

MOTION SHEET #1

I move to amend Item 55 as follows:

- Remove the requirement for pedestrian-oriented commercial spaces by deleting § 25-2-519 (D) (4) and renumbering accordingly.

§ 25-2-519 (D) (4). ~~A building that is constructed on the edge of the commercial-residential development and that edge faces a transit corridor shall include a ground floor commercial use.~~

- Remove the definition of a transit corridor associated with the above requirement by deleting § 25-1-752 (A) (6) and renumbering accordingly.

§ 25-1-752 (A) (6). ~~TRANSIT CORRIDOR means a roadway that is defined in Article 5 (Definitions) of Subchapter E in Chapter 25-2 (Zoning) as a core transit corridor or a core transit corridor, future.~~

MOTION SHEET #2

I move to amend Item 55 as follows:

- Amend to allow only an additional 5 feet in height to incentivize ground floor retail.

§ 25-2-519 (D) (7). A commercial-residential development that includes commercial uses on the ground floor may exceed the height restrictions applicable to the base zoning district by ~~ten~~five feet provided the ground floor uses are not part of a live/work unit.

MOTION SHEET #3

I move to amend Item 55 as follows:

- Amend to allow only specific changes in FAR and building coverage that are specific to different base zoning districts.

§ 25-2-519 (D) (1) (b) (i). up to a ratio of 2.0 in the CS, CS-1, GR, and GO base zoning districts; and

§ 25-2-519 (D) (1) (b) (ii). up to a ratio of 1.5 in the LR and LO base zoning districts.

§ 25-2-519 (D) (1) (c). maximum building coverage, except in the LR and LO base zoning districts;

MOTION SHEET #4

I move to amend Item 55 as follows:

- Ensure that the Residential in Commercial Development Program can be used in conjunction with the Corridor Overlay (COR) District, without requiring that the affordable housing requirements for both programs be satisfied separately.

§ 25-2-519 (F) (3). If a commercial-residential development is also eligible to utilize the Corridor Overlay (COR) District, then the total number of affordable dwelling units provided on-site must equal or exceed the number of on-site affordable dwelling units required by the Residential in Commercial Development Program alone.

- Align § 25-2-519 (F) (2) with the above change.

§ § 25-2-519 (F) (2). The total number of affordable dwelling units provided on-site must equal or exceed the number of on-site affordable dwelling units required by the Residential in Commercial Development Program plus the number of on-site units required by the other density bonus program, except as provided in § 25-2-519 (F) (3) for the Corridor Overlay (COR) district.

MOTION SHEET #5

I move to amend Item 55 as follows:

- Require an annual report with data to assess the effectiveness of the program.

The City Manager is directed to analyze participation in this program, including assessing its impact on expanding housing capacity and creating affordable housing units, and report to Council on an annual basis.

MOTION SHEET #6

I move to amend Item 55 as follows:

- Clarify what other parking reductions can be used in combination with the reduced parking requirements allowed in the ordinance.

§ 25-2-519 (D) (2). Except as provided in (D)(3), the minimum off-street parking requirement for a commercial-residential development is 60 percent of that prescribed by Appendix A (Tables of Off-Street Parking and Loading Requirements). This reduction may not be used in combination with any other parking reduction, except for provisions in the Corridor Overlay (COR) District.

MOTION SHEET #7

I move to amend Item 55 as follows:

- Clarify that only developments that are primarily residential projects are able to utilize the program and address changes to language accordingly.

§ 25-1-753 (A) (5). has no more than 25 percent of the proposed development's gross floor area dedicated towards commercial uses.