

# Madison Avenue Form District

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Advisory Committee  
Meeting #1  
August 28, 2007



City of Covington  
NKAPC



# Agenda

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- 4:30 – Introductions
- 4:40 – Project Update
- 5:00 – Form Districts outline
- 5:15 – Streetscape overview
- 5:20 – Cross section plans
- 5:30 – Q&A
- 5:45 – Set next meeting
- 5:50 – Break out groups

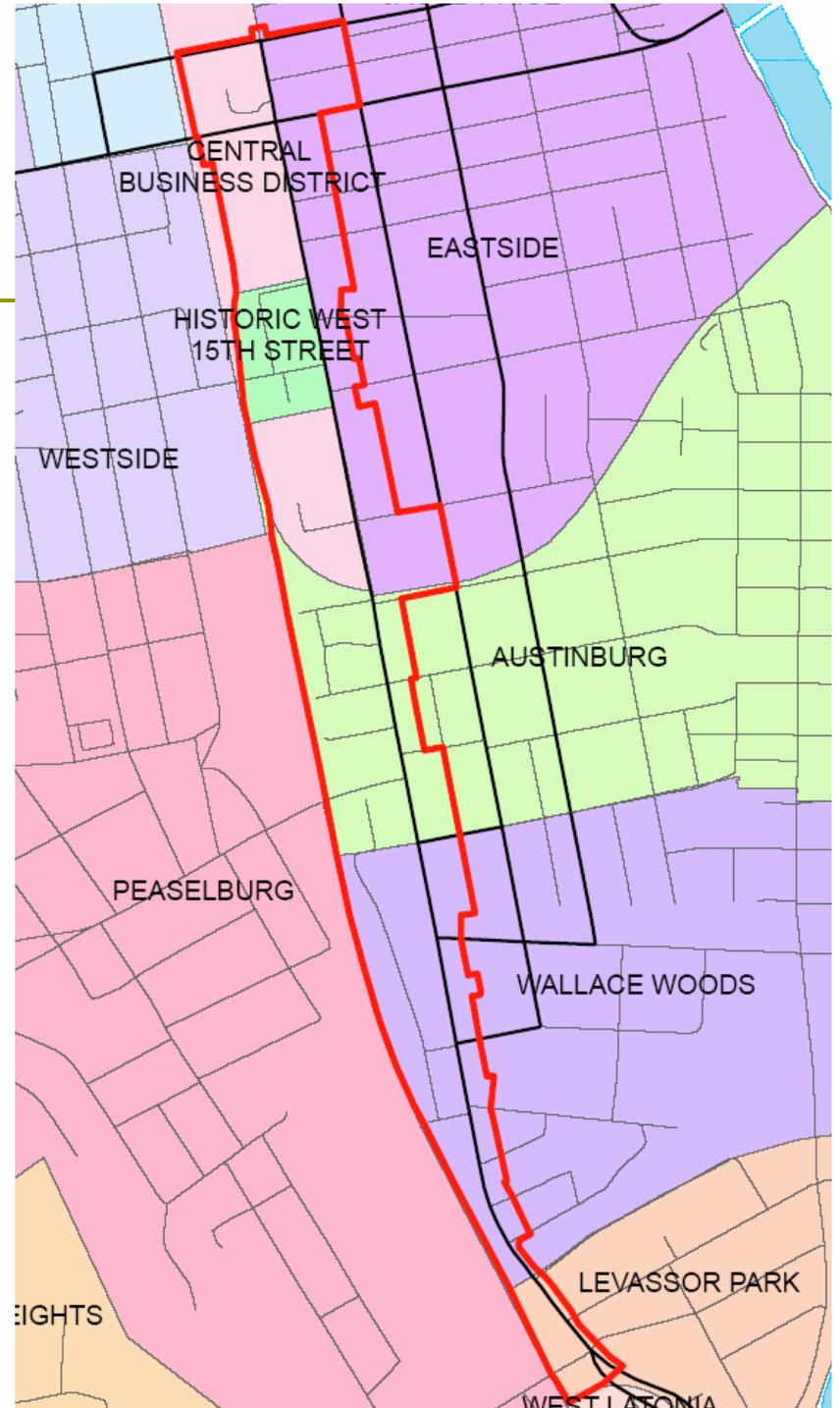
# Project Update

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- Purpose for the new regulations?
- Overlay zone boundary – map
  - 88 acres
  - Existing zoning districts:
    - CG-1M, CG-2M, CN-1M
    - RU-2B, RU-2
    - IL-1M
- KHC visit – July 9, 2007
- Dev Moratorium – through January 2008 with possible extension of 6 months
- Advisory Committee

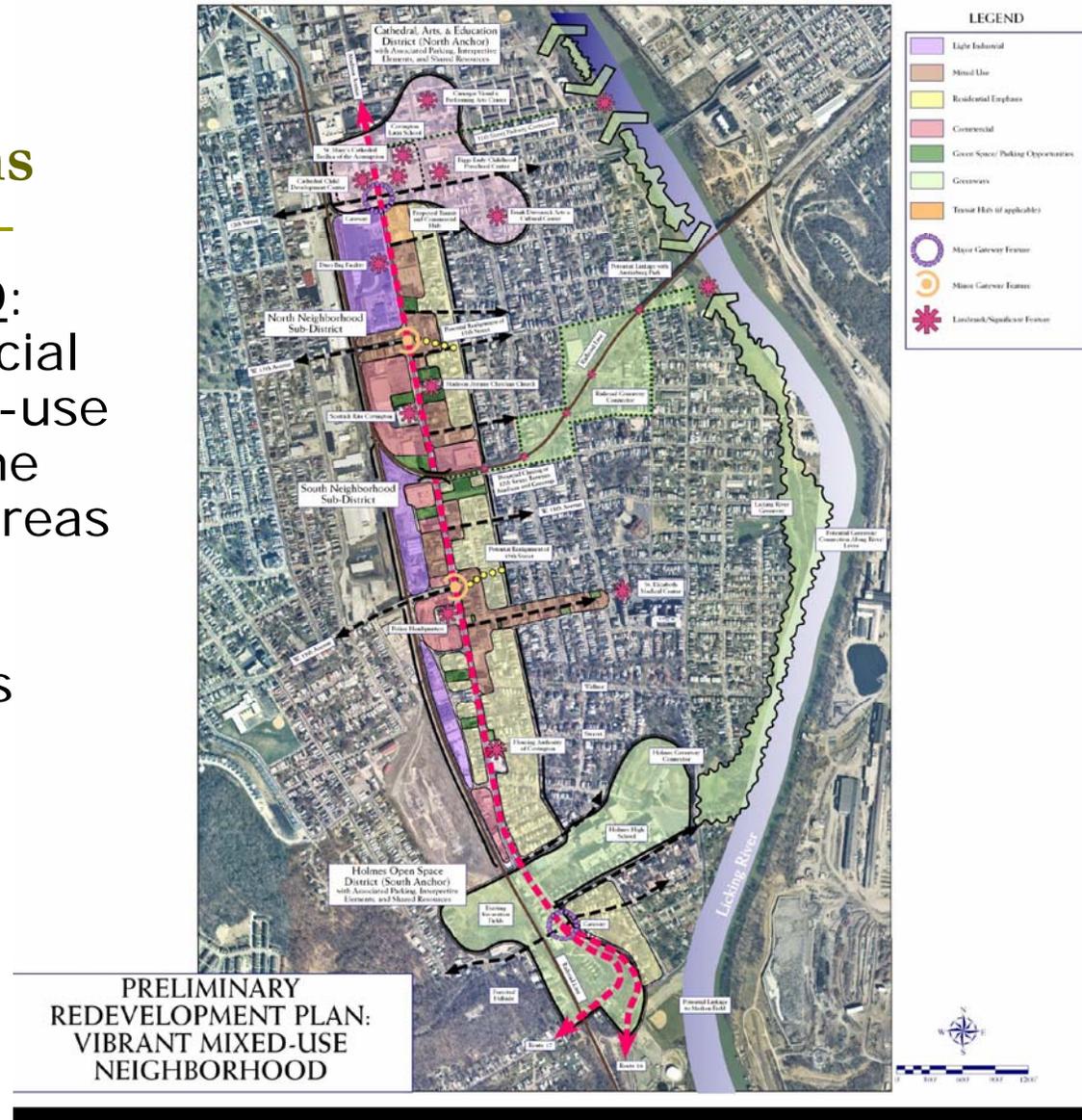
# Neighborhoods

- Eastside
- W 15<sup>th</sup> Street
- Austinburg
- Wallace Woods
- Levassor Park



# Land Use Recommendations

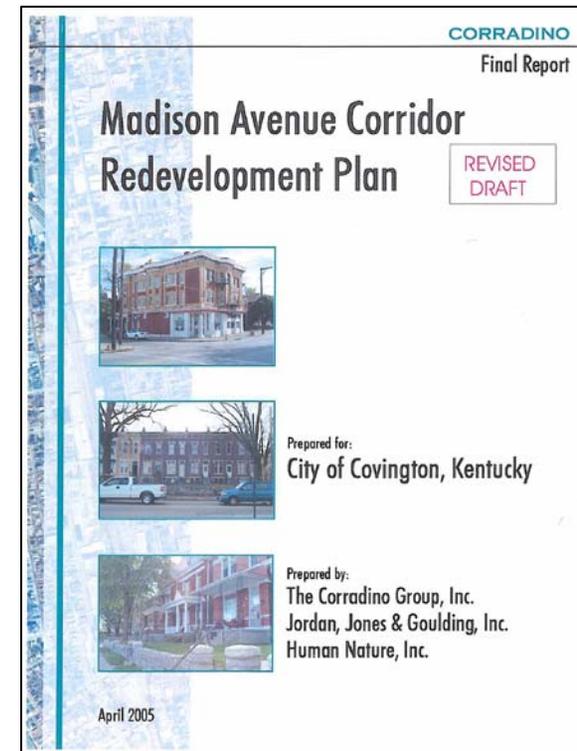
- Preferred Concept D: Integrated Commercial Districts with mixed-use redevelopment of the corridor, including areas w/ light industrial, commercial and residential emphasis



Madison Avenue Corridor Redevelopment Plan

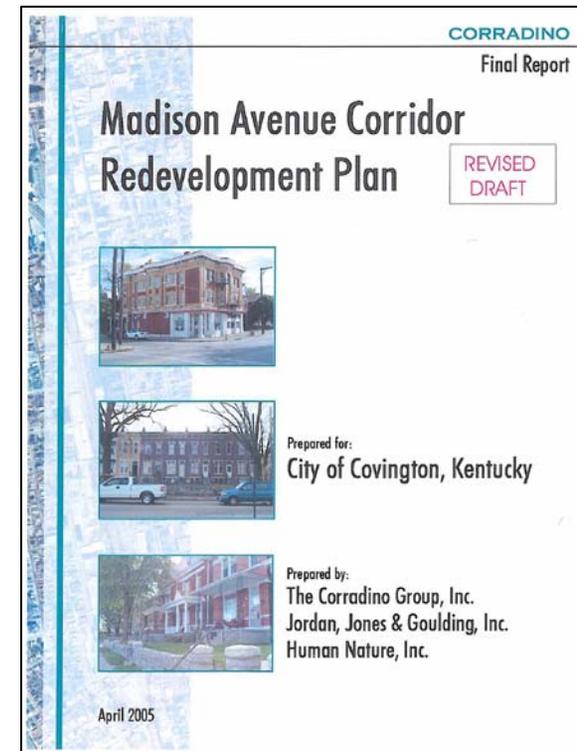
# Redevelopment Plan - Action Steps

- Place buildings close to the street
- Mixed uses with retail on the ground floor and office or residential above
- Off-street parking on the side or rear
- Sidewalks and streetscape elements consistent with the City's Book of Streetscape Standards, specialty paving where appropriate to add visual interest



# Redevelopment Plan - Action Steps

- On-street parking where viable and scattered “green” parking areas along the corridor
- Street furniture, trash bins, landscaping which are distinctive and consistent and provide a pleasing pedestrian experience
- Take into account the relationship of the design with public transit service

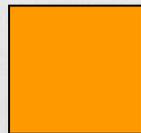
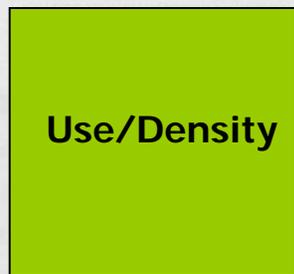






# Conventional Zoning vs. Form Based Zoning

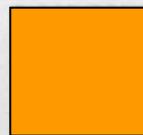
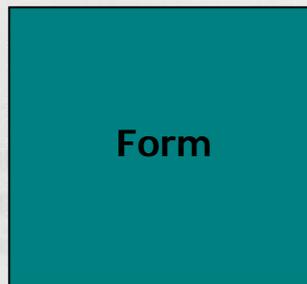
## The Fundamental Differences Between Conventional Zoning And Form-Based Coding



Management



Conventional zoning regulates primarily by Land Use, Density & FAR, Setbacks, and Parking. It assumes that there should be an “appropriate” distance between almost all different use types. Form (the little brown box in the diagram to the left) is minimally addressed.



Management

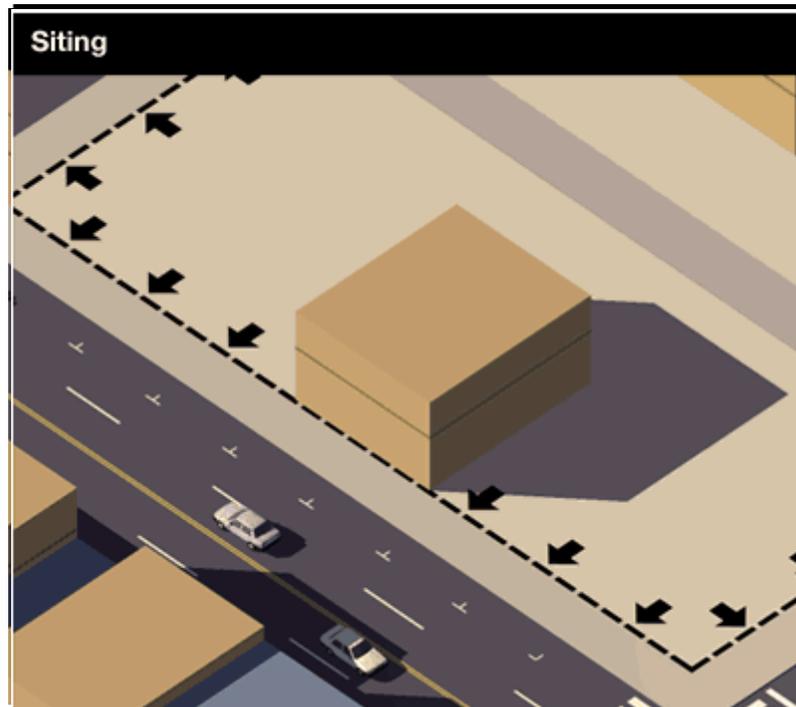


Form-based Codes focus on the design details that will form the type of community the citizens would like to have, therefore the land uses and densities become subject to the form of the desired outcome. Form-based codes establish categories for design, and control the relationship of buildings (or lots) to their infronting streets often with the use of build-to-lines instead of setback lines, and fenestration requirements.

# Form District Regulations

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- Form districts include conventional zoning regulations



- But they are handled in a different way

# Form District Regulations

## B: DEVELOPMENT STANDARDS

### 2 : URBAN AND USE STANDARDS : NEIGHBORHOOD CENTER

Each zone is distinct for its purpose, form and character NC

The Neighborhood Center is a where many uses and activities occur for a several neighborhoods, rather than the whole town. It is usually at a central location, within walking distance of the surrounding, primarily residential, areas. Retail, office, and multifamily housing occur in this area.

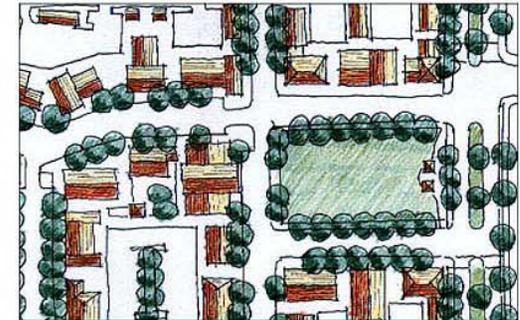
The Neighborhood Center is located adjacent to San Antonio Boulevard just west of Spreckels Boulevard. The plan requires a neighborhood green surrounded by residential, retail, office, and civic buildings that are a minimum of two stories high and are located up to the property line at the sidewalk to create an enclosed public space.

Parking is provided for predominately on the street, around the green as well as behind the main buildings, accessed through alleyways. The landscape of the neighborhood green is somewhat formal: trees aligned at the edges, grass in the middle, simple pathways, with a small pavilion on axis to the main civic use at the north.

The perspective shows these characteristics with a sense of appropriate materials - stucco on the lower floors, board and batten or lap siding above, a mix of hip and gable roofs, and a variety of balconies, arcades and awnings to shade the sidewalk.



NEIGHBORHOOD CENTER SQUARE AND STREETSCAPE



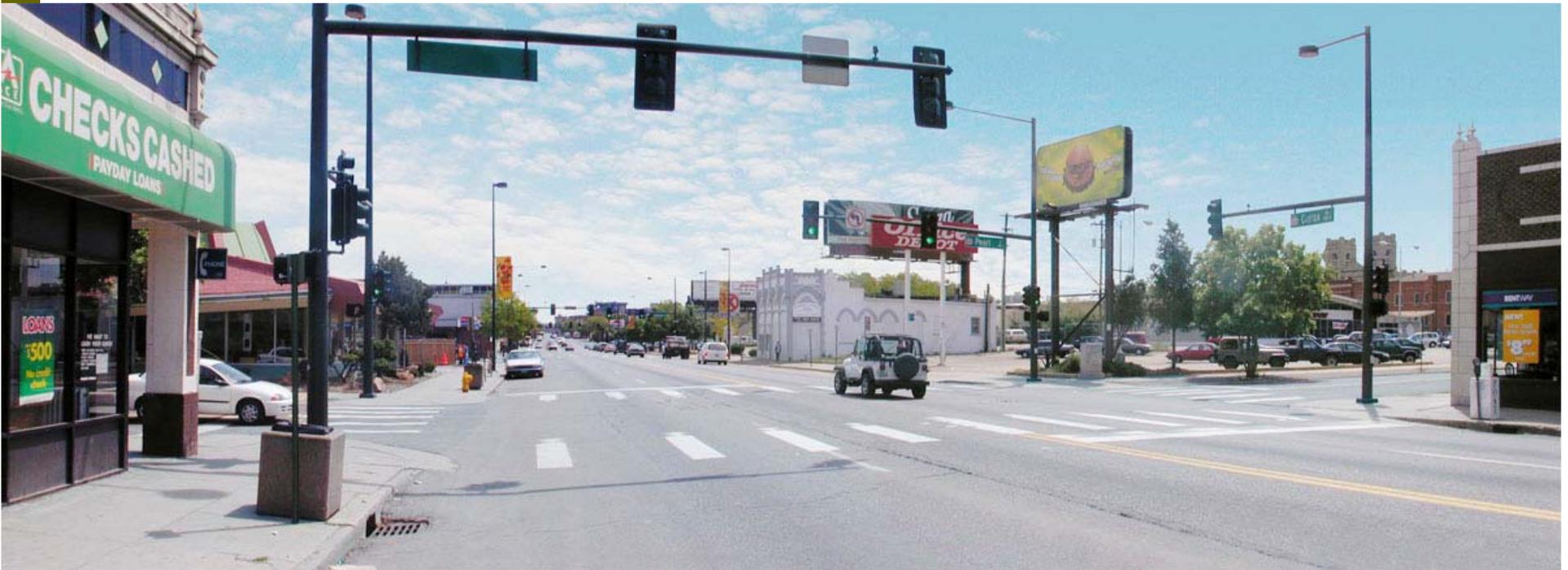
NEIGHBORHOOD CENTER PLAN AT SQUARE

USES and ARCHITECTURAL TYPES	BUILDING PLACEMENT	BUILDING FRONTAGE	PARKING PLACEMENT	BUILDING HEIGHT and PROFILE
<p><b>PRINCIPAL PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>Civic</li> <li>Multi-Family Residential</li> <li>Office</li> <li>Personal Services</li> <li>Retail</li> <li>Single Family Residential</li> <li>Townhouses</li> <li>Temporary Offices</li> </ul> <p><b>ARCHITECTURAL TYPES ALLOWED and REQUIRED PERCENTAGE MIX *</b></p> <ul style="list-style-type: none"> <li>Flex Buildings (25% min - 80% max)</li> <li>Courtyard Apartments (0% min - 25% max)</li> <li>Townhouses (10% min - 25% max)</li> <li>Arboleda Lane Homes (10% min - 25% max)</li> <li>Cottages (0% min - 25% max)</li> </ul>	<p><b>SETBACKS</b> Buildings shall be placed within the shaded area as shown in the above diagram.</p> <p>Front Setback: 0' min - 5' max for 75% of building facade Side Street Setback: 0' min - 10' max Sideyard Setback: 0' min - 10' max Rear Setback: 5' min</p> <p>Interior side setback may be eliminated for lots less than 35' wide.</p>	<p><b>ENCROACHMENTS ALLOWED:</b> Arcades, Awnings, Balconies may encroach on the public ROW as shown in the shaded area (min 8' wide, 8' high clear walkway between building face and column/post and min 4' between curb face and column/post)</p> <p><b>FRONTAGE TYPES ALLOWED:</b> Gallery &amp; Arcade, Shopfront &amp; Awning, Balcony, Stoop, Forecourt, Dooryard / Lightcourt, Porch (Height for fences and walls: max 48" - min 24")</p>	<p><b>PARKING REQUIREMENTS</b> On-site parking is allowed only in the shaded area as shown. Vehicular access is permitted only from the alley or side streets. A maximum of 4 cars is allowed in front of Flex Buildings and Courtyard Apartments, with access from the street.</p> <ul style="list-style-type: none"> <li>1 space per 300 sqft of retail or office (located on-site or on-street, directly in front or to the side of the lot, or in shared parking facility within 300ft)</li> <li>1 covered on-site space per residential unit, plus 1 space located on-site or on-street, for each additional bedroom per unit over 1 bedroom</li> </ul>	<p><b>MAXIMUM HEIGHT AND PROFILE HEIGHT</b> Building height shall be measured in number of stories, above a maximum 6' raised first floor. Inhabited attics with dormers and gable-end windows shall not be counted as a story.</p> <p>Minimum: 2 stories Maximum: 4 stories</p>
<p>* Percentage mix shall be calculated by net developable acres per zone. Zones on each side of Spreckels Road shall be calculated separately.</p>				<p>KEY PLAN - NO SCALE</p>

Courtesy of Stephanos Polyzoides

# Form District in Denver, Co Colfax Avenue and Pearl Street

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*Urban Advantage*

Existing conditions

# Form District in Denver, Co

## Colfax Avenue and Pearl Street

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*Urban Advantage*

**Mixed-use buildings on one corner**

# Form District in Denver, Co

## Colfax Avenue and Pearl Street

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*Urban Advantage*

**Public street improvements: street trees, street lamps, decorative traffic signals, sidewalk bulbouts**

# Form District in Denver, Co

## Colfax Avenue and Pearl Street

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*Urban Advantage*

**Additional mixed-use development, remodeling of existing buildings**

Illustrations by Steve Price, UrbanAdvantage

# Streetscape Improvements

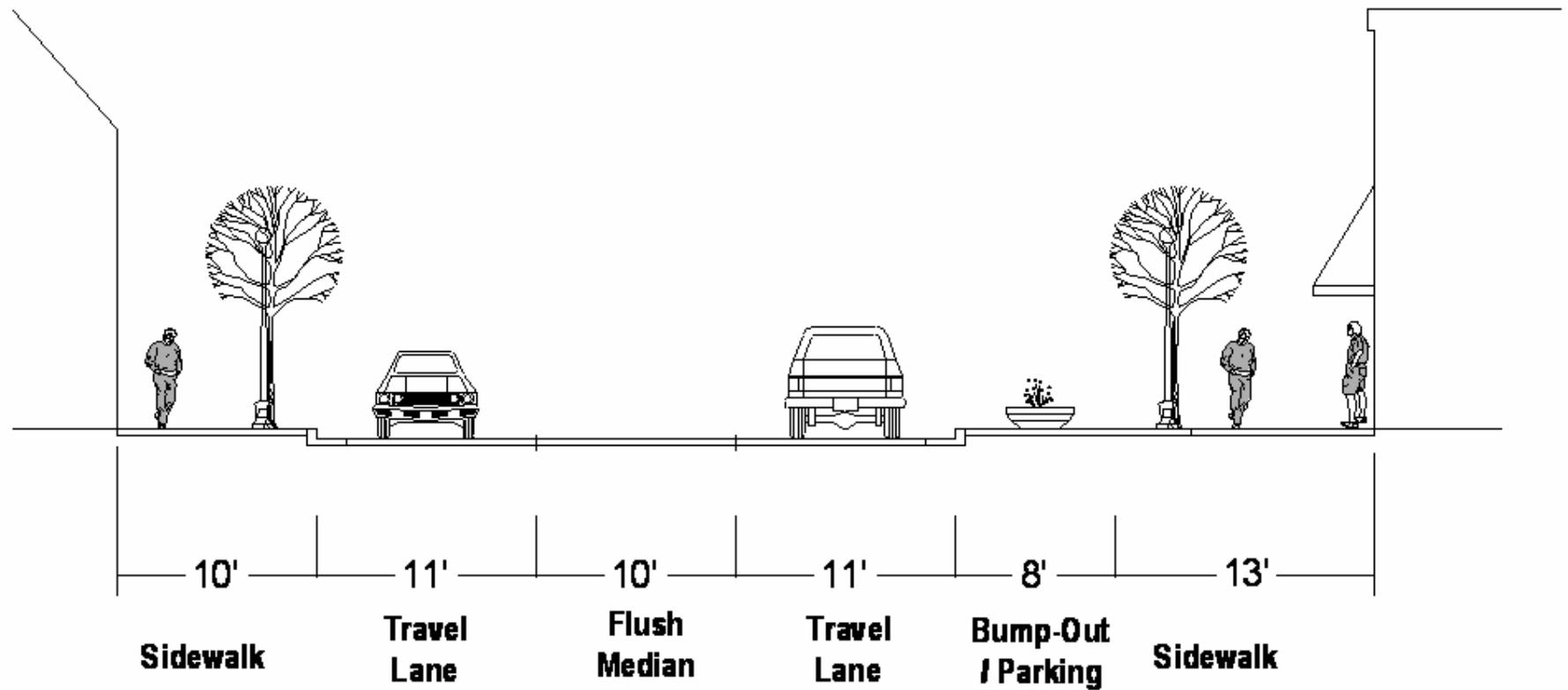
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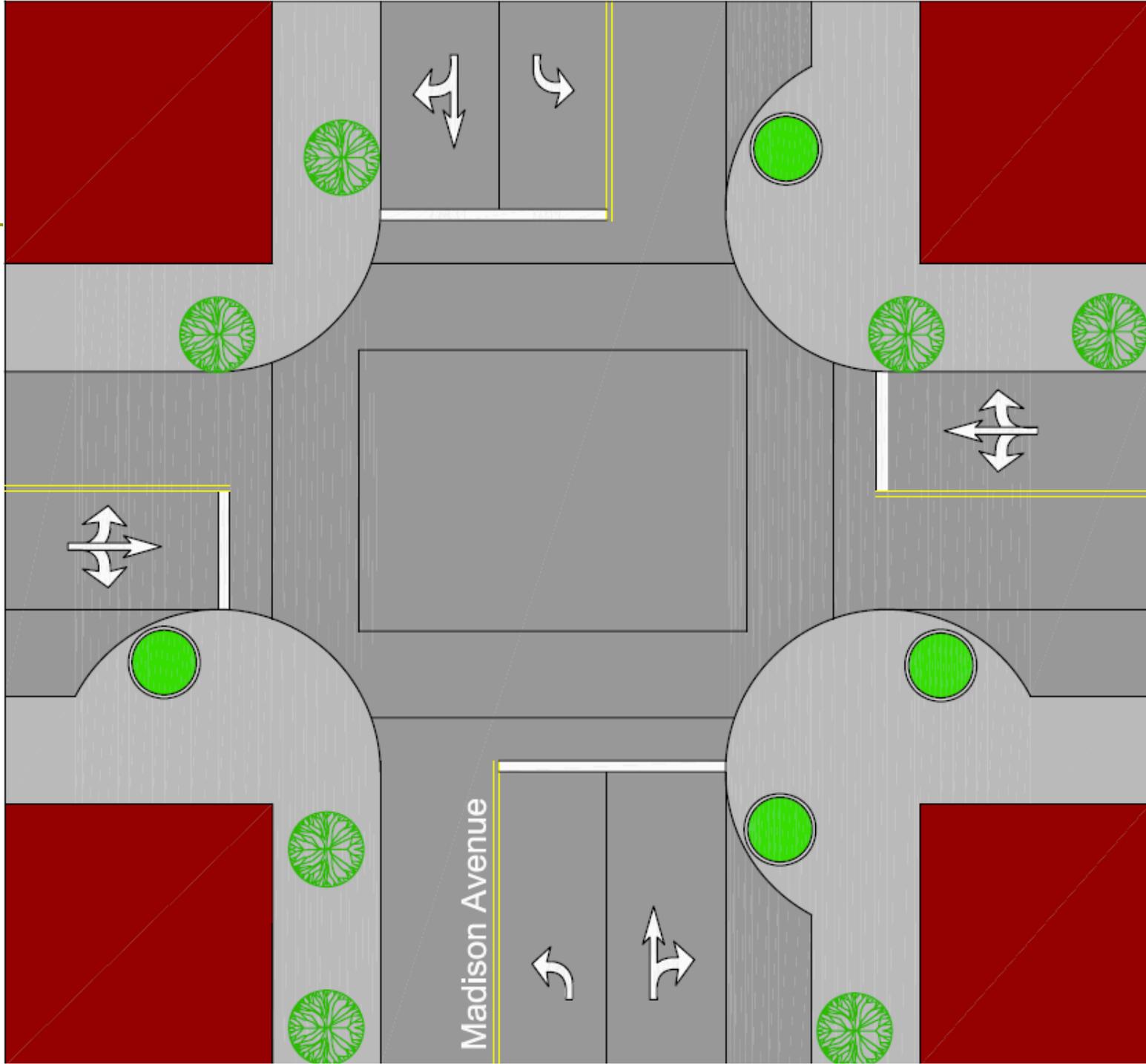
- ❑ Bulb-outs at intersections
- ❑ Use of special pavers
- ❑ Street furniture
- ❑ Signage and wayfinding
- ❑ On-street spaces to support outdoor dining, entertainment and cultural activities
- ❑ Landscaping



# Flush 3-lane cross section

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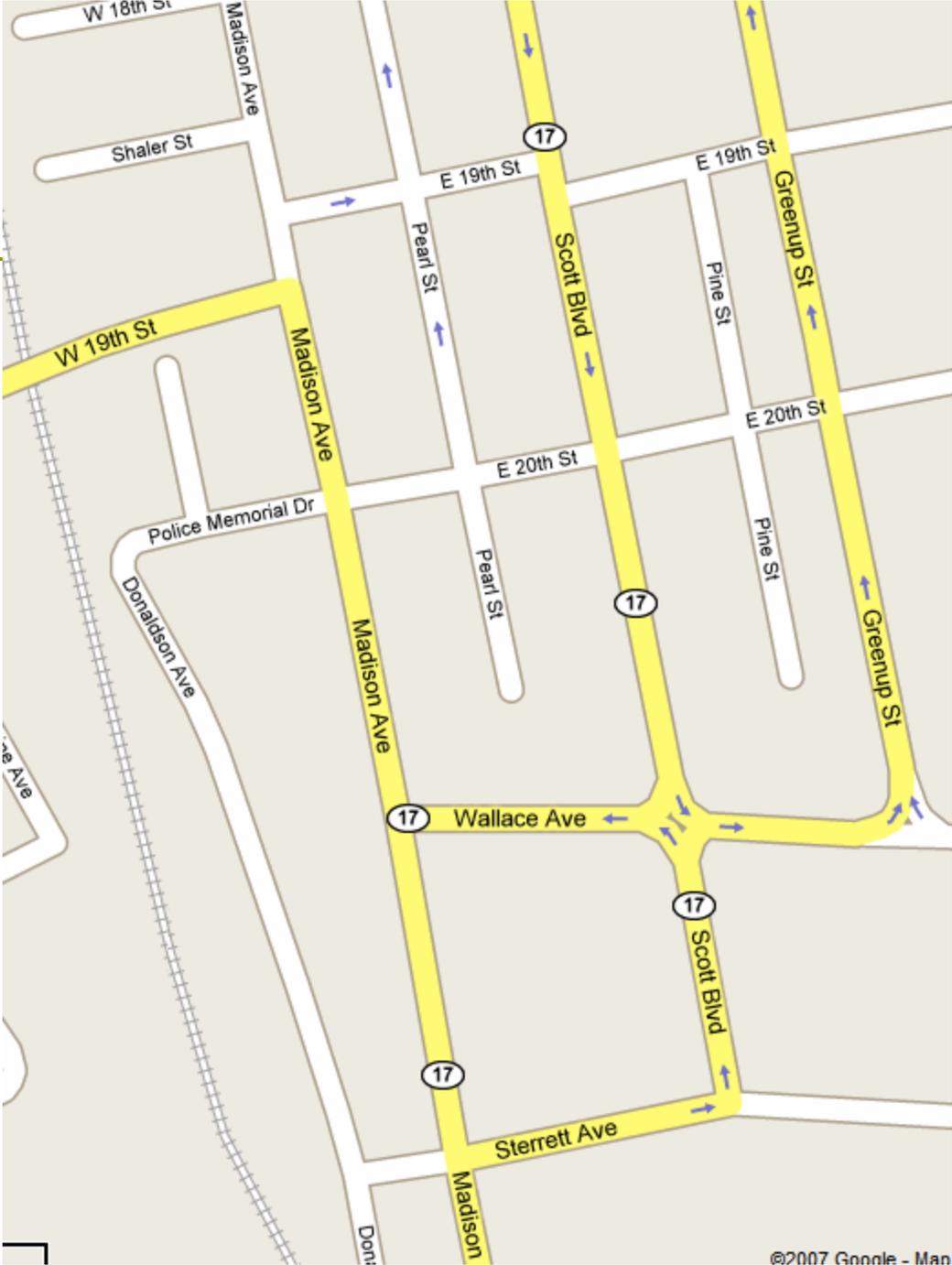


Madison Avenue



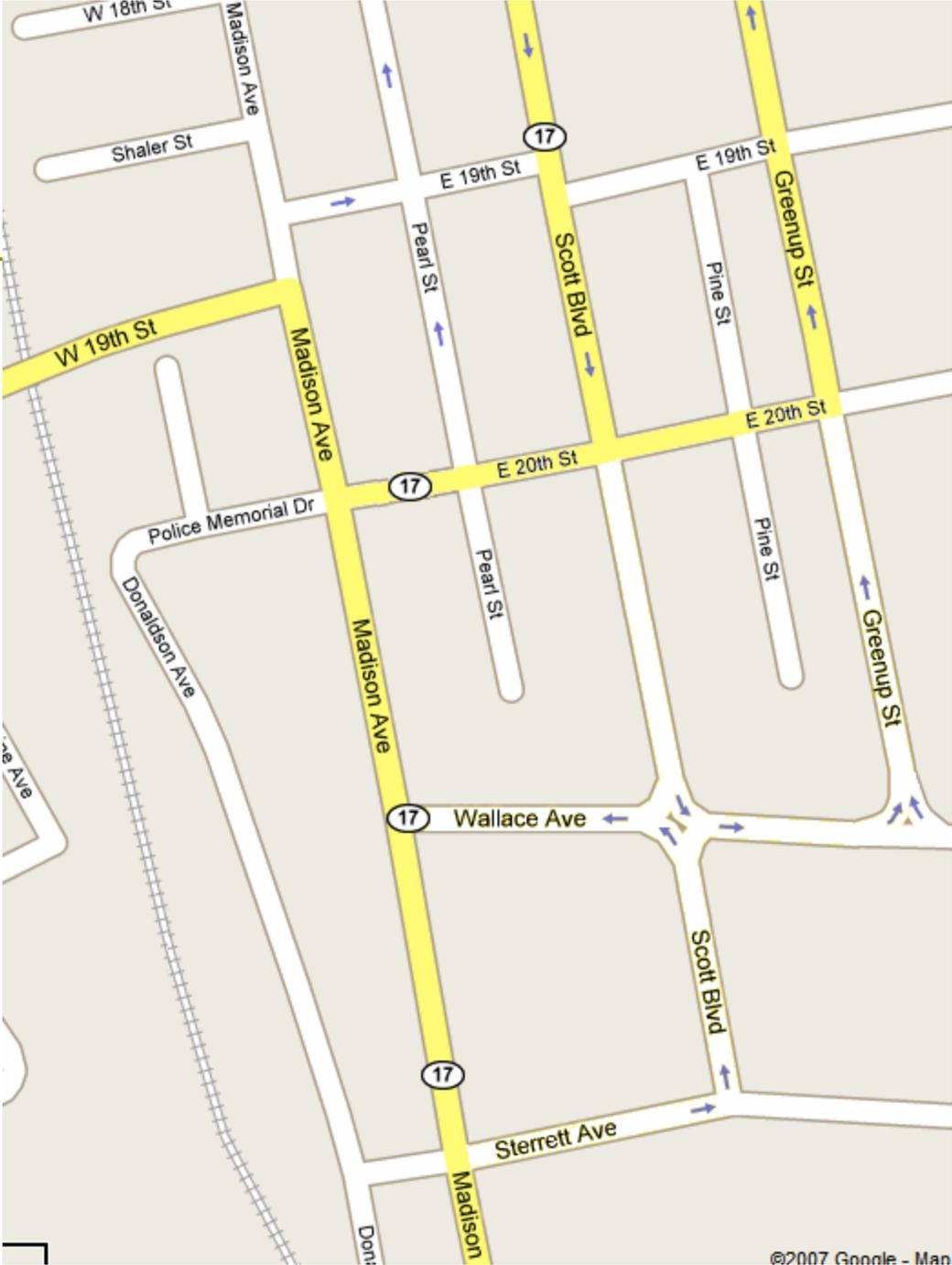


# KY 17 Redirection



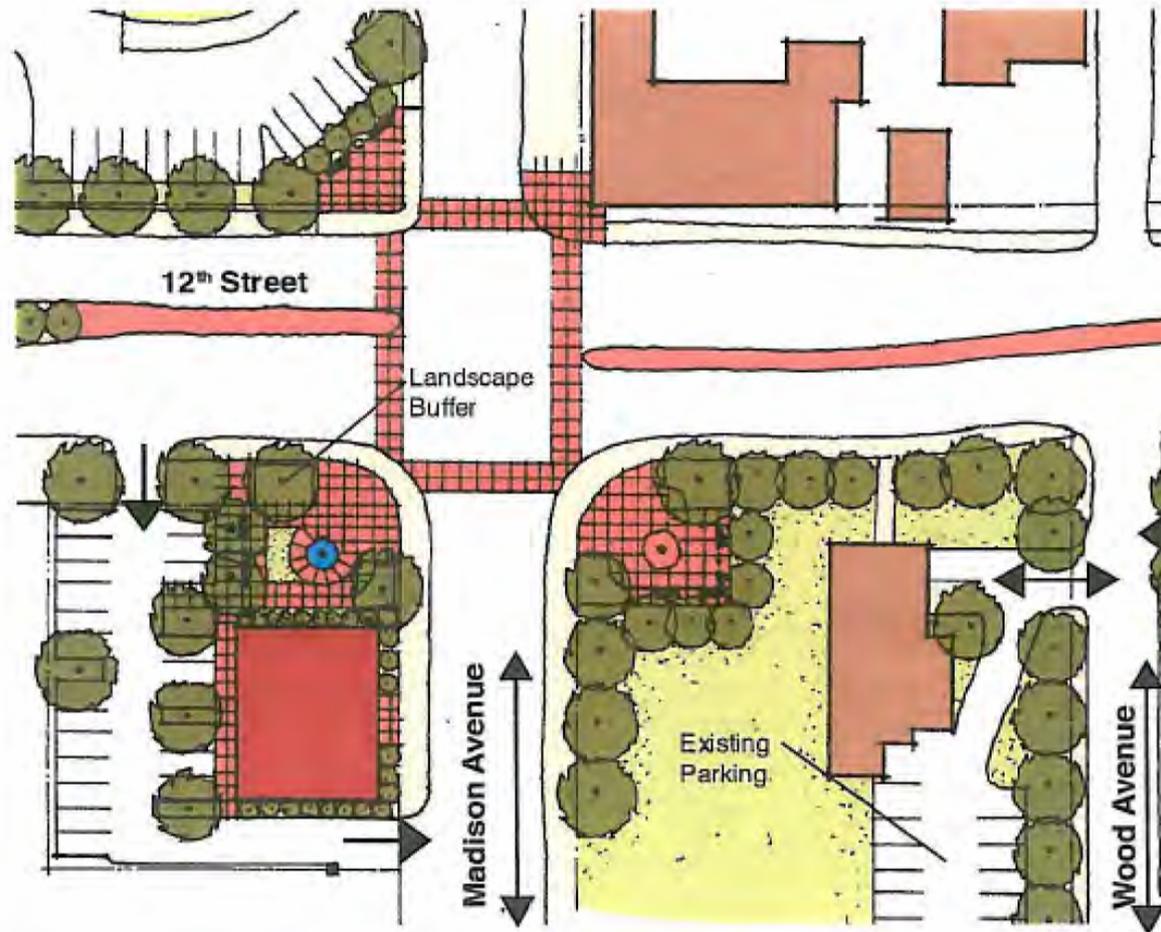
# KY 17 Redirection

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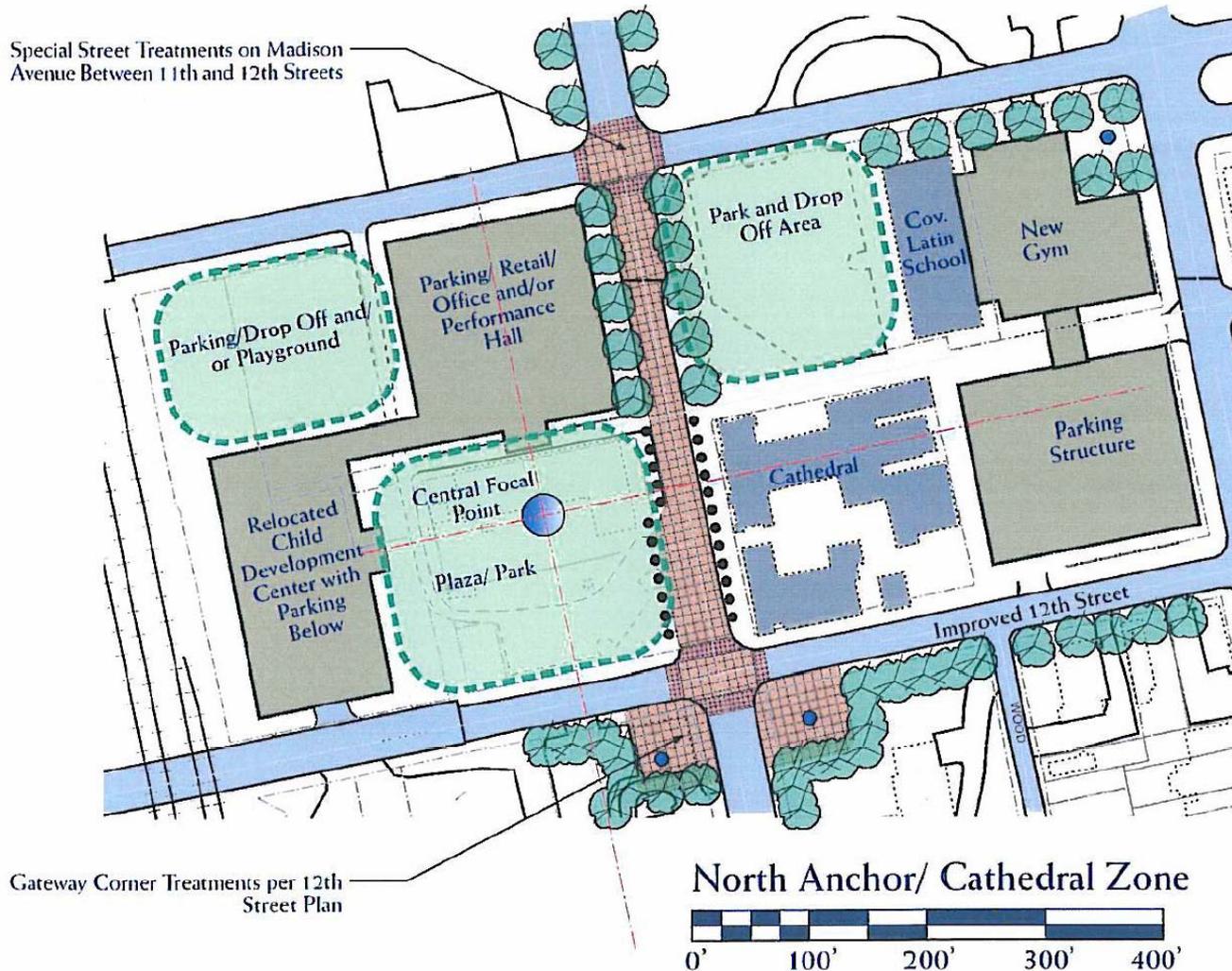


# Cathedral “Gateway”

Exhibit: 12<sup>th</sup> Street Corridor Redevelopment Plan (at Madison Avenue)



# Cathedral “Gateway”





# TANK Service/SuperStop

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- ❑ A clean, attractive and permanent shelter/waiting area
- ❑ Seating
- ❑ Trash receptacle
- ❑ Improved signage
- ❑ Improved passenger information (maps, schedules, contact information, etc.)
- ❑ Lighting (if not currently available on-street)

