Park Ave Community Project
Phase II

CAC Meeting
Code Concepts
September 9, 2020
1. Welcome
2. Final Framework Plan Review
3. Zoning 101 Refresh
4. Code Concepts
5. Next Steps
PARK AVE COMMUNITY PROJECT
GUIDING PRINCIPLES

1. Increase employment opportunities, promote innovative business ventures and enhance access to business and community services amenities, while remaining sensitive to existing businesses adjacent to transit, along McLoughlin and along the near side streets.

2. Increase the diversity and accessibility of housing choices adjacent to transit along McLoughlin and along the near side streets, while maintaining sensitivity to existing residences.

3. Provide safe locations, crossings and connections for walking, biking, transit and parking.

4. Create a variety and scale of neighborhood activity supported by a network of community gathering spaces that are safe and welcoming both day and night.

5. Treat natural systems as a benefit and an integral part of our community identity by preserving, promoting and enhancing native natural elements at a variety of scales.

6. Promote resilient, sustainable systems, and infrastructure.
FINAL FRAMEWORK PLAN
LAND USE & DEVELOPMENT CHARACTER
Identify areas of differing character, use, and development intensity such as: housing type and density, employment centers, commercial districts, etc.

ACTIVE STREET DESIGN
Contributes to an active public realm through design that engages sidewalks and streets through techniques like: frequent building entries, transparency of ground floors, building facade variation, and limited driveway access points.

NEIGHBORHOOD/VILLAGE CENTER
A walkable heart and hub for the community, and where the community comes together for services, gathering, etc.

PARK AVE COMMUNITY PROJECT
FRAMEWORK ELEMENTS BASED ON WHAT WE HAVE HEARD...
PARK AVE COMMUNITY PROJECT

FRAMEWORK ELEMENTS BASED ON WHAT WE HAVE HEARD...

LANDSCAPE & PLANTING IMPROVEMENTS

Enhanced landscaping and planting along existing connections. Preserve existing natural features and Oak trees.

PEDESTRIAN & BIKE IMPROVEMENTS

Provide sidewalks with landscape/planting buffers between sidewalk and any vehicles. Provide buffered/protected bike lanes.

CROSSING IMPROVEMENTS

Provide a designated and safe pedestrian and bicycle crossing. Treatments at each crossing vary based on conditions.
Identify areas of differing character, use, and development intensity (where do you want to see an increase of employment and housing?)

Locate desired hubs of activity

Locate active ground floor design

Locate pedestrian and bicycle improvements

Locate street crossing improvements

Locate opportunities for landscape and planting improvements
DEVELOPMENT DISTRICTS

- Commercial / Residential Mixed Use District
- Multi-Family Residential Transition District
- Single Family Residential Zone (not impacted)
EMPLOYMENT OPPORTUNITIES

CHARACTER AND EXPERIENCE
HOUSING OPPORTUNITIES

CHARACTER AND EXPERIENCE
LANDSCAPING & PLANTING IMPROVEMENTS

Landscaping and greenspaces enhance the beauty of the neighborhood and contribute to the resiliency of the neighborhood. Preserving the existing natural resources and oak trees in the neighborhood is essential. Stormwater planters, landscaped buffers, courtyards, and street trees could all be included in new development to enhance the natural environment.
LANDSCAPING & PLANTING IMPROVEMENTS
CHARACTER AND EXPERIENCE
BIKE & PED CONNECTIONS

New Bike & Pedestrian Connections
Primary Connections: serve as key connectors from residential areas to essential community resources adjacent to McLoughlin Blvd.
- Silver Springs Rd.
- Torbank Rd.

Future Potential
Bike & Pedestrian Connections
(Consultant Recommended)
These connections could be built after further study and would improve connectivity to community services.
BIKE & PEDESTRIAN CONNECTIONS
CHARACTER AND EXPERIENCE
SAFE CROSSINGS

Crossing improvements would vary based on location but they could include raised crossings, pavement/material changes, push button signals, pedestrian refuge medians, etc.
SAFE CROSSINGS
CHARACTER AND EXPERIENCE
Active street design like frequent building entries, windows at ground floor level, and visually interesting building facades help create a pedestrian friendly environment. It promotes “eyes on the street,” which helps people feel comfortable walking around the area, leading to a more vibrant, safe neighborhood.
ACTIVE STREET DESIGN
CHARACTER AND EXPERIENCE
These active places will serve as natural community gathering spaces, where people meet as they are walking and biking to complete errands or get to other services focused on those who live in the neighborhood.
NEIGHBORHOOD HUB
CHARACTER AND EXPERIENCE
FINAL FRAMEWORK

Legend
- Single Family Residential Zone
- Commercial/Residential MU District
- Multi-Family Residential Transition District
- Green Street or Landscape Buffer
- Active Street Design
- Proposed Crossing Improvements
- Recommended Bike/Ped Connection
- Future Potential Bike/Ped Connection
- Bike & Pedestrian Improvements along Existing Street
- Activity Hub

Map showing various district areas and connections with labels such as PARK AVE, SILVER SPRINGS RD, TORBANK RD, COURTNEY RD, HOLLEY AVE, and Oak Grove.
Are “Zoning” and “Development & Design Standards” the same thing?

Zoning is a broad term that includes both a mapping component dividing an area into different “zones” and a set of written standards for what type of development is allowed in those zones. Development & design standards are a part of the zoning code, officially named the Zoning & Development Ordinance.
ZONING 101

Zoning code standards address:

- What type of activity can you have?
- What must it look like?
- How do you get it approved & how is it reviewed?
ZONING 101
USES STANDARDS BY ZONE

EXAMPLE USE TABLE:

<table>
<thead>
<tr>
<th>Use</th>
<th>NC</th>
<th>C-2</th>
<th>RCC</th>
<th>RTL</th>
<th>CC</th>
<th>C-3</th>
<th>PMU</th>
<th>SCMU</th>
<th>OA</th>
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<td>P</td>
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<td>P</td>
<td>L</td>
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<td>Daycare Services, Adult</td>
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<td>Drive-Thru Window Services, subject to Section 827</td>
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<td>A^10</td>
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<td>Dwellings, Attached Single-Family</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>A</td>
<td>P</td>
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<td>L^11</td>
<td>X</td>
<td>A^11</td>
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<td>Dwellings, Detached Single-Family</td>
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<td>A</td>
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<td>Dwellings, Multifamily</td>
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<td>Electric Vehicle Charging Stations</td>
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<td>Employee Amenities, such as cafeterias, clinics, daycare facilities, fitness facilities, lounges, and recreational facilities</td>
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<td>Entertainment Facilities, including arcades, billiard halls, bowling alleys, miniature golf courses, and movie theaters</td>
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<td>p</td>
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<td>S</td>
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<tr>
<td>Fitness Facilities, including athletic clubs, exercise studios, gymnasiums, and health clubs</td>
<td>p^15</td>
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<td>p</td>
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<td>L^15,18</td>
<td>C^15</td>
<td>L^15,18</td>
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“P” = Primary Use
“A” = Accessory Use
“L” = Limited Use
“C” = Conditional (can be considered but not permitted outright)
“X” = Prohibited
ZONING 101
INTENSITY OF DEVELOPMENT

RESIDENTIAL
- Height
- Setbacks
- The dreaded D-word: Density

COMMERCIAL
- Height
- Setbacks
- Floor Area Ratio

Floor Area Ratio

<table>
<thead>
<tr>
<th>FAR</th>
<th>1 Story</th>
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<th>4 Stories</th>
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<tr>
<td>2.0</td>
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Entire Lot Area | Half Lot Area | Quarter Lot Area
ZONING 101
DEVELOPMENT & DESIGN STANDARDS

Large scale

Site Design
How should development relate to the streets/public space? Where is parking located?

Massing
How tall/dense can development be?

Form
How much building articulation, glazing, stepbacks on upper floors should be required?

Fine grained

Building Design
How much variation in design pattern, colors, materials should be required?
ZONING 101
STANDARDS v. GUIDELINES

STANDARDS

- “Must” and “shall” language
- Generally set strict limits: minimums and maximums
- Fixed methods designed to result in specific outcome
- Provide certainty
- Allow for objective, yes/no review

GUIDELINES

- “Should” language
- Aspirational and ideal outcomes, generally, with multiples paths to achieve desired outcome
- Provide flexibility
- Require discretionary, nuanced review
ZONING 101
DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?
ZONING 101
DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?

- Off-street parking location and quantity.
- Building height and density.
- Upper floor stepbacks/height transitions.
- Building setback from sidewalk and ground floor transparency.
- Awnings/signage.
- Parking/service access.
- Vehicle/ped/bike connections between parcels.

PRIVATE PROPERTY
DEVELOPMENT/DESIGN STANDARDS: WHAT CAN THEY REGULATE?

- Street trees and landscaping
- Sidewalk width
- Street trees and landscaping
- Lighting

PUBLIC RIGHT OF WAY
The review process occurs across multiple agencies and county departments. This review process will not be changed as part of this project.

Pre-application Conference
- Prior to application submittal
- Review comments from Planning and Zoning, Sewer and Water, Engineering, Building, Fire

Design Review Process (Type II)
- Planning and Zoning leads staff review, coordinating with other departments and agencies
- Includes public comment period, notice mailed to nearby property owners
- Staff provides recommendation to Design Review Committee
- Committee returns recommendations to staff, and finalized with conditions of approval
- Final decision issued
ZONING 101
WHAT ZONING IS NOT

- Zoning cannot control what actually gets developed on a particular site, but it can create a set of possibilities and parameters for development that aligns with community vision.
- Zoning will not compel development overnight. Development will respond to market conditions and property owner interest.
- Zoning does not require anyone to change anything existing on their property until they are ready to do so.
- Zoning alone cannot complete desired public infrastructure and amenities, though it can contribute to both private and public facilities.
CODE CONCEPTS
TRANSLATION TO CODE

- Use standards
- Intensity standards
- Landscaping standards
- Environmental protection standards
- Connectivity standards, both types and locations
- Design standards, especially ground-floor

Additional aspects to be implemented outside of zoning code
GREEN SPACES
PROPOSED STANDARDS

- Enhance green streetscapes with street trees and landscaping along the front of buildings
- Site landscaping minimums for all new development, can integrate stormwater
- Tree protection standards
- Protections for environmentally sensitive areas
CONNECTIVITY

PROPOSED STANDARDS

- Where new connections are required
- Types of connections required: all modes, bike/ped only
- *Future work: cross-section design for different connections*
ACTIVE STREET DESIGN
PROPOSED STANDARDS

- Design standards keyed to type of street frontage: McLoughlin, intersecting streets

- Techniques to include:
  - Prominent building entryway design
  - Window coverage
  - Facade detailing and articulation to prevent blank walls
  - Landscaping and plazas
SETBACKS/FRONTAGE

EXISTING DEVELOPMENT

No maximum setback requirement

No requirements for setback design

PROPOSED STANDARDS

Establish a maximum setback

Require landscape as part of setback / frontage

Require buildings to engage public space

Note: Current standards would not allow similar development; 20 ft maximum front setback with landscaping is required
SETBACKS/FRONTAGE
PROPOSED STANDARDS

● Between private sites and public streets:
  ○ Emphasize building frontage
  ○ Use pedestrian plazas, trees and landscaping between the sidewalk and private site
  ○ Move private parking to side or rear of sites

● Will be complemented by elements within the public right-of-way such as:
  ○ Expanded sidewalks
  ○ Street trees and landscaping between the sidewalk and street
  ○ Protected bike lanes
  ○ On-street parking
SITE UTILIZATION PPriorities
Current Standards

- Large surface parking requirements (1.25 stalls per unit)

Proposed Standards

- Balance building, parking, and open space mix with 0.5 stalls per unit
- Increase open space on parcels
SITE UTILIZATION PRIORITIES

PROPOSED STANDARDS

• Adjust utilization of site area to match development priorities:
  ○ Increase effective area available for building footprints, to increase housing and employment opportunities
  ○ Maintain existing area for courtyards and open space
  ○ Reduce site area devoted to private parking
OFF-STREET PARKING

PROPOSED STANDARDS

● Reduce minimum parking ratios for residential development
  ○ Considering ratios around 1 space per unit, with additional reductions possible for proximity to transit, affordable housing projects, and senior housing projects
  ○ Increase opportunities for shared parking, including Park and Ride
  ○ Set a regulatory minimum, while continuing to allow developers to build parking to meet their expectations
  ○ Make more room for housing opportunities, which increases vitality of neighborhood and demand for local services and shops
GC - C3 MIX OF USES

Broad range of commercial, employment and multifamily residential uses to remain permitted uses

**CURRENT STANDARDS**

- **Manufacturing** - on site manufacturing from raw materials not permitted. Secondary manufacturing allowed.

- **Auto oriented** - range of auto-oriented uses are currently allowed.

- **Storage** - self-storage and commercial storage currently allowed.

- **Outdoor uses** - outdoor storage and operations currently allowed.

**PROPOSED STANDARDS**

- **Manufacturing** - allow on-site production of goods from raw materials to be sold (limit to food and beverage or expand?).

- **Auto oriented** - limit new uses like car wash, gas station, car sales or car repair uses

- **Storage** - prohibit new self-storage and commercial storage developments.

- **Outdoor uses** - prohibit outdoor storage and limit outdoor uses to cafe seating, street vendors, and sidewalk sales.
GC - C3 MIX OF USES

CURRENT STANDARDS

PROPOSED CHANGES
GC - C3 DEVELOPMENT INTENSITY

CURRENT STANDARDS

- **Commercial scale**: currently no maximum height or floor area ratio requirements.
- **Residential scale**: maximum of 25 dwelling units per acre with no maximum height or floor area ratio requirements.
- Minimum density of 22.5 units/acre required.

PROPOSED STANDARDS

- **Commercial scale**: maintain existing requirements to preserve flexibility.
- **Residential scale**: allow up to 50-100 dwelling units per acre
- Up to 4-5 story developments expected, but no height limit proposed
- Continue requiring minimum density of 22.5 units/acre
GC - C3 DEVELOPMENT INTENSITY AND USES

EXAMPLE: 50 DU/ACRE

EXAMPLE: 100 DU/ACRE
GC - C3 DEVELOPMENT INTENSITY

CURRENT STANDARDS

Maximum 25 du/ac, with minimum 22.5 du/ac for residential development

No maximum height or FAR for commercial development

PROPOSED STANDARDS

Allow 50-100 du/ac, minimum 22.5 du/ac for residential development

4-5 Story Development
MR-1 DEVELOPMENT INTENSITY & USES

CURRENT STANDARDS

- Allows up to a maximum of 12 units per acre with minimum of 9.6 units per acre
- Allows townhouses, duplexes, triplexes, multifamily and manufactured dwelling parks
- No new single-family detached dwellings are permitted; existing houses are “grandfathered in” as nonconforming uses

PROPOSED STANDARDS

- Maintain maximum and minimum density for most residential types
- Allow cottage cluster developments in addition to existing uses, at higher density of 20-30 units per acre
- Broader County-level review of MR-1 zone to come
MR - 1 DEVELOPMENT INTENSITY & USES

EXAMPLE: COTTAGES

EXAMPLE: TOWNHOUSES
### ZONING STANDARDS & GUIDING PRINCIPLES

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<tr>
<th>1</th>
<th><strong>INCREASED EMPLOYMENT OPPORTUNITIES</strong></th>
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<tbody>
<tr>
<td></td>
<td>- Limit auto-oriented and low-job producing uses</td>
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<td>- Permit on-site manufacturing</td>
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<tr>
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<th><strong>INCREASED HOUSING CHOICES</strong></th>
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<tr>
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<td>- Increase density of multifamily housing (CR-3)</td>
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<td>- Allow new cottage cluster developments in addition to existing residential options (MR-1)</td>
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<td>- Reduce area required for off-street parking</td>
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<th><strong>BIKE &amp; PED CONNECTIONS</strong></th>
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<tr>
<td></td>
<td>- Require new connections through sites scaled to desired modes</td>
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<td>- Require active street design along new connections</td>
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ZONING STANDARDS & GUIDING PRINCIPLES

NEIGHBORHOOD HUBS

- Require active ground-floor design at key hubs
- Help buildings engage with the street through reduced setbacks
- Allow outdoor uses such as cafe seating
- Require street trees and landscaping along the front of buildings, where appropriate, to enhance streets and connections
- Landscaping minimums for all new development, can integrate stormwater
- Tree protection standards
- Sustainable features & solar setback standards
- Protections for environmentally sensitive areas
NEXT STEPS
QUESTIONS?