

## **Station Community Mixed Use District**

Park Avenue Station, McLaughlin Blvd

### **Purpose**

Proposed changes to the *Clackamas County Zoning and Development Ordinance (ZDO)* via an addendum of Subsection 1005 *Site and Building Design Standards*. This is consistent with other county Design Plan districts and follows precedents from other sections of the Clackamas County ZDO to implement the *Clackamas County Comprehensive Plan* and enable outcomes that are consistent with the *McCloughlin Area Plan Community Values and Guiding Principles*.

### **Overall Goals/Objectives**

- Create clear and vibrant activity clusters or centers
- Significantly improve mixed use development potential
- Significantly increase residential use capacity
- Reduce overall parking requirements
- Improve and increase bike parking requirements
- Increase building presence and transparency
- Ensure compatibility of resulting character across use types and sizes of project sites developed
- Clarify ZDO intent and definitions of desired character
- Implement building design and material standards to ensure overall quality
- Allow pathway for deviation from standards when it facilitates the preservation and reuse of an existing structure in conjunction with new development
- Encourage housing affordability mix in new development
- Protect existing natural character: trees, topography, habitat
- Expand use types to emphasize small locally owned business enterprises
- Allow local resource production uses
- Ensure parks and/or open space included in new development
- Identify and encourage preservation of key sites for public community use

### **Corridor Objectives**

*These objectives apply to the Park Avenue Station Area, but we would eventually like to see these applied to the entire McCloughlin Boulevard Corridor.*

- Apply Regional Center design standards to the MAP Corridor
  - Standards for internal/private street design, building setbacks and orientation to streets
  - Standards for buildings and structured parking adjacent to pedestrian facilities
  - Standards for internal site access and circulation, ground floor active uses, and buffering higher-intensity uses from adjacent low-density residential districts
- Reduce or eliminate existing disincentives to mixed-use developments
  - Increase allowed supply of housing along Corridor to reduce infill pressure on urban low-density residential districts, increase customer base for existing and new businesses, and allow the market to better respond to current consumer housing preference trends
  - Provide pathway to reduced parking requirements for developments specifically designed to leverage non-automobile trips
  - Simplify site and building design standards and ensure consistency between use-types (retail, office, residential, mixed-use, etc)
- Strengthen landscape standards to support habitat, increase tree canopy, reduce water use and maintenance, and improve quality
  - Sustainable, habitat-quality landscaping

- Preserve, restore, and increase the tree canopy
- Expose surface water management beautifully
- Establish the Corridor Theme of *Integration with Nature*
- Incentives for increasing contiguous/coordinated protected habitat
- Enhance comfort and security for bicycle travelers
  - Improve bicycle accommodations
  - Reduce conflicts with motor vehicles and pedestrians
  - Eliminate design review requirement for wall-mounted bicycle storage
  - Increase/improve accommodations for bicycle users (parking, shower/changing facilities, etc)
- Support role of designated Nodes/Activity Centers as the community's "Downtowns"
  - Ensure Corridor development reflects community's desire for contiguous open space, parks, clustered smaller-scale structures, and reserves higher-intensity development for Activity Centers
  - Implement Community Objectives (defined)
  - Ensure quality of building design and materials

### **Park Avenue Station Area Objectives**

*These objectives are specific to commercial and multi-family zoned properties within walking distance from the Park Avenue High Capacity Transit Station. These objectives may be applied to areas designated as MAP Activity Centers in the future.*

- Require or encourage more specific mixtures of uses
  - Guarantee increased development intensity and better utilization of land
  - Allow higher-intensity development that can grow to support an 18-hour/7-days-a-week community
  - Keep housing above the ground floor of most buildings
- Support small businesses that serve neighborhood needs and decrease the need for motor vehicle trips
  - Ensure development that will support walking as the most attractive choice for trips under one half mile in distance that originate or terminate within the Station Area
  - Requirements for providing smaller ground-floor storefront spaces
  - Provide pathway to *further*-reduced parking requirements for developments in the station area designed to leverage non-automobile trips
- Leverage proximity to transit station to attract employers, higher-wage jobs, and car-free residents
  - Add jobs and housing to the Station Area
  - Preserve integrity of large site requirements
  - Given proximity to transit station and changing demographic/market-preferences, allow the market to respond to demand for housing

### **Remaining concerns**

*We believe the following topics will also need to be addressed as part of this effort.*

- Naturescaping and habitat design guidelines
  - Approved plant list
  - Connecting habitat
  - Creating effective habitat
  - Naturescaping vs landscaping and interplay
- Land divisions
  - Preserving integrity of large site requirements

- Housing
  - Minimum floor area
  - Low density residential buffering
- Aggregation of requirements to enable lot line, block pattern development
- Zone changes
  - Effect of Comp Plan compatible zone change request
  - Which zones are compatible with Comp Plan in station area and corridor?
- Site layout and future development
  - Ensuring pedestrian navigability and high intersection density
  - Preserving integrity of requirements and conditions of approval for a multi phase development

1005.aa McLoughlin Corridor Design Plan Area

Subsection 1005.aa applies to McLoughlin Corridor Design Plan Area, as identified on Comprehensive Plan Map X-MC-1, McLoughlin Corridor Design Plan, Design Plan Area. Where these standards conflict with other provisions in Section 1000, Subsection 1005.aa shall take precedence.

Objective	Suggested ZDO Language (shown <u>underlined</u> ) [ <i>Desired effects</i> ] (shown <i>italicized</i> )
Apply industry standard definition of “mixed use” and include by reference the County’s definition for “multi-use developments”	<p>A. <u>Definitions</u></p> <ol style="list-style-type: none"> <li>1. <u>“Mixed use building” is a building that contains at least one floor devoted to allowed nonresidential uses and at least one floor devoted to allowed residential uses.</u></li> <li>2. <u>“Mixed-use development” is:</u> <ol style="list-style-type: none"> <li>i. <u>a development including one or more mixed-use buildings, as defined in (1), or</u></li> <li>ii. <u>a Multi-Use Development, as defined in subsection 1016.02.</u></li> </ol> </li> </ol>
Explicitly allow mixed-use as a primary permitted use for Corridor commercial district, without conditional use review	<p>B. <u>Mixed-use developments, as defined in (A)(2) of this Subsection, are a permitted use in the Commercial (C-2, C-3) and the Multifamily Residential districts (MR-1, MR-2, HDR, SHD) and properties adjacent to a designated Main Street.</u></p> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Eliminate conditional use application + review requirement for MUDs in MAP area for certain zoning districts</i></li> </ol>
Standards for internal/private street design, building setbacks and orientation to streets  Copy 1005.08 CLACKAMAS REGIONAL CENTER AREA DESIGN STANDARDS and apply to McLoughlin Corridor Design Plan Area	<p>C. <u>McLoughlin Corridor Design Plan Area: Development is subject to the McLoughlin Corridor Design Plan Area in Chapter 10 of the Comprehensive Plan.</u></p> <p>D. <u>Parking Structure Orientation: Entrances for ground-level retail uses in parking structures located within 20 feet of a street shall be oriented to a street.</u></p> <p>E. <u>Corner Lot Buildings:</u></p> <ol style="list-style-type: none"> <li>1. <u>A corner lot is a lot, parcel, tax lot, or land area created by a lease agreement at the intersection of two streets.</u></li> <li>2. <u>Buildings on street corners shall have corner entrances or other architectural features to enhance the pedestrian environment at the intersection.</u></li> </ol> <p>F. <u>Building Setbacks from Private Streets: Where a setback from a private street, as defined in (H) of this Subsection, is required by the standards of the applicable zoning district, the setback shall be measured from the back edge of the sidewalk.</u></p> <p>G. <u>Parking Structures: If a parking structure, including understructure parking, abuts a street, appropriate features shall</u></p>

	<p><u>be provided to create a transition between the parking structure, or the entrance to understructure parking, and the abutting street. Examples of appropriate features include, but are not limited to, landscape planters and trellises, awnings, canopies, building ornamentation, and art. As used in (G) of this Subsection, a parking structure “abuts a street” if no other building is sited between the parking structure and the street.</u></p> <p>H. <u>Private Streets: Private streets used to meet the structure orientation and/or yard depth standards shall include:</u></p> <ol style="list-style-type: none"> <li>1. <u>Sidewalks or raised walking surfaces on both sides;</u></li> <li>2. <u>Curbs;</u></li> <li>3. <u>Street trees, pursuant to Subsection 1007.08; and</u></li> <li>4. <u>Pedestrian-scale lighting.</u></li> <li>5. <u>Private streets may also provide on-street parking and at-grade loading zones, as applicable.</u></li> </ol> <p>I. <u>Internal Streets:</u></p> <ol style="list-style-type: none"> <li>1. <u>Internal streets may be required to connect to adjacent properties to increase connectivity and provide grid patterns that allow for future development.</u></li> <li>2. <u>Internal streets shall be designed to allow for future development when applicable.</u></li> <li>3. <u>Development shall provide, when applicable, direct street and pedestrian connections between developments and schools, parks, open space, shopping areas, employment areas, and transit stops.</u></li> <li>4. <u>To provide connectivity, existing platted roads within proposed developments shall not be vacated unless similar access is provided on the site.</u></li> </ol>
<p>Standards for buildings and structured parking adjacent to pedestrian facilities</p> <p>Copy 1005.09 REGIONAL CENTER DESIGN STANDARDS and apply to Mcloughlin Corridor Design Plan Area</p>	<p>J. <u>Freestanding parking structures located within 20 feet of pedestrian facilities, including public or private streets, pedestrian ways, greenways, a transit station or shelter, or plaza, shall provide a quality pedestrian environment on the façade facing the pedestrian facility. Techniques to use may include:</u></p> <ol style="list-style-type: none"> <li>1. <u>Provide retail or office uses on the ground floor of the parking structure facing the pedestrian facility;</u></li> <li>2. <u>Provide architectural features that enhance the first floor of the parking structure adjacent to the pedestrian facility, such as building articulation, awnings, canopies, building ornamentation, and art; and</u></li> <li>3. <u>Provide pedestrian amenities in the transition area between the parking structure and pedestrian facility, including landscaping, trellises, seating areas, kiosks, water features with seating, plazas, outdoor eating areas, and drinking fountains.</u></li> </ol> <p>K. <u>New buildings shall have at least one public entrance oriented to</u></p>

	<p><u>a street. Private streets used to meet this standard shall include the elements identified in (H) of this Subsection.</u></p> <p>L. <u>Pedestrian amenities are required between the building and the front lot line. The following guidelines apply to pedestrian amenities used to meet this requirement:</u></p> <ol style="list-style-type: none"> <li>1. <u>Pedestrian areas include plazas, courtyards, outdoor seating areas for restaurants, pocket parks, and atriums when there is direct access for pedestrians. Pedestrian areas in front of buildings should be visible from the street.</u></li> <li>2. <u>Pedestrian areas must include landscape planters and at least two of the following amenities for every 100 square feet of pedestrian area: lawn areas with trees and seating; awnings or other weather protection; kiosks; outdoor eating areas with seating; water features with seating; and drinking fountains.</u></li> </ol> <p>M. <u>In the multifamily residential Districts (MR-1, MR-2, HDR, SHD), pedestrian amenities are required in the front yard setback area, except landscaping for privacy may also be provided as an option in the setback area for residential buildings.</u></p> <p>N. <u>Internal streets and driveways are prohibited between buildings and the street to which building entrances are oriented.</u></p>
<p>Standards for internal site access and circulation, ground floor active uses, and buffering higher-intensity uses from adjacent low-density residential districts</p> <p>Copy 1005.11 PMU District Standards and apply to Mcloughlin Corridor Design Plan Area</p>	<p>O. <u>Access and Circulation:</u></p> <ol style="list-style-type: none"> <li>1. <u>An internal circulation system shall include a network of public, private, and internal streets subject to (H) through (I) of this Subsection. Private streets shall function like local streets, with curbs, sidewalks, or raised walking surfaces on both sides, street trees, pedestrian scale lighting, and connections to state, county, or public streets. This internal street network shall create developable sites defined by streets. In addition, the internal circulation system may include a range of secondary facilities, including service roads, driveways, drive aisles, and other similar facilities. The overall intent is to provide a pattern of access and circulation that provides a clear and logical network of primary streets that have pedestrian orientation and amenities. A secondary network of pedestrian ways and vehicular circulation will supplement this system.</u></li> <li>2. <u>Internal driveways shall not be located between buildings and the streets to which building entrances are oriented.</u></li> </ol> <p>P. <u>Building Siting and Design:</u></p> <ol style="list-style-type: none"> <li>1. <u>New buildings shall have at least one public entrance oriented to a state, county, public, or private street.</u></li> <li>2. <u>Buildings shall have first floor windows with views of internal activity or display cases, and the major entrance</u></li> </ol>

	<p><u>on the building façade facing the street the building is oriented to. Entrances and windows on the street-side facade shall not be blocked, or entrances locked during operation hours. Additional major entrances may also be allowed facing minor streets and parking areas.</u></p> <ol style="list-style-type: none"> <li>3. <u>Buildings on street corners shall have corner entrances or other architectural features to enhance the pedestrian environment at the intersection.</u></li> <li>4. <u>First floor windows or display cases are required on building facades facing and adjacent to public and private streets, plazas, walkways, and pedestrian areas. Windows and doorways shall not be blocked or entrances locked during operation hours.</u></li> <li>5. <u>Parking structures located within 20 feet of pedestrian facilities including public or private streets, pedestrian ways, greenways, a transit station or shelter, or plaza, shall provide a quality pedestrian environment on the façade facing the pedestrian facility. Techniques to use include, but are not limited to:</u> <ol style="list-style-type: none"> <li>i. <u>Provide retail, office or similar uses on the ground floor of the parking structure with windows and activity facing the pedestrian facility; or,</u></li> <li>ii. <u>Provide architectural features that enhance the first floor of the parking structure adjacent to the pedestrian facility, such as building articulation, awnings, canopies, building ornamentation, and art; or,</u></li> <li>iii. <u>Provide pedestrian amenities in the transition area between the parking structure and the pedestrian facility, including landscaping, trellises, trees, seating areas, kiosks, water features with a sitting area, plazas, outdoor eating areas, and drinking fountains.</u></li> <li>iv. <u>The above listed techniques and features, and others of similar nature, must be used so that blank walls are not created.</u></li> </ol> </li> </ol> <p>Q. <u>Buffering: When a low density residential district is located adjacent to a mixed use development site, it shall be buffered from the mixed use development site with natural area buffers or by the location of streets, parks, plazas, greenways, or medium density residential uses in the mixed use development.</u></p>
<p>Increase allowed supply of housing along Corridor to reduce infill pressure on urban low-density residential districts, increase customer base for</p>	<p>R. <u>Single-use multifamily dwellings in the Commercial district will be required to conform to the SHD district standards. When included as part of a Mixed-use building, as defined in <b>(A)(1)</b> of this Subsection, multifamily dwellings will be required to conform only to the maximum density standard for the SHD district.</u></p>

<p>existing and new businesses, and allow the market to better respond to current consumer housing preference trends</p>	<p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Increase base density through entire corridor by allowing multifamily dwellings in commercial districts to use higher-density SHD zone standards</i></li> <li>2. <i>Community gets 40% minimum landscaping coverage for single-use multifamily dwellings instead of present 25%</i></li> <li>3. <i>Incent mixed-use buildings by eliminating residential (SHD) district dimensional standards requiring 40% minimum landscaping coverage, etc.; also, is consistent with existing ZDO where multifamily on C-3 uses MR-1 to HDR standard, which is waived (save for max density) for MUD on C-3</i></li> </ol>
<p>Provide pathway to reduced parking requirements for developments specifically designed to leverage non-automobile trips</p>	<p>S. <u>Parking</u></p> <ol style="list-style-type: none"> <li>1. <u>Mixed-use developments, as defined in (A)(2) of this Subsection, shall calculate parking minimums per 1015.04(D) and parking maximums per 1015.04(E) and will apply an automatic 20% reduction to both values, rounding down to the nearest whole number, inclusive of zero. This requirement is not eligible for a modification or variance that results in an increase in allowed parking that exceeds the reduced maximum.</u></li> <li>2. <u>Convenient and secure outdoor or indoor short term bicycle parking may substitute for motor vehicle parking spaces required for commercial uses at a ratio of five bicycle spaces for each reduced motor vehicle space.</u></li> <li>3. <u>Secure indoor long term bicycle parking may substitute for motor vehicle parking spaces required for residential uses at a ratio of five bicycle spaces per reduced motor vehicle space.</u></li> <li>4. <u>Additional parking reductions may be allowed if authorized through Design Review pursuant to Section 1102.</u></li> </ol> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Existing ZDO allows for up to 20% reduction of minimum parking standard for shared parking facilities via CU Review. Eliminate CU requirement while maintaining expected outcome for revised parking minimums.</i></li> <li>2. <i>Apply the downward revision to the maximum parking standard to prevent oversupply of parking.</i></li> <li>3. <i>Allows any development to pursue parking reductions via Design Review.</i></li> </ol>
<p>Simplify site and building design standards and ensure consistency between use-types (retail, office, residential, mixed-use, etc)</p>	<p>T. <u>Mixed-use developments, as defined in (A)(2) of this Subsection, are not subject to subsection 1016.08: (Multi-use Dimensional Standards) but shall adhere to the dimensional standards of the underlying zone.</u></p> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Eliminate minimum site area requirement for MUDs on C-3</i></li> </ol>

	<ol style="list-style-type: none"> <li>2. <i>Setbacks for MUDs consistent with surrounding district</i></li> <li>3. <i>Eliminate minimum building separation for residential buildings in MUDs</i></li> <li>4. <i>Eliminate minimum street frontage requirement for MUDs</i></li> </ol> <p>U. <u>For properties on the west side of Mcloughlin Blvd.:</u></p> <ol style="list-style-type: none"> <li>1. <u>Minimum front yard depth is 15 feet.</u></li> <li>2. <u>Maximum front yard depth is 20 feet.</u></li> </ol>
<p>Sustainable, habitat-quality landscaping</p>	<p>V. <u>Landscaping</u></p> <ol style="list-style-type: none"> <li>1. <u>Plants used in landscaping may consist only of native and/or non nuisance water-efficient species. When an approved plant list is adopted for the MAP Area, then only plants on that list will be allowed.</u></li> <li>2. <u>The minimum standard for landscaping shall be 25% of gross site area.</u></li> <li>3. <u>A maximum of 10% of total landscaping area may be manicured grass lawn.</u></li> <li>4. <u>A minimum of 50% of total landscaping area must be habitat-quality. Selection of site area for habitat-quality use shall give preference to creating continuous and contiguous protected areas spanning multiple sites that collectively support wildlife by enabling safe access to sources of food, water, shelter, and migration routes. Secondary preference shall be given for site area intended to buffer low density residential uses.</u></li> <li>5. <u>Development and Land Division applications must detail:</u> <ol style="list-style-type: none"> <li>i. <u>Pre development habitat condition and wildlife supporting function of site and immediate surrounding area</u></li> <li>ii. <u>Context of site within MAP Area with respect to wildlife support and travel patterns</u></li> <li>iii. <u>Expected role and function of site area to be dedicated with respect to wildlife support and travel patterns</u></li> <li>iv. <u>Species of trees, shrubs, plants, mammals, birds, reptiles, amphibians, fish, and pollinating invertebrates expected to be supported by site area to be dedicated, and any specific measures to support these species</u></li> <li>v. <u>A maintenance plan for ensuring the long-term viability of the site area to be dedicated for preservation.</u></li> </ol> </li> </ol>
<p>Preserve, restore, and increase the tree canopy</p>	<p>W. <u>Trees</u></p> <ol style="list-style-type: none"> <li>1. <u>Preserve existing, mature trees according to the following standards:</u> <ol style="list-style-type: none"> <li>i. <u>100% of trees with trunk greater than 12 inches in diameter</u></li> </ol> </li> </ol>

	<ul style="list-style-type: none"> <li>ii. <u>50% of trees with trunk greater than 6 inches and less than 12 inches</u></li> <li>2. <u>Through a combination of preservation and planting increase the total tree diameter to 125% of the pre development tree diameter.</u></li> <li>3. <u>Cover pedestrian and open-space areas with 80% or better canopy coverage.</u></li> </ul>
<p>Expose surface water management beautifully</p>	<p>X. <u>Storm water</u></p> <ul style="list-style-type: none"> <li>1. <u>Facilities must have the capacity to capture and retain flows from a 100-year storm for up to 72 hours. Captured water may be re-used, allowed to infiltrate, and/or slowly released.</u></li> <li>2. <u>Storm water facilities should be attractive, integrated into the design of the development, and prominently featured in pedestrian areas, plazas, and/or facing public or private streets.</u></li> </ul>
<p>Establish the Corridor Theme of Integration with Nature</p>	<p>Y. <u>Use natural color tones, lines and materials which blend with the natural features of the site.</u></p>
<p>Incentives for increasing contiguous/coordinated protected habitat</p>	<p>Z. <u>Site area dedicated as habitat conservation area that is contiguous to or connected by a wildlife crossing to other protected habitat, natural areas, natural water bodies or sources, a network of existing pollinator supporting vegetation, wetlands, woodlands, or other substantially wildlife supporting lands shall earn double the existing density bonus for that site area as defined in Subsection 1012. Bonus can be transferred to other sites in the Activity Centers of the Corridor.</u></p>
<p>Improve bicycle accommodations</p> <p>Reduce conflicts with motor vehicles and pedestrians</p> <p>Eliminate design review requirement for wall-mounted bicycle storage</p>	<p>AA. <u>Bicycle Parking</u></p> <ul style="list-style-type: none"> <li>1. <u>Development must provide convenient short and long term bicycle parking for customers, tenants, and employees.</u></li> <li>2. <u>Bicycle parking shall be located convenient to and should be within 20 feet of building entrances in highly visible, well-lit areas, shall not block sidewalks, accessways or paths, and shall not be located so as to require bicyclists to cross motor vehicle driveways or maneuvering areas to access building entrances.</u></li> <li>3. <u>Hanging bike racks in secured rooms or cages, offset at 18" or uniform at 24", will be allowed without design review.</u></li> </ul>
<p>Ensure that Corridor will not be as intensely developed as the designated Activity Centers</p>	<p>BB. <u>Floor area ratio shall not exceed a base maximum of 1.0, inclusive of residential dwellings.</u></p> <p>CC. <u>To earn additional FAR:</u></p> <ul style="list-style-type: none"> <li>1. <u>To earn development rights for up to 1.5 FAR (including</u></li> </ul>

	<p><u>an additional 30 units/acre for residential uses), implement one additional top tier Community Objective from <b>(DD)(1)</b> of this Subsection</u></p> <ol style="list-style-type: none"> <li>2. <u>To earn development rights for up to 2.0 FAR (including an additional 60 units/acre for residential uses), in addition to (1), implement two additional Community Objectives from <b>(DD)</b> of this Subsection</u></li> <li>3. <u>To earn development rights in excess of 2.0 FAR, in addition to (1) and (2), participate in the Living Building Challenge.</u></li> </ol>
<p>Implement Community Objectives (defined)</p>	<p>DD. <u>All new development is required to contribute to Community Objectives by selecting features from the following lists to integrate into the design of the development: two Tier 1 community objectives from (1) and one Tier 2 community objective from (2). Alternatives to specific implementation examples to Community Objectives shown here may be authorized by written approval of the Community Planning Organization's executive board.</u></p> <ol style="list-style-type: none"> <li>1. <u>Tier 1 Community Objectives</u> <ol style="list-style-type: none"> <li>i. <u>Ensure parks &amp; open space included in new development</u> <ol style="list-style-type: none"> <li>1. <u>Provide access to open space area on development site dedicated for public use without a fee or membership</u></li> <li>2. <u>Examples of uses that meet requirement:</u> <ol style="list-style-type: none"> <li>a. <u>A park with fields, playgrounds, and off-leash dog play area</u></li> <li>b. <u>Plazas with public seating, art, and/or fountain</u></li> <li>c. <u>Trails, benches and wildlife viewing areas in or adjacent to natural areas or protected habitat</u></li> </ol> </li> <li>3. <u>The allowed floor area for dedicated sites, including bonus area earned, may be transferred to other sites in MAP Activity Centers</u></li> </ol> </li> <li>ii. <u>Prioritize local &amp; small business, limit chain box stores (e.g., large format retail)</u> <ol style="list-style-type: none"> <li>1. <u>80% of ground floor gross leasable area shall consist of individual commercial storefront spaces of 2,500 square feet or less that shall not be combined for a single tenant</u></li> <li>2. <u>Individual building footprints will not</u></li> </ol> </li> </ol> </li> </ol>

	<ul style="list-style-type: none"><li><ul style="list-style-type: none"><li>3. <u>exceed 40,000 sq feet</u></li><li>3. <u>No facade shall exceed 200 feet in length</u></li></ul></li><li>iii. <u>Identify &amp; reserve key sites for public community use:</u><ul style="list-style-type: none"><li>1. <u>Examples of uses or facilities that meet standard:</u><ul style="list-style-type: none"><li>a. <u>Community center</u></li><li>b. <u>Farmers market</u></li><li>c. <u>Public swimming pool</u></li><li>d. <u>Designated Historic Landmark</u></li></ul></li><li>2. <u>Development rights for protected sites may be transferred to other sites in the Corridor</u></li><li>3. <u>Applicant must receive written approval of the Community Planning Organization's executive board. Failure of the CPO to respond by the deadline constitutes consent to the proposal.</u></li></ul></li><li>iv. <u>Encourage housing affordability mix in new development</u><ul style="list-style-type: none"><li>1. <u>Provide three or more tiers of income restricted units based on regional data showing the greatest shortages of available housing affordable to those income tiers</u></li><li>2. <u>At least 20% of all housing units must be two- or three-bedroom income-restricted units</u></li><li>3. <u>At least 30% of all housing units must be market-rate</u></li></ul></li><li>v. <u>Promote connectivity through/between developments</u><ul style="list-style-type: none"><li>1. <u>Choose one or both of the following types of new connections through the site or to a neighboring site:</u><ul style="list-style-type: none"><li>a. <u>Create active transportation connections through site from the Mcloughlin Boulevard frontage to the residential neighborhoods behind the site;</u> <u>or</u></li><li>b. <u>Create active and vehicular transportation connections to neighboring commercial properties</u></li></ul></li><li>2. <u>If new connection is to an adjacent property, produce evidence of a contract</u></li></ul></li></ul>
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with or easement from an adjacent property owner for site access

3. Show how (1) results in reduced parking, driveway, and vehicle maneuvering area compared to applicable standards or otherwise improves access to the site for active modes

4. Planned connections to adjacent sites and rights-of-way shall help form the basis of a logical, hierarchical internal street grid supporting four-sided urban block-pattern development

2. Tier 2 Community Objectives

i. Focus pedestrian activity off boulevard toward walkable retail streets/clusters and open space/habitat corridors

1. When possible, create pedestrian-only "retail streets" designed to continuously span multiple properties parallel to Mcloughlin Blvd.

2. All internal streets shall be pedestrian-oriented and fronted by buildings with active ground floor uses

3. Buildings fronting Mcloughlin Boulevard shall have substantial transparency to active internal uses to maximize visibility to traveling public

4. Applicant must request a design review by the Design Commission.

ii. Implement sustainable design requirements / incentives

1. Requirement for compliance with 1005.06 shall be doubled (minimum 2, maximum 10) for Corridor, tripled for Activity Centers (min 3, max 15)

2. Build to one of the following industry standards

a. LEED Gold standards

b. Earth Advantage Platinum

iii. Create connected habitat through landscape standards

1. Dedicate 20% of the site for habitat conservation area exclusive of the landscape area requirement but adhering to the same selection preferences

2. Optionally dedicate habitat area

	<p style="text-align: right;"><u>provided to meet landscaping standard as habitat conservation area</u></p> <ol style="list-style-type: none"> <li>3. <u>Dedicated area may qualify for bonus as prescribed in (Z) of this Subsection</u></li> </ol> <ol style="list-style-type: none"> <li>iv. <u>Improve and consolidate access drives at McLoughlin</u> <ol style="list-style-type: none"> <li>1. <u>Produce evidence of access easements with neighboring properties</u></li> <li>2. <u>Show how easement increases conflict-free lot frontage to benefit pedestrians (i.e., reduce frontage space consumed by driveways)</u></li> </ol> </li> <li>v. <u>Protect housing affordability for current residents</u> <ol style="list-style-type: none"> <li>1. <u>Resulting development must increase the total number of housing units on the site</u></li> <li>2. <u>Prevent displacement of existing residents</u> <ol style="list-style-type: none"> <li>a. <u>Assist low-income tenants displaced by development with securing temporary housing during construction</u></li> <li>b. <u>Low-income tenants displaced during construction have right-of-first-refusal for housing units in the new development</u></li> </ol> </li> <li>3. <u>Covenant to provide housing units to existing low-income residents at current rents for at least ten years</u></li> </ol> </li> </ol>
<p>Ensure quality of building design and materials</p>	<p>EE. <u>Building materials</u></p> <ol style="list-style-type: none"> <li>1. <u>Plain concrete block, plain concrete, corrugated metal, plywood, composite materials manufactured from wood or other products, sheet pressboard, and painted horizontal shiplap or clapboard siding may not be used except as secondary finishes if they cover no more than 15 percent of each facade</u> <ol style="list-style-type: none"> <li>i. <u>Design review by the Design Commission could allow for exceptions.</u></li> </ol> </li> <li>2. <u>25% minimum glazing percentage for all building faces on public rights of way or internal streets/pathways.</u></li> </ol>

1005.bb PARK AVENUE STATION AREA

Subsection 1005.bb applies to the Park Avenue Station Area, as identified by 1005.bb(A). Where these standards conflict with other provisions in Section 1000, Subsection 1005.bb shall take precedence.

Definition	<p>A. <u>The Park Avenue Station Area includes all properties in the McLoughlin Corridor Design Plan Area, as identified on Comprehensive Plan Map X-MC-1, McLoughlin Corridor Design Plan, Design Plan Area, where any portion of the site is within one-half mile walking distance of the Park Avenue Transit Station by way of public streets, sidewalks, trails, multi-use pathways, accessways, and/or private streets used to meet the standards in Subsection 1005.03(K).</u></p> <p><i>Desired effects</i></p> <ol style="list-style-type: none"><li>1. <i>Leverage prior Comprehensive Plan Map designation to avoid lengthy legislative process to amend Comprehensive Plan Map</i></li><li>2. <i>Adopt Comprehensive Plan Map designation boundaries by reference to enable the Station Area district to automatically evolve based on approved Comprehensive Plan Map, for example, when a Main Street designation is added to Park Avenue or River Road</i></li><li>3. <i>Exclude, by reference of the Comprehensive Plan Map boundaries, the urban low-density residential district from increased intensity intended for the Commercial corridor district</i></li><li>4. <i>Use non-absolute, performance-based language to enable growth of Station Area district as infrastructure improves access/proximity of additional sites to the transit station</i></li></ol>
Guarantee increased development intensity and better utilization of land	<p>B. <u>Multifamily dwellings, when included as part of a Mixed-use development, as defined in subsection <b>1005.aa(A)(2)</b>, are required to provide housing at a minimum density of 30 units/acre.</u></p>
allow higher-intensity development that can grow to support an 18-hour/7-days-a-week community	<p>C. <u>Floor area ratio shall not exceed a base maximum of 2.0, inclusive of residential dwellings.</u></p> <p>D. <u>To earn additional FAR:</u></p> <ol style="list-style-type: none"><li>1. <u>To earn development rights for up to 3.5 FAR, implement two additional community objectives from <b>1005.aa(DD)</b>, with at least one Tier 1 community objective.</u></li><li>2. <u>To earn development rights for up to 5.0 FAR, in addition to (1), implement two additional community objectives from <b>1005.aa(DD)</b>.</u></li><li>3. <u>To earn development rights in excess of 5.0 FAR, in addition to (1) and (2), participate in the Living Building Challenge.</u></li></ol>
Keep housing above the ground floor of	<p>E. <u>Internal ground-level floor to ceiling heights must be a minimum of 15 feet.</u></p>

<p>most buildings</p>	
<p>Ensure development that will support walking as the most attractive choice for trips under one half mile in distance that originate or terminate within the Station Area</p>	<p>F. <u>A minimum of 70 percent of each street frontage of 100 feet or more of the development site shall have buildings located at the minimum front yard depth line. For street frontages less than 100 feet, buildings will be located at the minimum front yard depth for 100% of the street frontage after subtracting width of sidewalk, driveway, and landscaping.</u></p> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Eliminate gaps in between buildings along the Blvd to improve pedestrian environment</i></li> <li>2. <i>Buildings as close as possible to the street without encroaching on roadway</i></li> <li>3. <i>Bring a sense of urban enclosure to intersections</i></li> </ol> <p>G. <u>Utility connections shall be located below-ground and shall not degrade the pedestrian realm.</u></p> <p>H. <u>All four facades of commercial, mixed-use and institutional buildings, excepting party-wall facades in phased or master-planned developments, shall meet the following requirements:</u></p> <ol style="list-style-type: none"> <li>1. <u>Facades of buildings shall have transparent windows, display windows, entry areas, or arcades occupying a minimum of 80 percent of the first floor linear frontage.</u></li> <li>2. <u>Transparent windows shall occupy a minimum of 60 percent of the first floor linear frontage. Such windows shall be designed and placed for viewing access by pedestrians.</u></li> <li>3. <u>Maximum building footprint may not exceed 40,000 square feet, and no single facade may exceed 200 feet in length. These values may be exceeded if authorized through Design Review by the Design Commission pursuant to Section 1102 provided that publicly-accessible pedestrian accessways are provided through the building to the other side at no greater than 200-foot intervals.</u></li> </ol> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Gradual creation of a diverse collection of modest-sized blocks, each with four-sides of pedestrian-oriented activity.</i></li> <li>2. <i>Allow smaller buildings to be developed that are not four-sided if intended to butt up directly against another building to the side or rear, to eventually create a four-sided block of multiple buildings</i></li> <li>3. <i>Maximize ground-floor transparency without being impractical</i></li> <li>4. <i>Prevent "big box" or other large-format buildings from disrupting the pattern of site-permeability afforded to pedestrians at modest intervals</i></li> </ol>
<p>Requirements for providing smaller ground-floor storefront spaces</p>	<p>I. <u>Individual ground-floor commercial storefront spaces under 2,500 square feet in leasable floor area will not count against total allowed FAR, provided each storefront has at least one public entry facing and</u></p>

	<p><u>accessible to:</u></p> <ol style="list-style-type: none"><li>1. <u>a public street or private street subject to Subsection <b>1005.aa(H) through (I)</b></u></li><li>2. <u>multi-use pathway or trail</u></li><li>3. <u>pedestrian street or accessway</u></li><li>4. <u>a park or plaza</u></li></ol>
<p>Provide pathway to <i>further</i>-reduced parking requirements for developments in the station area designed to leverage non-automobile trips</p>	<p>J. <u>Mixed-use developments, as defined in subsection <b>1005.aa(A)(2)</b>, shall calculate parking minimums and parking maximums per <b>1005.aa(S)(1)</b> and will apply an automatic 20% reduction to both values, rounding down to the nearest whole number, inclusive of zero. This is not eligible for a modification or variance that results in an increase in allowed parking over the reduced maximum.</u></p>

<p>Add jobs and housing to the Station Area</p>	<p>K. <u>Sites larger than 40,000 square feet are required to build master-planned Mixed-use developments, as defined in subsection 1005.aa(A)(2), that include a mix of the following uses:</u></p> <ol style="list-style-type: none"> <li>1. <u>Multifamily dwellings</u></li> <li>2. <u>Neighborhood commercial uses, as defined in (J) of this Subsection, at a minimum of 0.3 FAR</u></li> <li>3. <u>Space for at least one of the following employment uses, at a minimum of 0.7 FAR:</u> <ol style="list-style-type: none"> <li>i. <u>Office, as defined in subsection 1016.05(A)</u></li> <li>ii. <u>Hospitality, as defined in subsection 1016.05(B)</u></li> <li>iii. <u>Commercial, as defined in subsection 1016.05(C)(2) - (3)</u></li> <li>iv. <u>Education, as defined in subsection 1016.05(E)</u></li> </ol> </li> </ol> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Larger sites must contribute more intensity</i></li> <li>2. <i>Only practical way to require housing</i></li> <li>3. <i>Ensure a minimum, appropriately-balanced mix to better guarantee viability of resulting development and improve likelihood of reduced vehicle trips</i></li> <li>4. <i>Add jobs to the corridor</i></li> <li>5. <i>Keep housing above the ground floor of most buildings</i></li> </ol>
<p>Preserve integrity of large site requirements</p>	<p>L. <u>Any land division or partition proposed for a site exceeding 40,000 square feet shall require that the minimum residential density requirement for the original site is preserved and applied in aggregate to the resulting lots through covenant or deed restrictions or as conditions of approval.</u></p> <p><i>Desired effects</i></p> <ol style="list-style-type: none"> <li>1. <i>Prevent circumvention of large-site requirements and subsequent erosion of housing targets</i></li> </ol>
<p>Given proximity to transit station and changing demographic/market-preferences, allow the market to respond to demand for housing</p>	<p>M. <u>Multifamily dwellings, when included as part of a Mixed-use development, as defined in subsection 1005.aa(A)(2), will not be subject to a maximum density standard.</u></p>