

Use Hybrid Zoning to Foster FELU

Description: Hybrid zoning integrates traditional Euclidean Zoning with other zoning approaches (e.g. form-based zoning) to meet the needs of the community. For example, it can be used to maintain traditional zoning regulations, while adding specific structural and open space requirements needed for logistical activities through the implementation of form-based zoning. This initiative aims to reduce logistic sprawl and livability issues due to freight-related traffic and facilities.

Geographic scope: City/MSA, Area, Corridor, Parcel

Initiative group: Zoning: Regulatory Controls

Problem source: Inadequate infrastructure, Urban deliveries, Double parking, Other parking issues, Incompatible land uses

Expected costs and level of effort: This initiative requires a moderate to high amount of effort due to the public outreach required to develop a code in response to local needs. Additionally, collaboration and consensus between local public agencies and private developers is required. The combined costs of public outreach and collaboration are not particularly high, but the process can be time-consuming.

Stakeholders involved: Local Communities, Developers, Regional Planning Agencies, Planning Commission

Time to fruition: 6-10 years

Advantages:

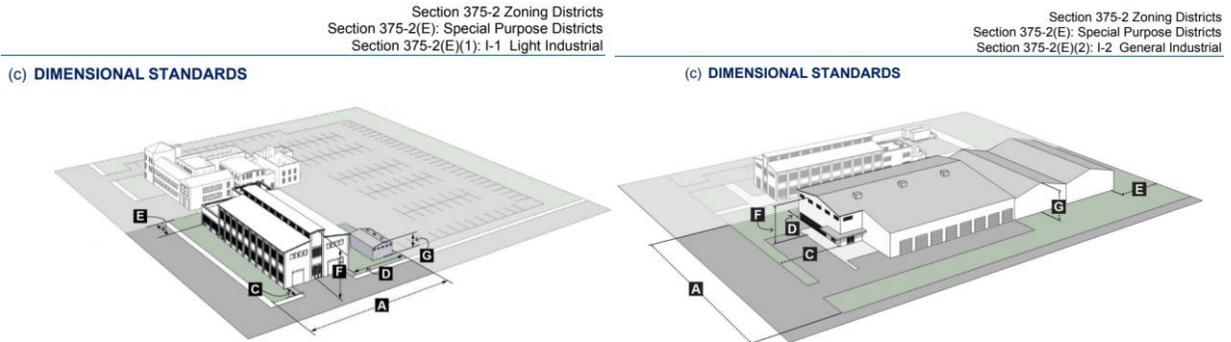
- Allows more flexibility than the form-based code
- Allows to keep conventional zoning

Disadvantages:

- May not provide a “one-size-fits-all” approach
- Require collaboration and consensus between local public agencies and private developers

Examples:

- Albany, New York. The city has adopted the hybrid code specifying detailed site requirements for various land uses including general industrial and light industrial sites to accommodate freight activities successfully (City of Albany 2017).



Source: (City of Albany 2017)

Related land use initiatives: Overlay Zoning to Foster FELU, Form-Based Zoning to Foster FELU, Site/Building Design Initiatives, Freight Cluster Development

Complementary transportation initiatives: Parking and Loading Area Management Initiatives, Demand Management Initiatives

References: (Municipal Research and Services Center - MRSC 2012, Chicago Metropolitan Agency for Planning 2013, City of Albany 2017)