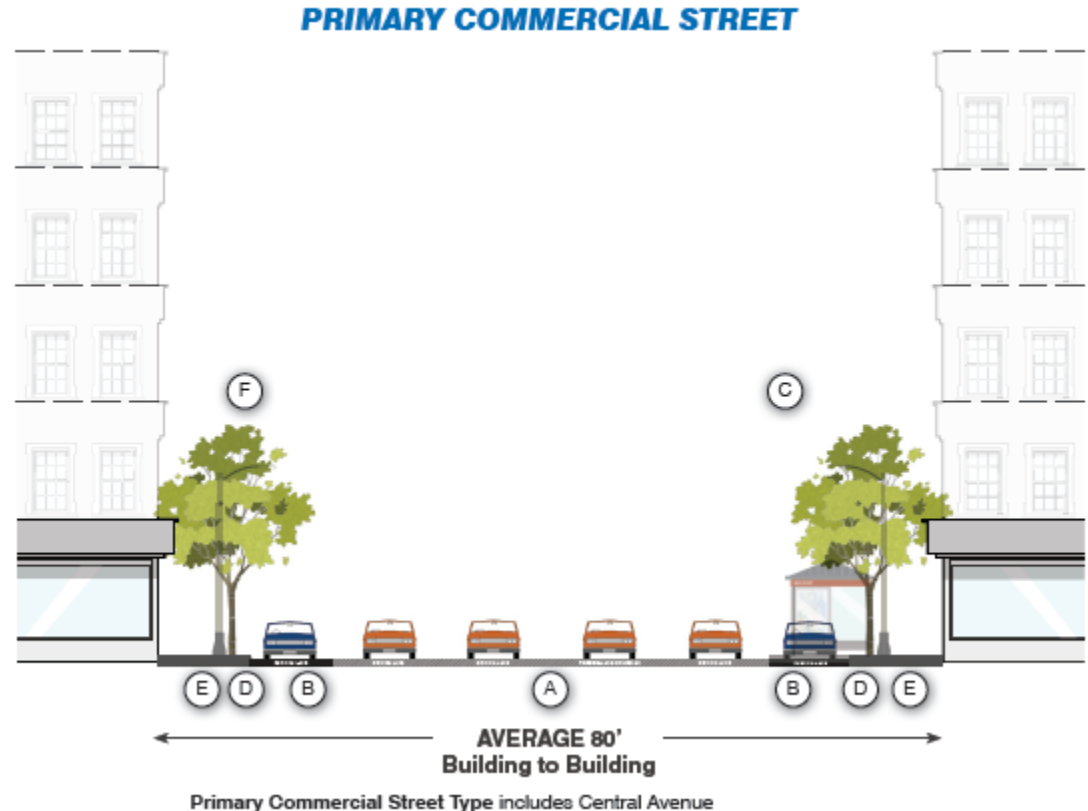
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



TOD-3 Commercial Corridor Overlay

Public Realm and Street Types:

- (A) **Travel Lanes** - Typically (4) travel lanes, one lane in each direction of approximately 12' wide.
- (B) **On-Street Parking** - On street parking on both sides of street wherever possible, 8' wide.
- (C) **Bus Station** - Extend sidewalk area into parking lane for bus station to provide pedestrian plaza with amenities.
- (D) **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees, street lights, bicycle racks, benches and parking meters.
- (E) **Sidewalk Activity** - Extended sidewalk activity area to accommodate sidewalk cafes, seating or other active uses.
- (F) **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.

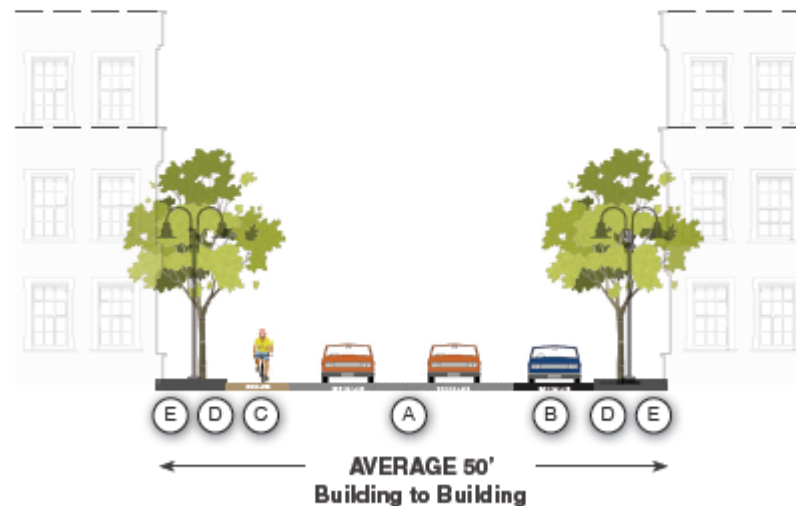


TOD-3 Commercial Corridor Overlay

Public Realm and Street Types:

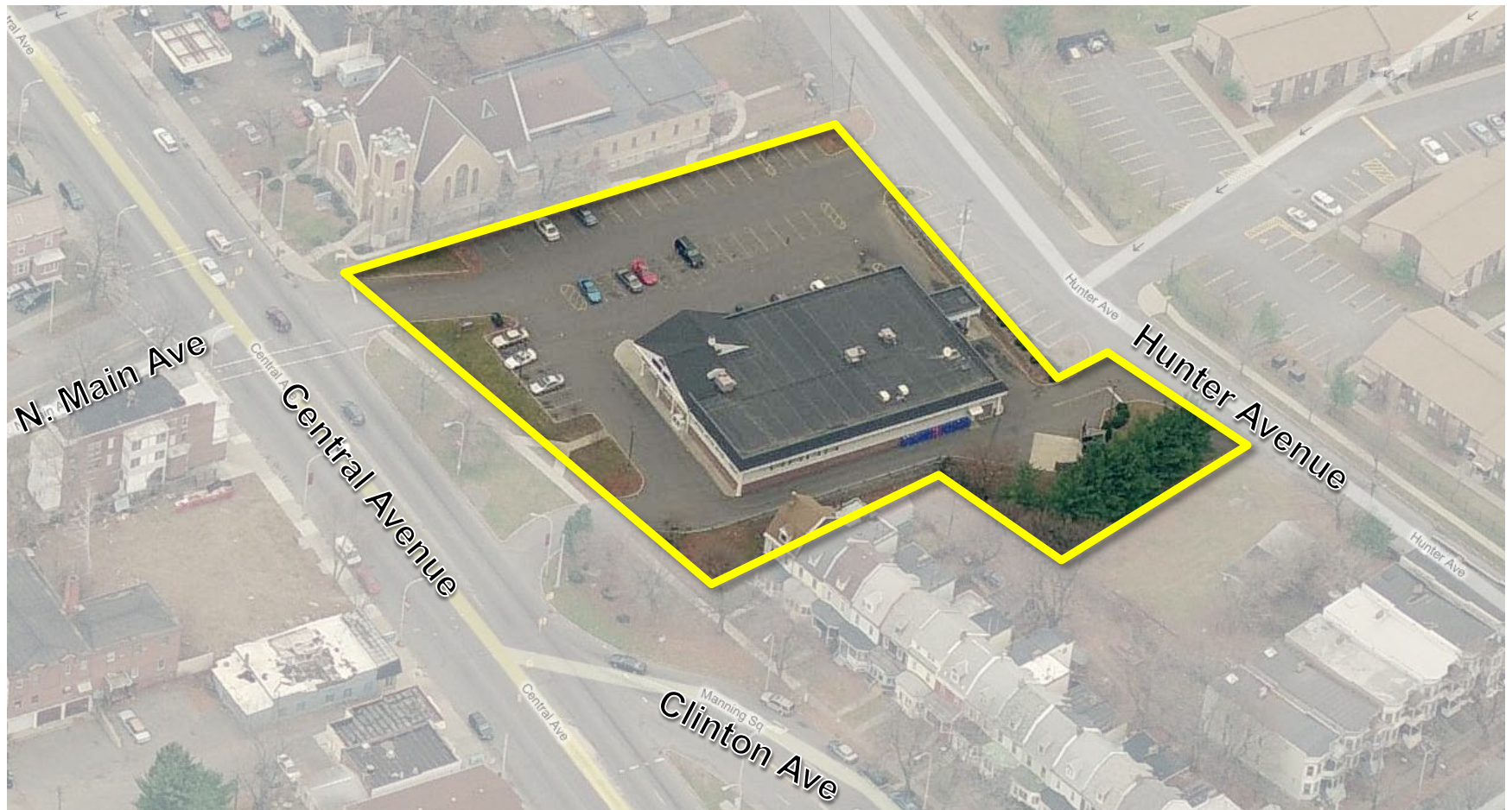
SECONDARY COMMERCIAL STREET

- A** **Travel Lanes** - Typically (2) travel lanes, one lane in each direction of approximately 11' wide.
- B** **On-street Parking** - On street parking on one side of street wherever possible, 8' wide.
- B** **Bicycle Lane** - On street bicycle lane to replace one side of on-street parking and provide a bicycle route alternative to the primary streets, minimum width of 5 feet.
- D** **Sidewalk Amenity Zone** - Sidewalk area of clustered amenities including street trees and street lights.
- E** **Active Sidewalk Zone** - Active sidewalk zone at building edge, shall be minimum clear width of 5'-0". Connect active sidewalk paths to street crossings at intersections and mid-block crossings. Extend the active sidewalk path to the street edge with an intersection bulb-out.



Secondary Commercial Street Type includes Manning Boulevard, North Allen Street, Watervliet Avenue, Colby Street, Hunter Avenue, North Main Avenue, 2nd Street and 3rd Street

Proposed TOD-3 Commercial Corridor Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



CDTA

Proposed TOD-3 Commercial Corridor Test Site 1



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 2



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

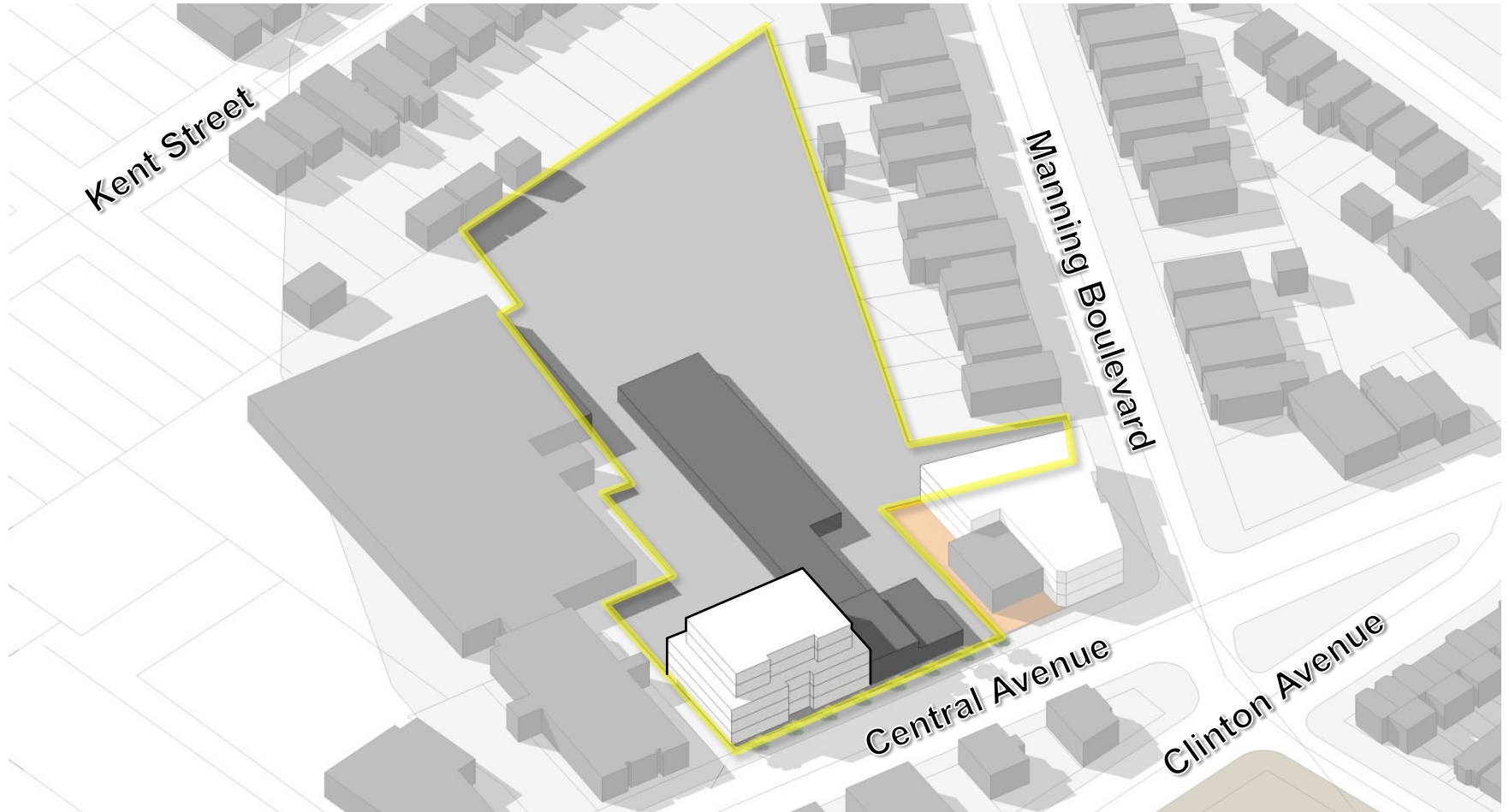
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 3



** For illustrative purposes only to test the implications of potential zoning characteristics*

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

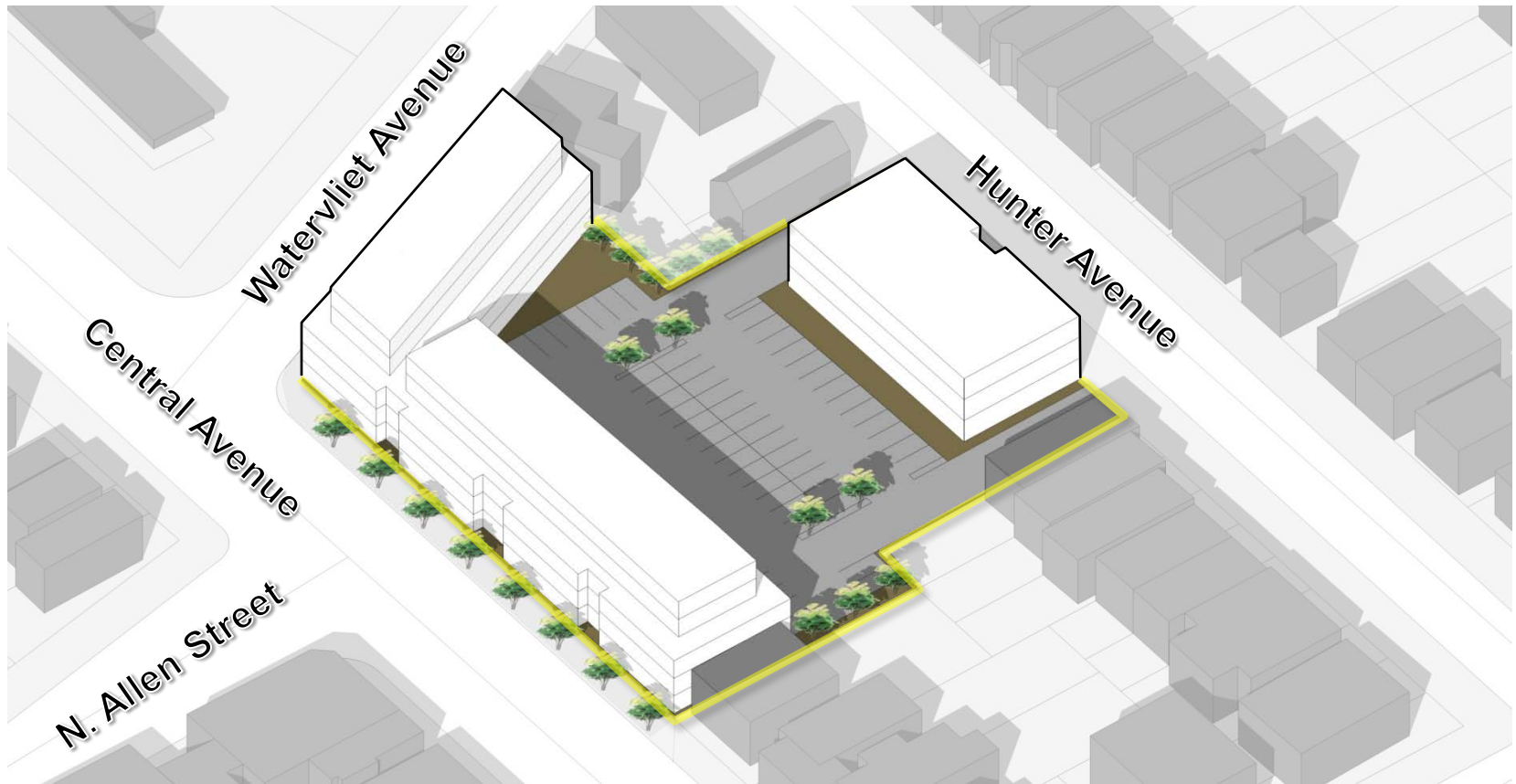
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Test Site 4



** For illustrative purposes only to test the implications of potential zoning characteristics*

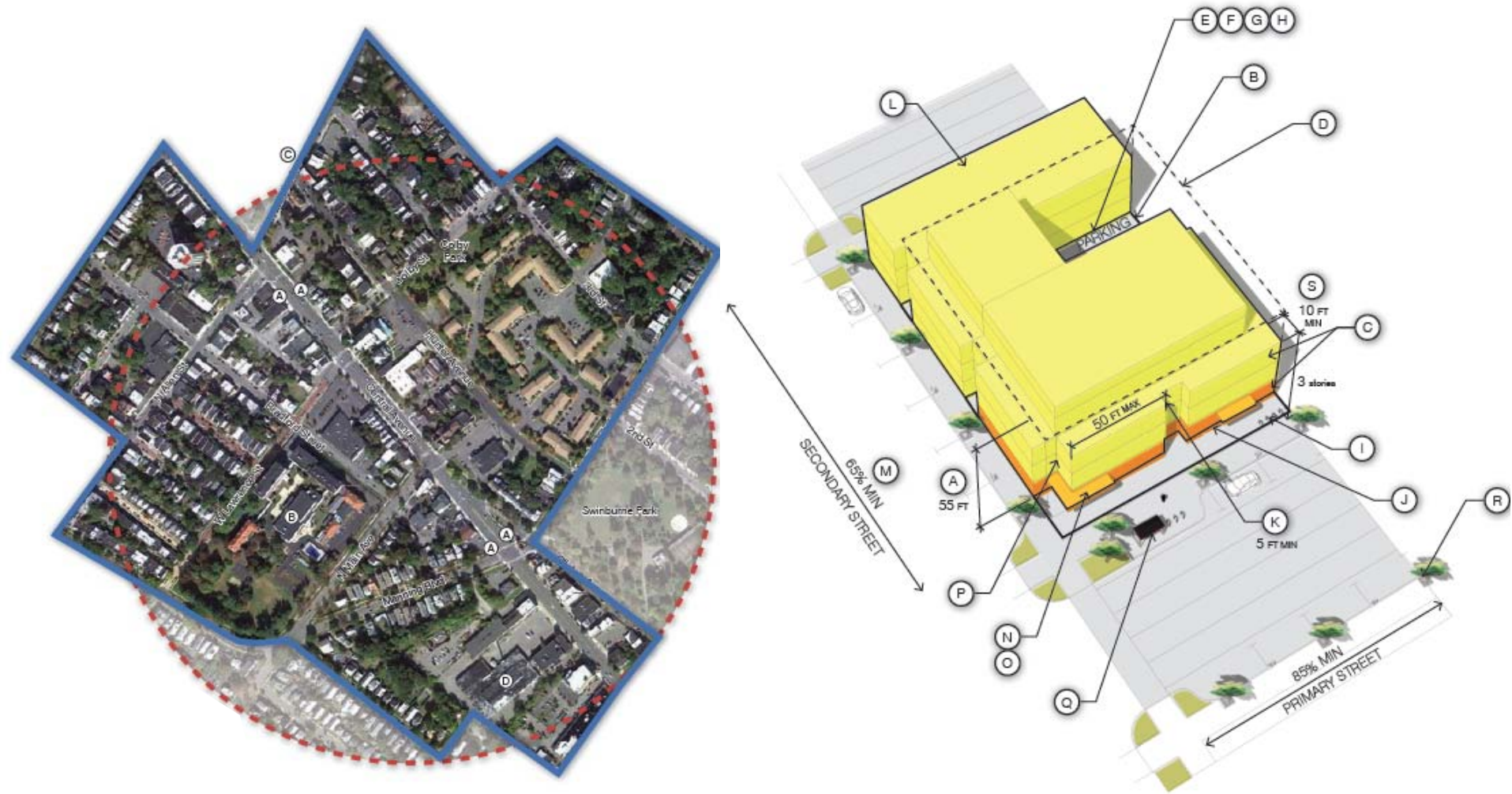
TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Proposed TOD-3 Commercial Corridor Discussion



TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



Conclusions and Next Steps

Next Steps of Process:

- Proposed Zoning Code Language
- Final Guidebook and Report
- Zoning Adoption Process



TOD Overlay/Zoning Ordinance Amendment & Guidebook

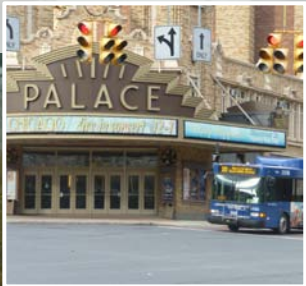
Presented by:
The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.



City of Albany Transit-Oriented Development
Community Presentation
TOD Zoning Scenarios

Wednesday, November 7, 2012

The Linda 339 Central Avenue



Clinton and Broadway

Quail at Central

North Manning and
Allen at Central

TOD Overlay/Zoning Ordinance Amendment & Guidebook

Presented by:

The Cecil Group | CSArch | Transit Realty Advisors | Fitzgerald & Halliday, Inc.

