

## 711 Church Street – Zoning Comparison

One of the requirements of the Planned Unit Development (PUD) submittal is a comparison between the existing and proposed zoning. That attached chart compares the current R4C zoning with the requested PUD designation **(as well as other nearby zoning districts)**.

The City has an array of zoning districts. The development team reviewed those options, and found each district had some constraints that would not be applicable to a successful redevelopment of our site. This is why the City has a PUD District, to provide flexibility to allow development on a particular site that has unique attributes.

In our case, we are adjacent to University buildings in the midst of an area being redeveloped with mid-rise housing. We are replacing 11 structures with a new building that meets or exceeds the City's policies for sustainable design measures to reduce the carbon footprint, and adding housing at an appropriate location. The building mass and height meeting the economic requirements to support the project but are also considerate of our neighbors. The design considers views, shading, traffic and pedestrian flow, all while providing our future tenants with a high-quality living environment.

A PUD allows us **greater efficiency of land use in balancing** the need for more housing density and height so that the development can be integrated into the framework of the existing land use pattern. The flexibility of the PUD allows our team to adjust the height after the initial feedback from the city, the planning commission and neighborhood comments. We now have a more tiered design to improve views, offer a variety of rooftop amenities, and create more interest when viewed from the street and nearby properties.

In comparing the existing dimensions to the PUD on the attached chart, you can see the limitations of the R4C District. Instead of single-family residential setbacks, our building will be along the sidewalk, similar to other buildings in the vicinity. We are offering bicycle and EV parking, with a low number of vehicle parking spaces. The basis for the proposed dimensions are described in more detail in the separate "Supplementary Regulations" report.

**DEVELOPMENT SUMMARY AND COMPARISON CHART**

|                             | <b>R4C Permitted/Required</b>                      | <b>Comparison</b>                               | <b>Comparison</b>                               | <b>Proposed</b>  |
|-----------------------------|--|---|---|--|
| Site Area:                  | 8,500 SF Min.                                      | No Minimum                                      | No minimum                                      | 1.06 ac / 46,302 sf  |
| Lot Width                   | 60' Min.   | 324.00 ft.                                      | 324.00 ft.                                      | 324.00 ft.   |
| Zoning:                     | R4C  | D2  | D1  | PUD  |
| Land Use:                   | Campus Bus./Apartments                             | Apartments/Parking                              | Apartments/Parking                              | Apartments/Parking   |
| Max. Building coverage      | N/A  | Max. 80% Coverage                               | N/A   |  |
| Floor Area:                 | N/A  | N/A   | N/A   | 443,938 sf   |
| Basement Parking:           | N/A  | N/A   | N/A   | N/A  |
| Floor Area Ratio:           | N/A  | 200%, 400% w/premiums                           | 400%, 900% w/premiums                           | 959.0%   |
| Dwelling Units              | 11 Structures/Units Unknown                        | N/A   | N/A   | 272  |
| Max Density (DU/Acre)       | None   | N/A   | N/A   | 258  |
| Bedrooms                    | Unknown  | N/A   | N/A   | 1002   |
| Min. Lot Area (sf) per Unit | 2,175  | N/A   | N/A   | 170  |
| Min. Open Space %           | 40%  | 10%   | N/A   | 4,536 SF, 9.8%   |
| Min. Active Open Space      | 300 SF/DU  | N/A   | N/A   | N/A  |
| Building Height:            | 30' Max.   | 60'   | 180'  | 175' - 217'  |
| Unit Types/No.s:            |  | See architectural plans                         | See architectural plans                         | See architectural plans  |
| Req'd Vehicular Parking*:   | None Req'd   | None Req'd                                      | None Req'd                                      | None Req'd   |
| Total Vehicular Parking     |  | None  | None  | 44 Total, 2 BF, 2 Rideshare<br>6 EV-I & 38 EV-C                            |
| Req'd Bicycle Parking**:    | 1 space/5 units                                    | 1 space/5 units                                 | 1 space/5 units                                 | 20 CL C  |
| Total provided bike parking |  |   |   | 440 CLA<br>460 Total   |
| Total Required              |  |   |   |  |
| Setbacks:                   | Front: 25' Min.<br>Side: 12' Min.<br>Rear: 30" Min | Front Min. 0', Max. 10'<br>Side, 0'<br>Rear, 0' | Front Min. 0', Max. 10'<br>Side, 0'<br>Rear, 0' | Church St. -Varies, 1.48' Min.<br>Willard St. - 1.75' Min.<br>Rear - 1.24' |
| Impervious Surface          |  | 40' From Residential                            | 30' From Residential                            | Side - South -24.18'   |
|                             |  | N/A   | N/A   |  |