

Analysis of proposed Downtown District 2 Zoning Regulations

What does it allow? It allows for more density, greater heights with up to 3 floors, and reduces parking requirements. In most cases FAR is greatly increased. FAR is a measure of building intensity. A higher number means more intense development. Commercial development in Town could almost triple. Heights of up to 42-46’ are allowed in some zones. Parking for conventional lodging would be decreased to 0.75 spot/unit. Parking for apartments would be decreased to 1 spot/ DU. The goal is to speed up the approval process so developers do not have to spend as much time before they can begin construction. Analysis from a recent staff report:

	Existing Development	Potential Development		Change in Dev. Potential
		Current LDR	Proposed LDR	
NR Floor Area	1,127,923 sf	150,674 sf	2,362,000 sf	2,211,357 sf
Lodging Units	1497	-78	2510	2,588
Short Term Rental	10	697	2216	1,519
Dwelling Units	476	823	1583	759
Employee Units	-	421	2,146	1,725
Workforce Housing Needed	-	57	449	392

What area is being discussed? The proposal only covers the Downtown commercial core, which includes East Broadway, West Broadway to Flat Creek, North Cache, South Cache, and the Forest Service property on N. Cache. Other areas will be discussed and adopted later.

What is envisioned for the Forest Service parcel? It is proposed to be all residential, with 2000 sf allowed for convenience commercial. The FAR would be 2.0 (highest density allowed under the PMUD), with a maximum of 3 stories. Very few buildings in Town have an FAR of 2.0.

Is this a new idea? Not really. It is very similar to the DRD and PMUD. In 2003 the Downtown Redevelopment District (DRD) was proposed by elected officials. In a referendum, it was rejected 2-1 by voters. The Planned Mixed Use Development (PMUD) was a tool used by developers from 2002 until it was repealed by Town Council. Many of the projects were controversial and most of the projects that were proposed were never built. Because of the size of the buildings, the few projects that were built mostly used out of town contractors. The PMUD provided very little jobs for local construction workers and provided very little housing for workers.

How does it compare to the PMUD? Development would be by right, with projects <30,000 sf approved by the Planning Department with no public meetings or review by the elected officials. The PMUD required public meetings to review the project. Unlike the PMUD, it does not allow a 4th story. Allowed density would increase to PMUD levels in some areas and be greater in other areas. A comparison of current regulations, proposed regulations and past development tools:

	Current Reg's	DRD	PMUD	Proposed Reg's
FAR	0.25-1.30	2.0	0.5-2.0	0.65-2.0
Max height	30-35 ft	36-46 ft	35-46 ft	35-46 ft
Stories	2-3	4	4	3-4
Public Review	Yes	Yes	Yes	No

How and when would it be adopted? Meetings will be held in November and December to take feedback on the proposed regulations for District 2. Key dates for public comments would be December 8th and January 9th. A final proposal would be reviewed by the public and elected officials in February and March.

How and when would other Districts be adopted? Other Town Districts will be addressed later. The original work plan showed the Town rezoning being complete sometime in late 2018. The County is working concurrently on drafting LDRs. Their first priority is the Rural Zone.

Why are they proposing the changes? They believe Town is the appropriate place for more development. They want to see more redevelopment happen in Town and believe it will not happen unless additional density is allowed. They believe the long approval process in the past has discouraged developers and want to streamline the process. They are under pressure to “fix the employee housing shortage” and believe additional development will do that. They are also trying to make future development more predictable. They believe our traffic problems will be solved by getting people out of cars and believe that those who live in the more urban Downtown will chose to live without a car or with only one car per household instead of one car per person. They believe architecture can make increased density “invisible” and will create a more pedestrian friendly Downtown.