

T3-RC Suburban Residential Corridor

Policy Intent

Maintain, enhance, and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods in terms of their development pattern, building form, land use, and associated public realm; and move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

General Characteristics

T3 Suburban Residential Corridors (T3-RC) are prominent arterial-boulevard or collector-avenue corridors that feature residential land uses and are served by multiple modes of transportation. It is the intent for these corridors to evolve into “Complete Streets”—streets that enable safe, attractive and comfortable access and travel for all users, regardless of mode choice. Where transportation infrastructure is insufficient or not present, developer-provided enhancements may be necessary to deliver the appropriate pedestrian, bicycle, and vehicular connectivity.

These corridors often serve as neighborhood or community boundaries and are characterized by the following:

- Variety of residential and institutional buildings combined with open space that frame the corridor;
- Regularly spaced with moderate spacing between buildings and moderate to deep setbacks;
- Infrequent use of lighting;
- Significant green space along the corridor that includes formal and informal landscaping;
- High access management; and
- Served by moderately connected street networks, sidewalks, and existing or planned mass transit.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RM9-A
- RM15-A
- RM20-A
- RS3.75, RS3.75-A
- RS5, R5-A
- Design-based zoning

BUILDING TYPES

- House
- Plex House
- Detached Accessory Dwelling Unit
- House Court
- Low-Rise Townhouse
- Mid-Rise Townhouse
- Manor House
- Low-Rise Flat
- Mid-Rise Flat
- Institutional

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

T3-RC Suburban Residential Corridor

Application

T3-RC policy is applicable to prominent suburban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential uses along the corridor while providing opportunity for an evolving residential development pattern in regard to the size, scale, and density. T3-RC policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T3-RC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size and spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3-RC policy is determined, in part, by considering the reasonable depth of land required to deliver corridor-oriented development. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement.

The building mass, orientation, and placement are appropriate to the building type and street type/size. Their design is to be cohesive throughout the development, providing a thorough mix of housing types versus groupings of single types of housing. Their design complements the adjacent neighborhoods.

Massing – Massing of buildings results in a footprint with moderate lot coverage.

Orientation – Residential buildings internal to the development are oriented to the street or to an open space, which may vary and could include courtyards or other types of functional and accessible open spaces

Setbacks – Buildings have moderate and consistent setbacks. Spacing is generally moderate. Spacing between buildings also preserves greenspace and environmentally sensitive features.

Density – Density is secondary to the form of development; however, T3-RC areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than those typically found in T3 Suburban Neighborhood Maintenance areas.

Building Height – Buildings are generally one to three stories tall but taller buildings may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements, and surrounding context. Consideration of taller heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;

T3-RC Suburban Residential Corridor

- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Along Major Corridors – Residential development on the T3-RC is located to frame the corridor and to preserve the existing environmental features and land form. The significant, dense landscaping that preserves existing trees and vegetation, preferably, frames the corridor. If site or environmentally sensitive features deem that unattainable, then residential buildings frame the corridor. The residential buildings orient toward the corridor with moderate and consistent setbacks that preserve and create a combination of buildings and landscaping framing the corridor.

Double Frontage Lots – Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Open Space – New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.



Major corridor framed by landscaping

Landscaping – Landscaping along the corridor is generally informal consisting of existing mature vegetation, regardless of whether the corridor is framed by open space or framed by residential buildings as described in building orientation. Landscaping away from the corridor that is internal to developments is generally natural and informal. Landscaping should retain the existing vegetation to preserve the randomly spaced clusters of mature trees, similar to what is found in a classic suburban model. However, sometimes formal landscaping is used.

When developing a landscaping plan, the character of landscaping in adjacent neighborhoods is considered. The use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure is also considered.

Parking – In all cases, parking is provided on-site and is not accessed from the corridor. Parking for single- and two-family buildings is generally provided by driveways from internal streets with limited on-street parking on internal streets.

Parking for multi-family buildings is provided on-site in surface lots, which are not accessed from the corridor. Parking is located behind or beside the building and is screened and/or buffered from view of internal streets and from view of the corridor. The use of pervious

T3-RC Suburban Residential Corridor

pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

Signage – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is scaled for pedestrians and moderately to quickly moving traffic. Monument signs are appropriate.

Transitioning

Adjacent Historic Structures – New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Higher Intensity – Buildings at the edges of the corridor form transitions in scale and massing where the building adjoins lower-intensity policy areas. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3-RC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more

varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;

- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Articulate façades that face lower-intensity policy areas.

Connectivity

Access – T3-RC areas are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. Moderate to high access management provides shared and consolidated access points separated by greater distances to complement the longer suburban block. Variation is allowed for sensitive treatment of environmental features.

Side streets or frontage roads provide the preferred access to the corridor. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited and strategically



Example of higher intensity residential along corridors.

T3-RC Suburban Residential Corridor

located to minimize conflict points between vehicles, pedestrians, and cyclists. Access points are consolidated and coordinated with strategic access points across all fronting streets. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

The impact of access to the corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity that offers multiple route choices.

Block Length – Blocks are curvilinear and linear with moderate distance between prominent intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers, and existing or planned transit is high, and provided in the form of sidewalks and bikeways. Clearly marked crosswalks at intersections, across parking lots, and at vehicular access points distinguish the pedestrian zone from the vehicular zone.

Transit – Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities in concert with sidewalks and bikeways.

Vehicular – Vehicular connectivity to surrounding development is high.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-RC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3-RC policy that are described above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered.

Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RM9-A
- RM15-A
- RM20-A
- RS3.75, RS3.75-A
- RS5, RS5-A
- Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.