

# West End Character-Based Zoning

City Council First Reading

January 11, 2016

# Background/Timeline

	<b>Downtown Core</b>	<b>North End</b>	<b>West End</b>
Design Charrette	June 2013	November 2014	February 2015
First Reading	November 2013	June 2015	January 2016
Third Reading	April 2014	August 2015	<i>April 2016?</i>



# THE WEST END: ISLINGTON STREET CORRIDOR PRELIMINARY VISION PLAN



## DESIGN NARRATIVE

The West End is envisioned as a cohesive Portsmouth neighborhood with an improved multi-modal, walkable street system, shared civic space, and a mix of land uses. New buildings will be designed to complement the existing historic structures in the area, including the Button Factory, the Eldridge and Frank Jones Brewery buildings. New street connections, parks, plazas, greens and buildings will be integrated within the historical context, creating more opportunities for living, working, shopping and engaging in the already-present arts and “maker” culture of the area. These changes will help the West End transform from the conventional suburban patterns that characterize it today. Implementing of this vision will likely require a wide array of innovative land use regulations, policies and programs, and a cooperative approach to redevelopment.

The West End Vision Plan has four main components:

## CIVIC SPACE

The Plan incorporates a network of parks, plazas, and greenways. One essential feature is the creation of several new civic spaces designed to anchor the neighborhoods and provide places for recreation and gathering. One such space, envisioned for the area adjacent to the historic Button Factory, is ideally suited for a future transit station and includes plenty of space for recreation. A second civic space within the former Frank Jones Brewery complex is imagined as a plaza with the potential for outdoor dining and park space. Another important feature of the Plan is the daylighting of Hodgson Brook, and the creation of a greenway for walking, biking, and passive recreation along the restored waterway. A series of pocket parks, greens and plazas throughout the West End will ensure that residents and visitors are never more than a short walk from a well-designed civic space. One feature is the incorporation of a shared street into the Button Factory area, a place where working artisans can demonstrate their crafts and display their goods while pedestrians and motorists move through the space. Throughout the Plan, opportunities will be sought to incorporate street trees, particularly when whole blocks or streetscapes are redeveloped.

## BUILDING DESIGN

The design strategy for the Vision Plan is based on the juxtaposition of existing historic homes, mixed use and industrial buildings and new, more contemporary buildings and additions. During the West End charrette, the public expressed their desire for a variety of building heights, volumes and massing, and were open to the injection of contemporary architecture into the mix. The intention is for these neighborhoods to develop their own character and styles, independent of downtown Portsmouth. In order to achieve a higher density of uses and buildings, structured parking will be required.

# THE WEST END: ISLINGTON STREET CORRIDOR PRELIMINARY VISION PLAN



## LAND USE

Land uses in the West End will include a variety of residential, office, civic and commercial spaces, including light industrial “maker” spaces and artist’s workshops. Charrette participants voiced the need for additional housing, which could include rowhouses, live-work units, artists’ lofts, small single-family homes, mid-rise multi-family buildings and possibly microhousing apartments. While a full range of housing opportunities should be provided for residents of all income levels, some emphasis should be placed on keeping existing housing affordable and creating additional workforce housing units. Ground floor uses in most areas along the corridor will be commercial in order to activate streetscapes and keep residences out of potential flood zones. Parking will be located on street, in the rear yards, in underground garages, or in lined parking structures concealed from public view. The introduction of a new Artisan Industrial Character District will allow for the type of development envisioned for the Button Factory maker place.

## TRANSPORTATION & INFRASTRUCTURE

Participants in the West End charrette were quick to point out the safety concerns at intersections, rail crossings, and the lack of pedestrian and bicycle facilities in the area. The Plan provides for a better connected street network and harmonious integration of various modes of transportation including pedestrian, bicycle and motorist, as well as public transit. The transit-ready plan includes a potential hub for future connections to downtown Portsmouth and the surrounding region by way of a bus or an on-street trolley line. Three major intersections have been redesigned to facilitate flow of traffic and accommodate large truck circulation. All thoroughfares are designed to be pedestrian-friendly and incorporate multi-modal design features including generous sidewalks and bike lanes where possible. One unique feature of the Vision Plan is the introduction of a shared street adjacent to the Button Factory, where pedestrians and slow-moving motorists will utilize the same pavement area. Finally, the creation of a rail trail along the existing rail line will improve pedestrian and bike connectivity to other parts of Portsmouth and the region.

# Overview

## 1. Zoning Ordinance

### A. Article 5A – replace existing Article

- Substantive revisions
- Housekeeping/clerical/clarifications

### B. Conforming Amendments

## 2. Zoning Map

### A. Regulating Plan

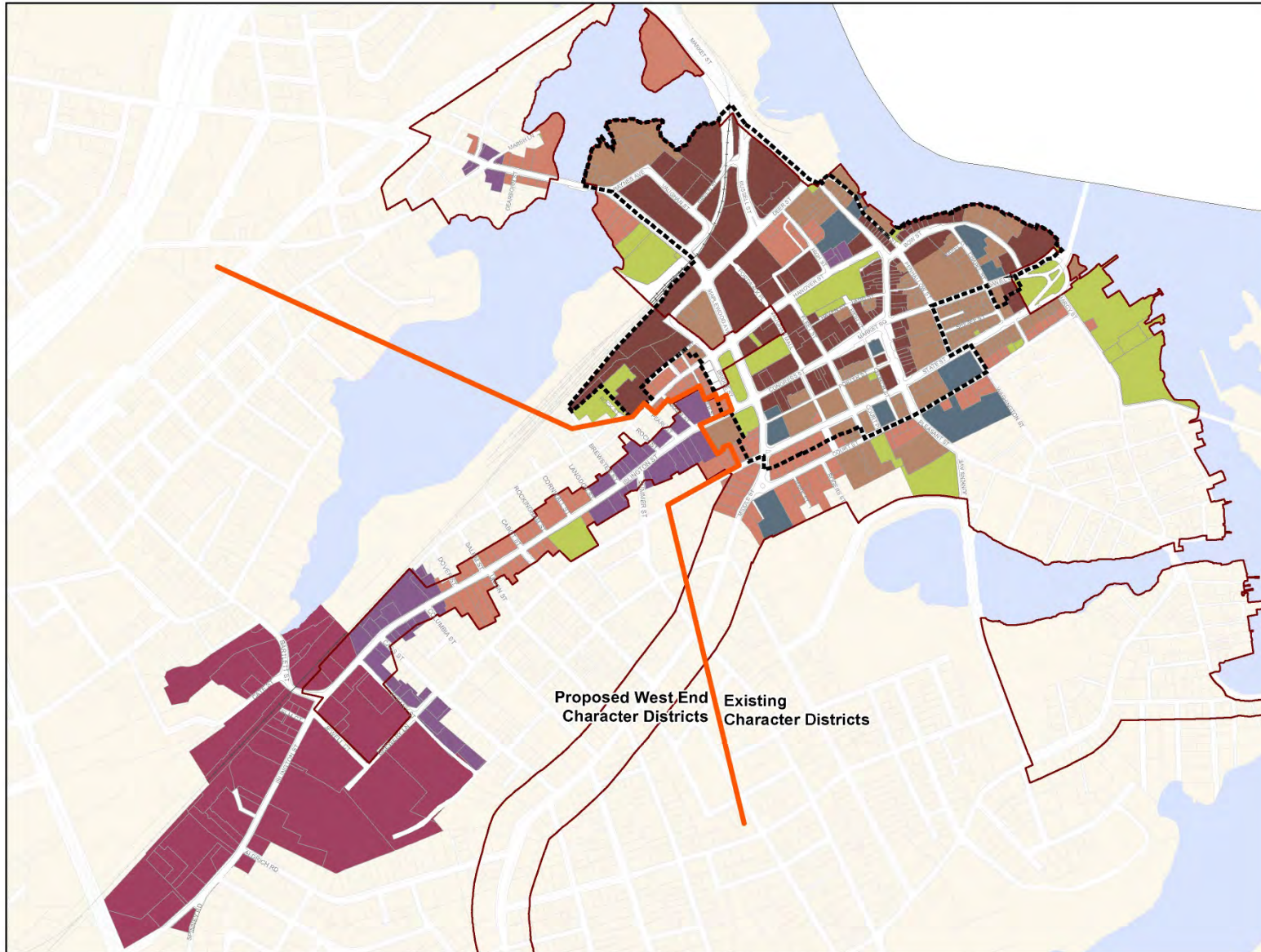
### B. Rezone adjacent parcels

# Zoning Ordinance – Substantive Changes

- New Zoning District: Character District 4-W (“West End”)
  - Based on CD4, adjusted for off-street parking
  - Includes incentive overlay district for community space & workforce housing
- Increase Allowed Building Footprints in CD5, CD4
  - Reflect existing downtown development pattern
  - Allow further increase in ground-level footprints to accommodate off-street parking on a ground floor or underground level
- New “Recessed Entry” Façade Type
- New exemption to allow off-street parking in front of single- or two-family dwelling
- Incentives for inclusion of workforce housing or community spaces in developments in the West End
  - Similar to existing incentives in North End

# Map 10.6A21A Character Districts and Civic Districts

First Reading - January 11, 2016



## Legend

Downtown Overlay District

Historic District

### Character Districts

CD5 Character District 5

CD4 Character District 4

CD4-W Character District 4-W

CD4-L1 Character District 4-L1

CD4-L2 Character District 4-L2

### Civic District

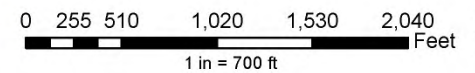
Civic District

### Municipal District

Municipal District

Proposed West End  
Character Districts


















Existing  
Character Districts






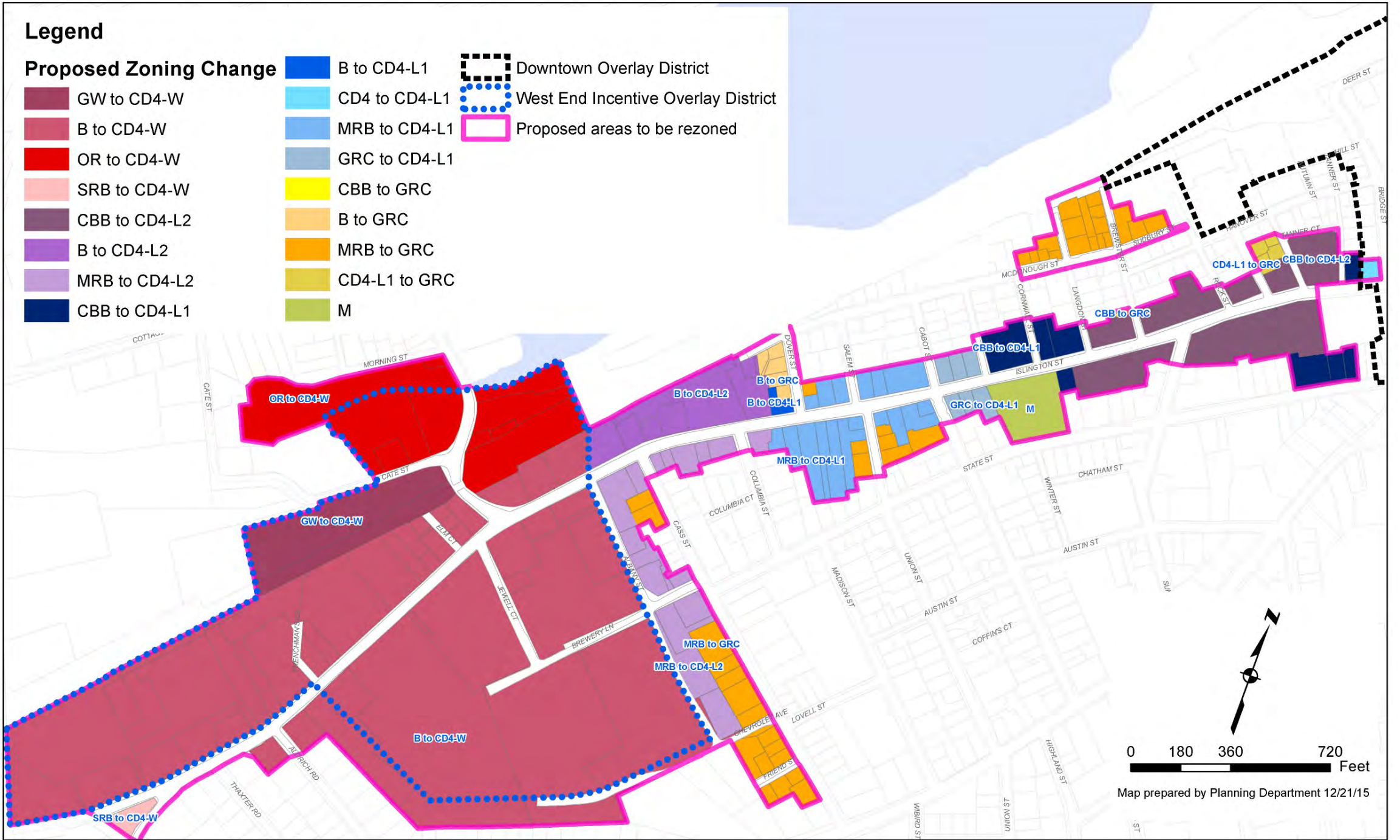


# Legend

## Proposed Zoning Change




- |   |               |   |               |
|---|---------------|---|---------------|
|  | GW to CD4-W   |  | B to CD4-L1   |
|  | B to CD4-W    |  | CD4 to CD4-L1 |
|  | OR to CD4-W   |  | MRB to CD4-L1 |
|  | SRB to CD4-W  |  | GRC to CD4-L1 |
|  | CBB to CD4-L2 |  | CBB to GRC    |
|  | B to CD4-L2   |  | B to GRC      |
|  | MRB to CD4-L2 |  | MRB to GRC    |
|  | CBB to CD4-L1 |  | CD4-L1 to GRC |
|   |               |  | M             |

-  Downtown Overlay District
-  West End Incentive Overlay District
-  Proposed areas to be rezoned



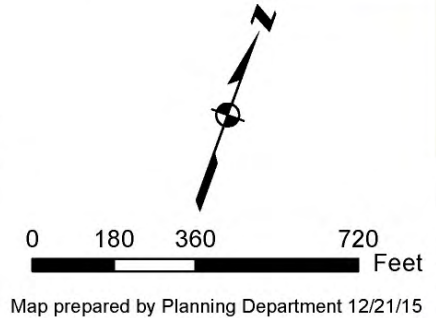
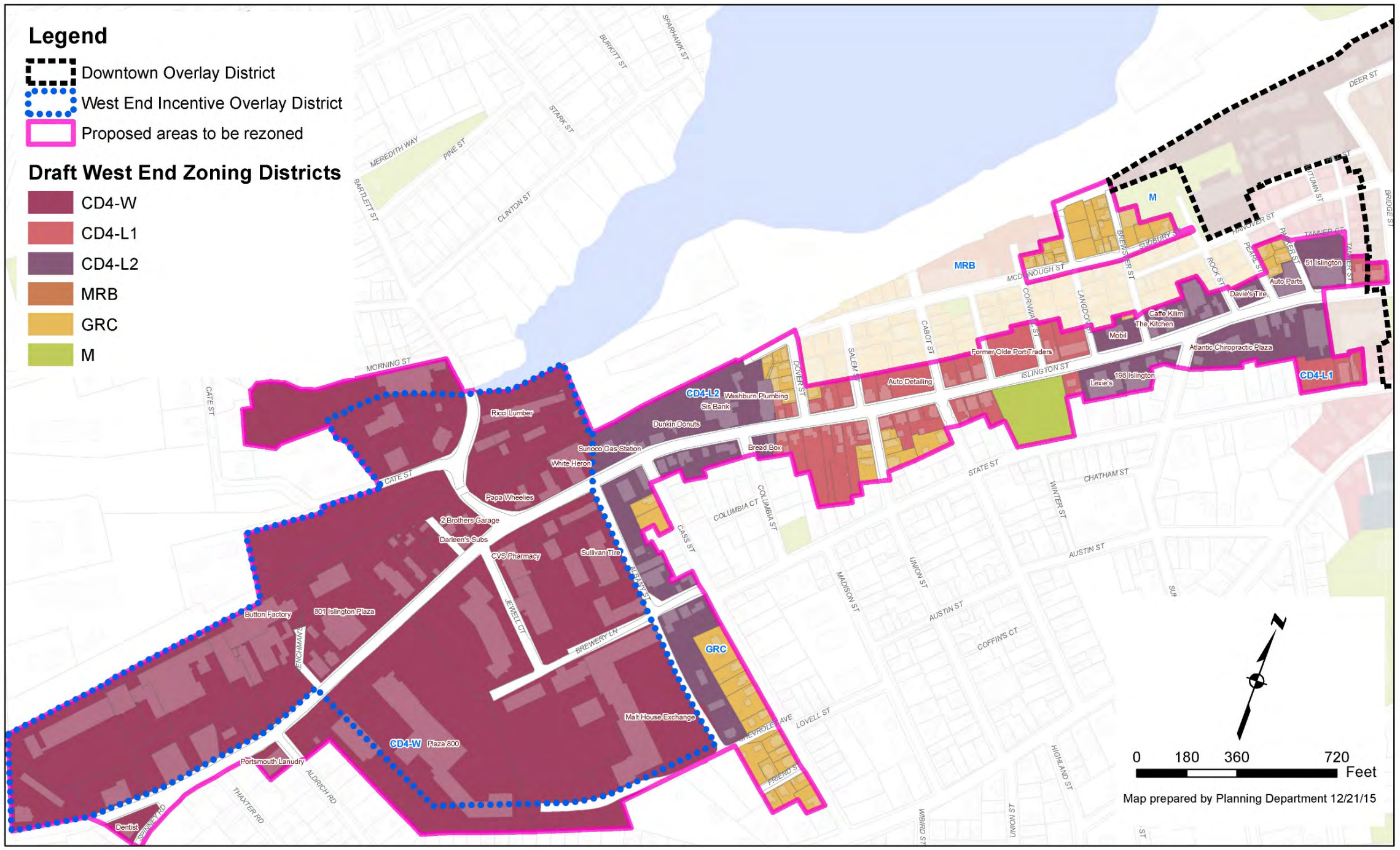
0 180 360 720 Feet  
 Map prepared by Planning Department 12/21/15

# Legend

-  Downtown Overlay District
-  West End Incentive Overlay District
-  Proposed areas to be rezoned

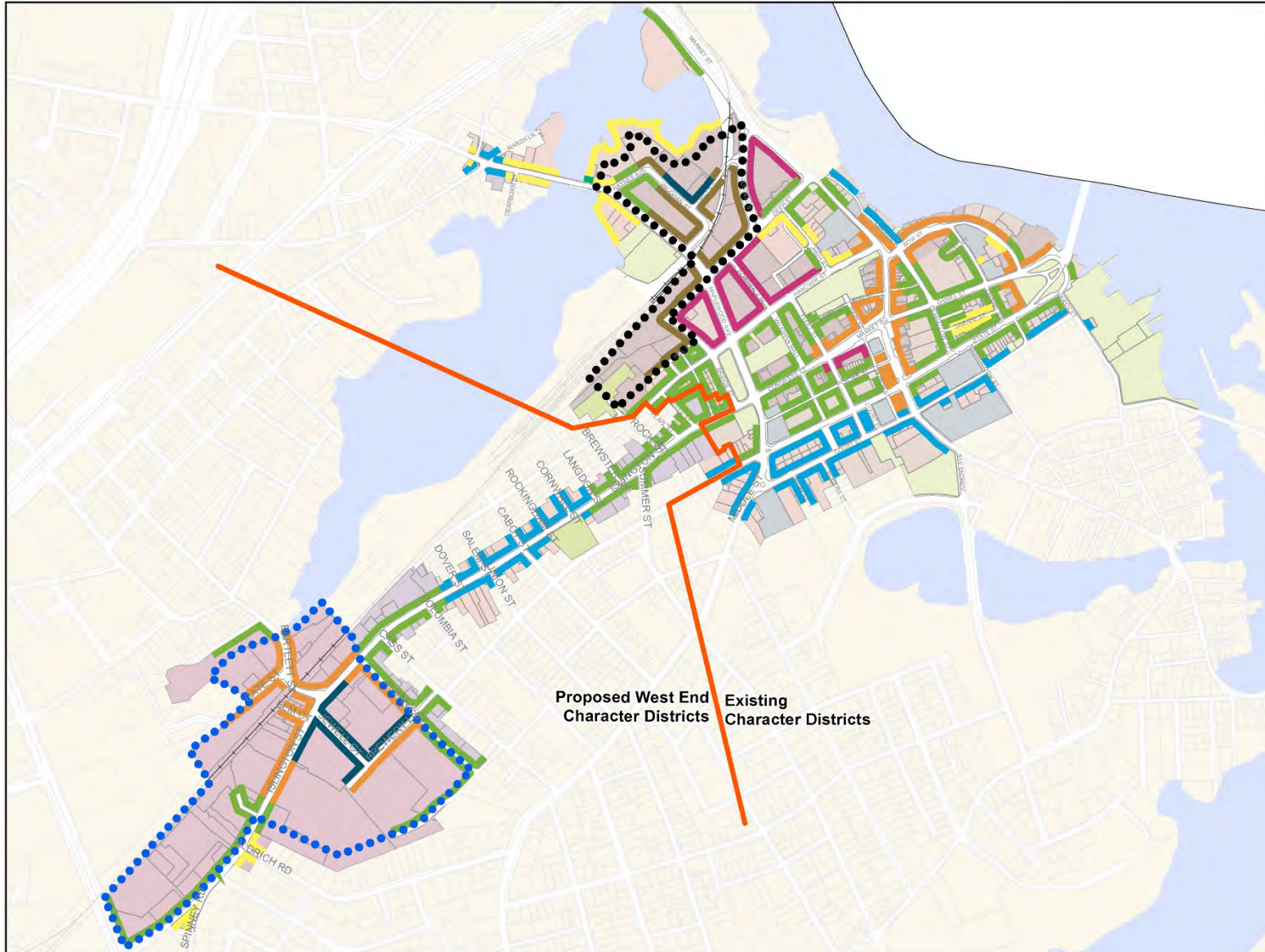
## Draft West End Zoning Districts

-  CD4-W
-  CD4-L1
-  CD4-L2
-  MRB
-  GRC
-  M



# Map 10.6A21B Building Height Standards

First Reading - January 11, 2016



Proposed West End Character Districts  
Existing Character Districts

## Legend

Height requirement area	Maximum building height*
1 Story	20'
2 Stories	35'
2 Stories (short 3rd*)	35'
2-3 Stories	40'
2-3 Stories (short 4th*)	45'
2-4 Stories	50'
2-4 Stories (short 5th*)	60'
2-5 Stories	60'

\*Penthouse levels may exceed the building height by 2 feet.

1. A short story includes either: 1) use of a top story below the cornice line of a sloped roof that is at least 20% shorter in height than the story below; or 2) a story within a mansard roof with a pitch no greater than 30:12.

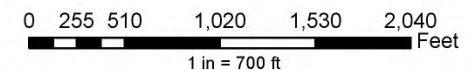
2. When a lot is assigned to more than one height requirement standard refer to the requirements listed in Section 10.5A21.22.

3. Attic space within either a gable, gambrel, Hip, or hip-top mansard roof or a penthouse level on a flat roof is not considered a story. Attic space is permitted above the top story provided the proposed building is no greater than the maximum building height.


- North End Incentive Overlay District
- West End Incentive Overlay District

The maximum building height within Incentive Overlay Districts may be increased pursuant to Section 10.5A47.

Between Maplewood Avenue and Russell Street, the boundary of the North End Incentive Overlay District is established at 100 feet from the mean high water line.



# Legend

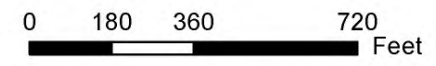
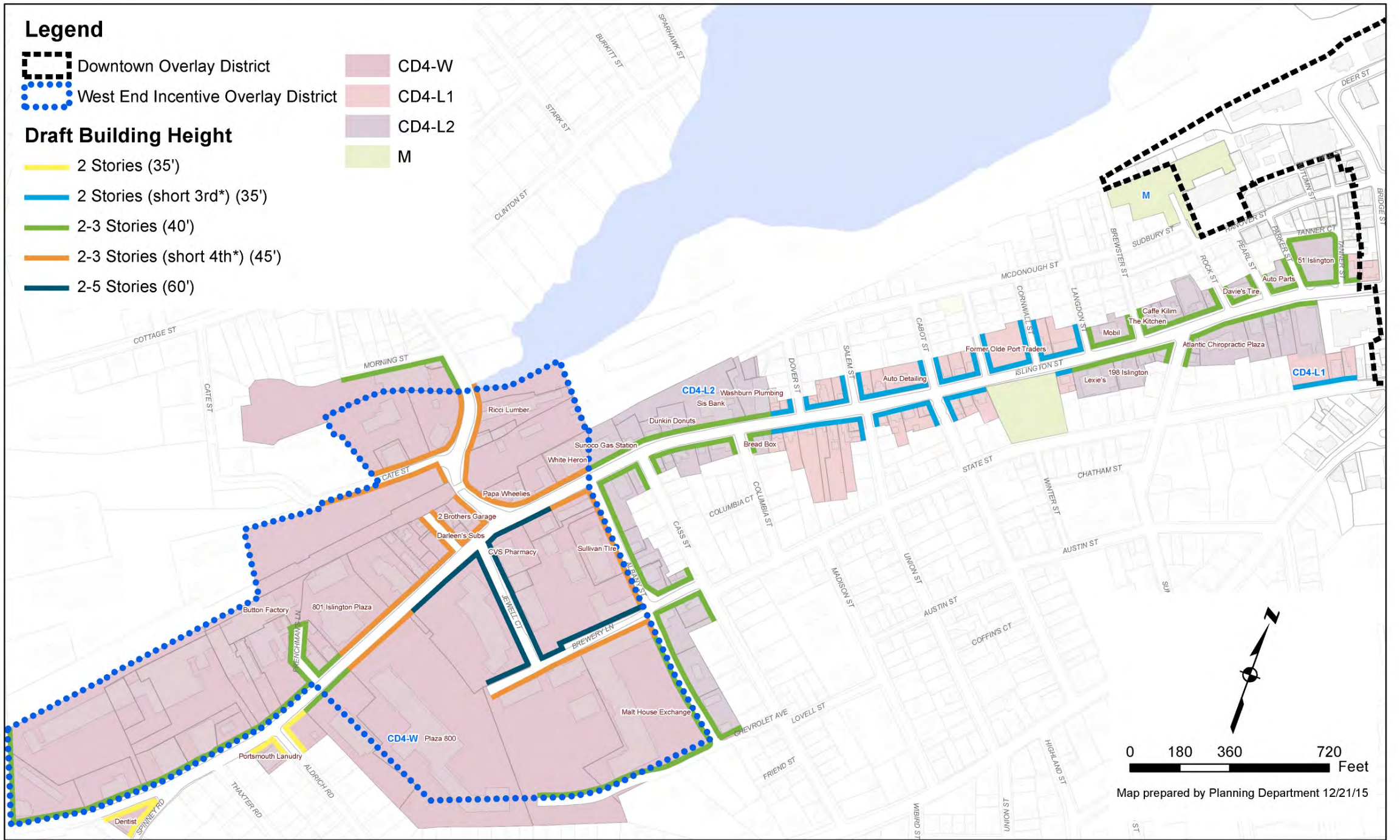
 Downtown Overlay District

 West End Incentive Overlay District

## Draft Building Height

-  2 Stories (35')
-  2 Stories (short 3rd\*) (35')
-  2-3 Stories (40')
-  2-3 Stories (short 4th\*) (45')
-  2-5 Stories (60')

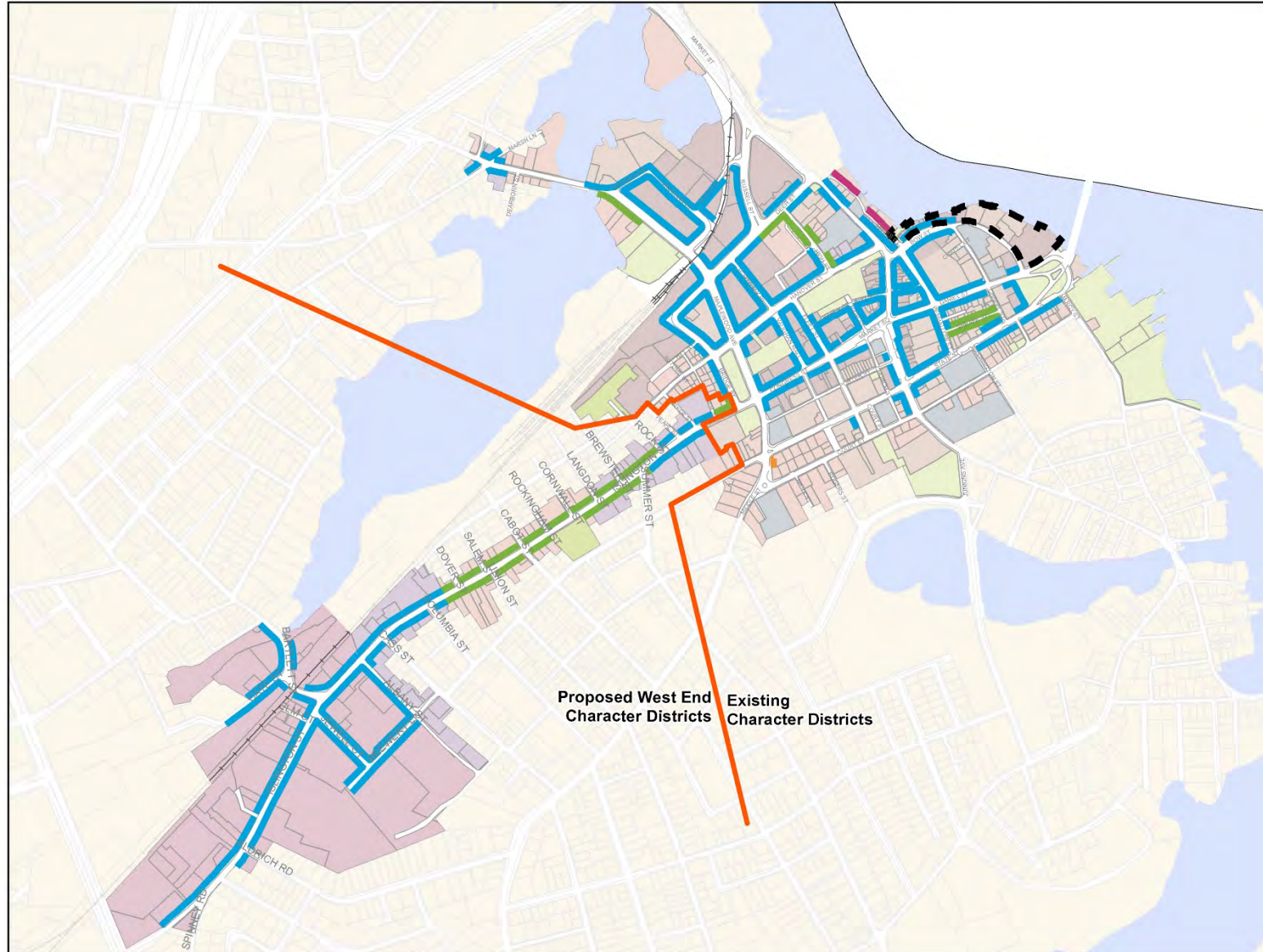
-  CD4-W
-  CD4-L1
-  CD4-L2
-  M



Map prepared by Planning Department 12/21/15

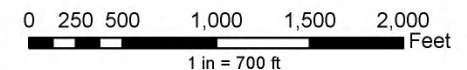
# Map 10.6A21C Special Requirements for Façade Types, Front Lot Line Buildout, and Uses

First Reading - January 11, 2016











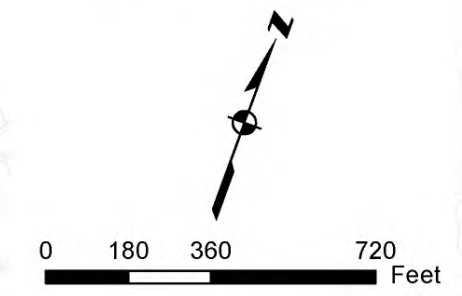
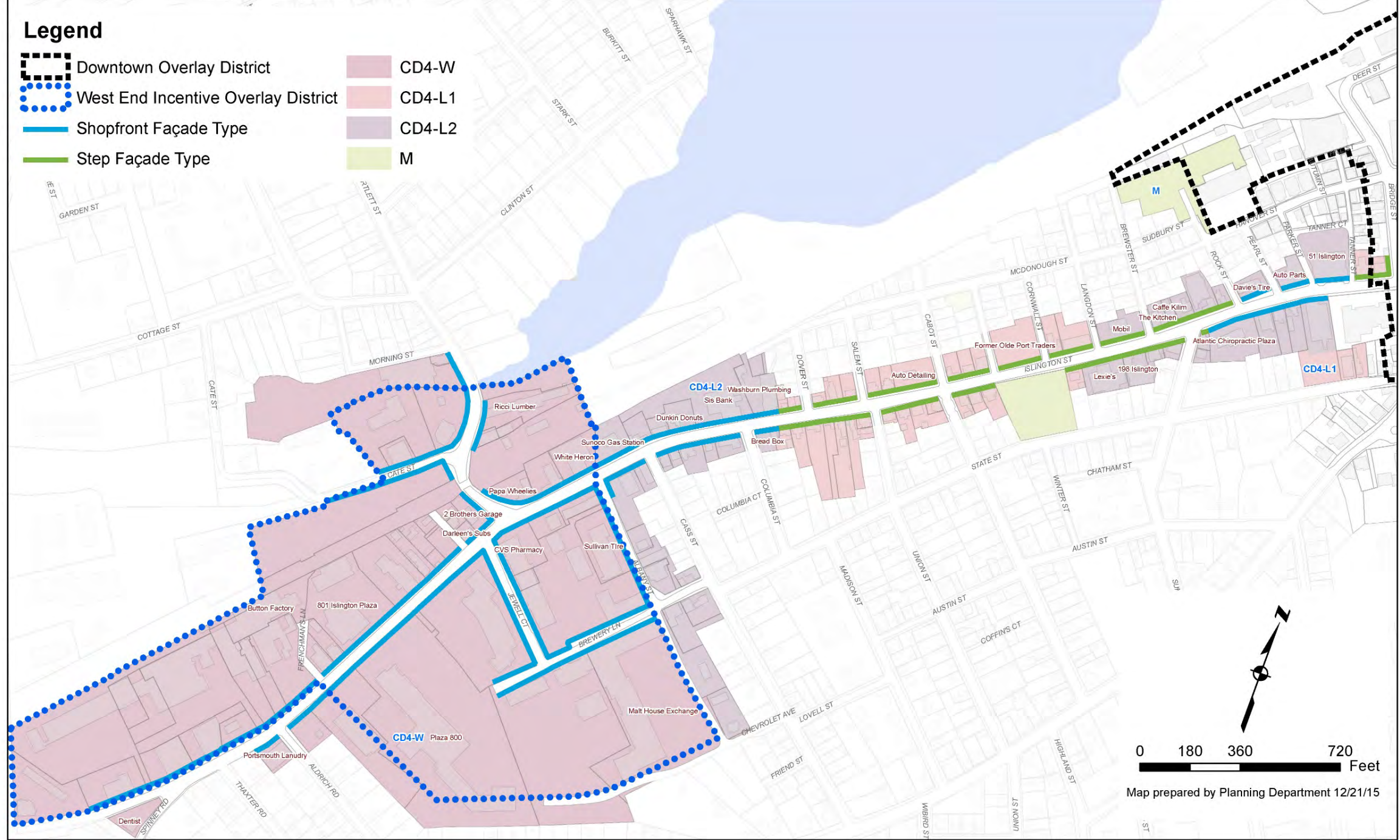
## Legend

- Shopfront façade type
- Step façade type
- Officefront façade type
- Waterfront Use Overlay  
In addition to the uses permitted in the underlying Character districts, lots in the Waterfront Use Overlay shall also permit the following uses as set forth in Section 10.440: 9.60, 12.20, 12.22, and 12.40 (Section 10.5A35).
- Waterfront lots on Ceres Street  
For waterfront lots on Ceres Street, the maximum front lot line buildout shall be 50%, and buildings shall have a wood-sided appearance (Section 10.5A21.30).  
  
In addition to the uses permitted in Character District 4, waterfront lots on Ceres Street shall also permit the uses permitted in the Waterfront Industrial district as set forth in Section 10.440 (Section 10.5A36).



# Legend

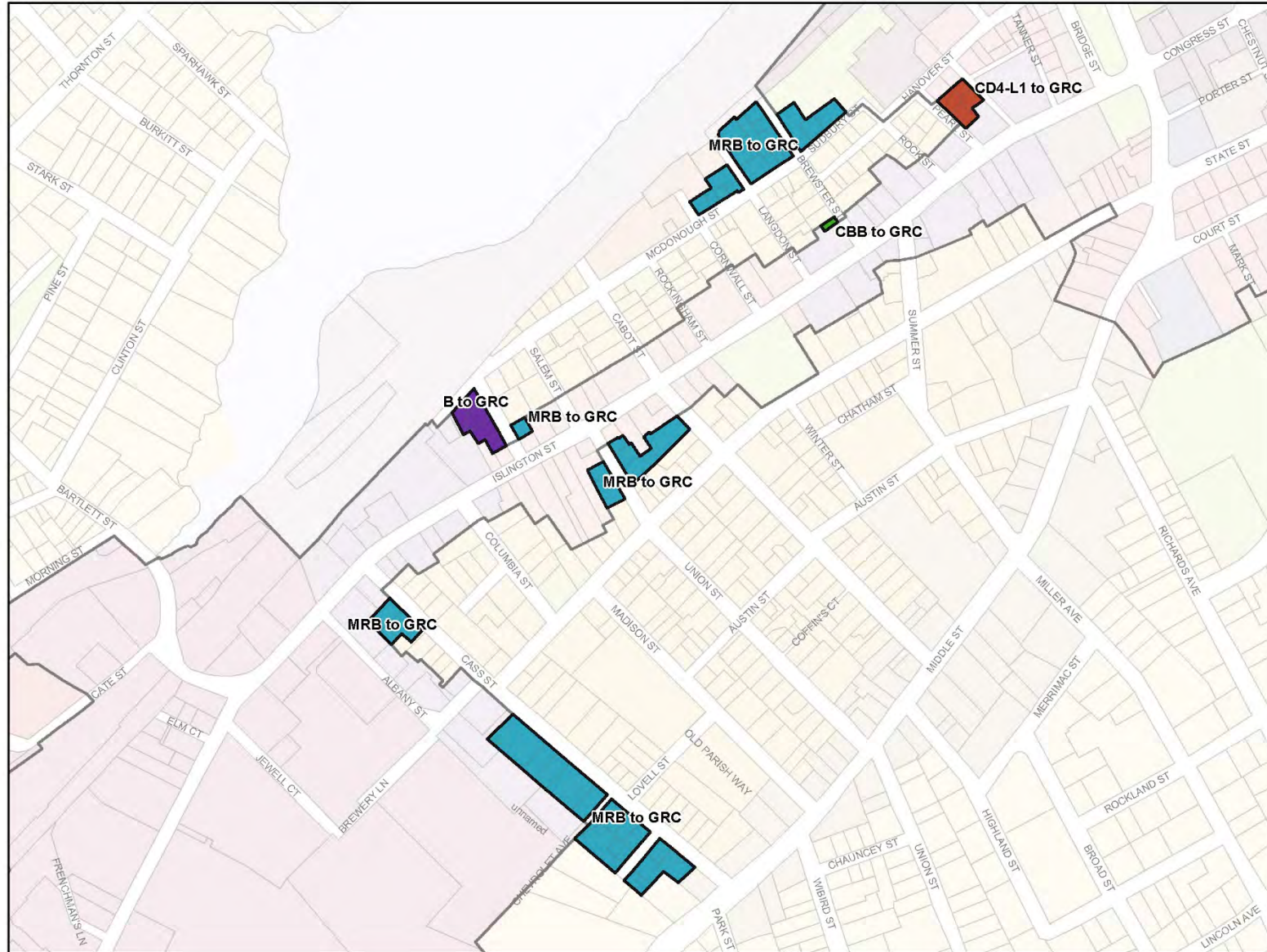
-  Downtown Overlay District
-  West End Incentive Overlay District
-  Shopfront Façade Type
-  Step Façade Type
-  CD4-W
-  CD4-L1
-  CD4-L2
-  M



Map prepared by Planning Department 12/21/15

# Additional West End Zoning Changes

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## Legend

Character districts area

## Additional West End Zoning Changes

Business to General Residence C

Central Business B to General Residence C

Character District 4-L1 to General Residence C

Mixed Residential Business to General Residence C

0 125 250 500 750 1,000 Feet

1 in = 400 ft



# Building Footprints in CD4 & CD5

	<b>CD4-W</b>	<b>CD4</b>	<b>CD5</b>
Existing standards	NA	10,000 sf	15,000 sf
Proposed amendments	20,000 sf	20,000 sf	30,000 sf



# Conforming Amendments

Delete CBA & CBB districts; add CD4-W and Civic District

Update references to zoning districts (CBA/CBB → CD4-W/CD4/CD5)

Add 7 uses (by special exception) in the CD4-L2 district

Delete Sec. 10.535 (Exceptions to Dimensional Standards in the Central Business Districts)

Update Sec. 10.590 (Minimum Distance Between Nonresidential Uses and Residential/Mixed Districts) by adding references to Gateway District and CD4-L1

Move 3 parking-related definitions from Article 5A to Article 15

Update definitions of “building footprint” and “workforce housing”

# Proposed Timeline

January 11	City Council – First Reading
January 20	Portsmouth Listens – Study Circles Kick-Off
January 21	Planning Board – Presentation
January 25 – February 19	Portsmouth Listens – Study Circles
February 18	Planning Board – Public Hearing (+ March 17 if needed)
March 17	Portsmouth Listens – Report to Planning Board & City Council
March 17	Planning Board – Vote on Report to City Council
March 21	City Council – Second Reading & Public Hearing
April 4 or April 18 ?	City Council – Third Reading