

DEVELOPMENT & DESIGN STANDARDS



DEVELOPMENT AND DESIGN STANDARDS OVERVIEW

PROPOSED CHANGES

General Commercial (C-3) lands:

- Increase housing opportunities by allowing higher residential density
- Allow more opportunities for small-scale manufacturing
- Limit new auto-oriented uses
- Reduce on-site parking requirements

Medium Density Residential (MR-1) lands:

- Allow cottage cluster housing at higher densities

Both C-3 and MR-1 lands:

- Require new pedestrian and bicycle connections
- Scale building and site design to match the characteristics of the streetscape

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PROPOSED CHANGES

Why is this change proposed?

The General Commercial C-3 zone along McLoughlin currently allows residential uses but at a density too low for multi-family residential projects. Increasing density provides more flexibility to **increase the diversity of housing choices** in the area.



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PROPOSED CHANGES

Why is this change proposed?

Allowing small on-site manufacturing uses (like artisan studios, maker spaces, and incubator labs) will provide flexibility to help **encourage new employment opportunities** and **promote innovative ventures.**



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PROPOSED CHANGES

Why is this change proposed?

Car-oriented uses and self-storage facilities occupy significant land areas and produce **few employment opportunities**. Their large surface parking areas also **detract from the experience of walking in an area**.



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PROPOSED CHANGES

Why is this change proposed?

The Medium Density Residential MR-1 area currently allows townhome and small multifamily development. Allowing cottage clusters (multiple small homes on a shared lot with shared open space) creates a new opportunity to **increase the diversity and flexibility of housing choices** in the area.



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PROPOSED CHANGES

Why is this change proposed?

Many streets in the area do not currently have complete sidewalks or landscape buffers, and blocks are extremely large. Providing new connections and improvements to existing streets makes it possible to **provide safe locations for walking, biking, transit, and parking.**



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PROPOSED CHANGES

Why is this change proposed?

Many buildings in the area do not create a connection to the street or interact with pedestrians to create welcoming environments. Scaling buildings and integrating active design elements in the ground floor creates opportunities to **create a heart and hub of community activity and a network of gathering spaces.**



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PROPOSED CHANGES



Why is this change proposed?

Reductions to parking standards within the Park Ave Station Area allow for flexibility based on location near frequent transit, availability of shared parking, and bike-parking.

In addition, multi-family dwelling developments have reduced parking requirements, and additional reductions available for affordable units and age-restricted units.

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Will mixed use or ground-floor retail now be required for new development?

No. The code provisions are intended to make this type of development easier, but it will not be required. Ground floors of buildings will need to include design elements like windows, doors, and awnings/canopies that make the pedestrian experience richer.

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What happens to existing auto-oriented businesses (car lots, gas stations, etc) if the code no longer allows them?

All existing uses in the area will continue to be permitted for as long as current owners wish to continue them. The code changes regulate **new development** to help the area evolve gradually to more closely implement the plan vision of a mix of employment and residential opportunities in a walkable environment.