

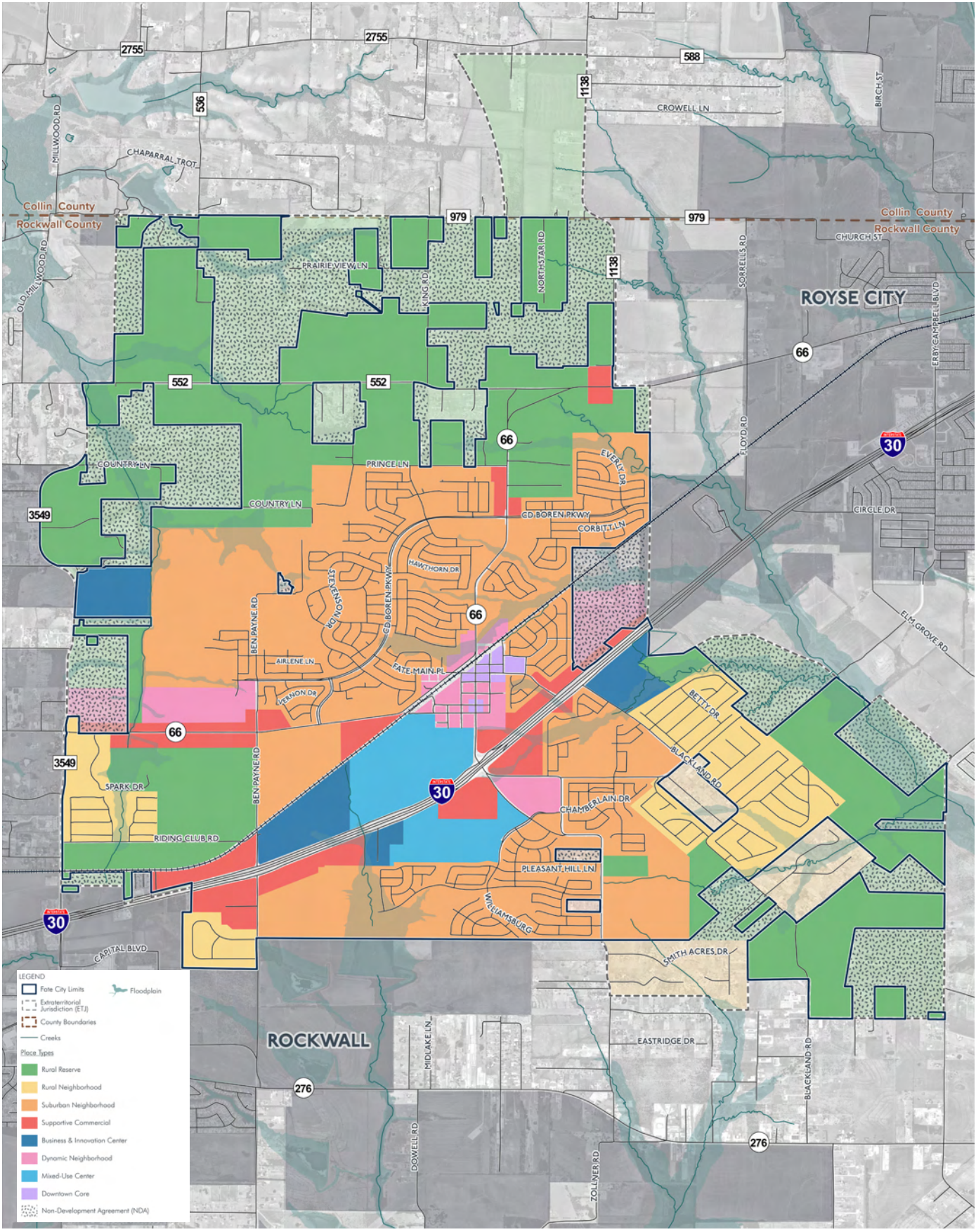


# FORWARD FATE

## POLICY MANUAL

ADOPTED OCTOBER 11, 2021





Map 2.1 | Future Land Use Map

0 0.5 1 Miles

Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

# SUBURBAN NEIGHBORHOOD



## DESCRIPTION

The Suburban Neighborhood place type provides for low-to-moderate density residential land uses intermixed with areas of commercial development. Predominant land uses include single-family and multi-family development, retail and office uses, and other ancillary institutional and public uses such as schools, parks, and places of worship. Provides for 'missing middle' housing such as townhomes and accessory dwelling units.

## LAND USES

- Single-family dwellings (detached and attached)
- Multi-family dwellings
- Commercial services; places of assembly
- Community buildings and facilities
- Schools
- Park and recreation facilities
- Natural areas and open space

## REPRESENTATIVE ZONING DISTRICTS

- Suburban R-1
- Suburban R-2
- Residential Urban R-3
- Neighborhood Commercial
- Planned Developments

## UNITS OF MEASUREMENT

General gross density: 10 du/acre (single-family)  
14 du/acre (multi-family)

## DEVELOPMENT POLICY CONSIDERATIONS

- Provide a diversity of residential building types, lot sizes, density ranges, and architectural styles.
- Provide transitions between developments with residential lots and buildings of varying size, heights, and scale.
- Distribute areas of 'missing middle' housing types to promote mixed-residential neighborhoods.
- Locate low-density multi-family development near employment or other activity centers.
- Concentrate commercial land uses around intersections. Promote shallow setbacks at intersections and locate parking areas behind front building lines.
- Reserve land for parks, schools, and other civic and institutional uses. Distribute to provide vehicular access via major thoroughfares, and pedestrian access from residential areas within 1/2 mile walksheds.
- Mitigate stormwater impacts through green street design.
- Minimize grading activity and design new development in a manner that best utilizes existing topography.
- Provide a continuous system of natural or recreational open space throughout new development.
- Provide a system of interconnected streets and trails that provide accessibility from developments to community destinations.
- Minimize development within 100-year floodplains and mitigate using green infrastructure and site design practices.



Single-family residential townhomes





# SUPPORTIVE COMMERCIAL



## DESCRIPTION

The Supportive Commercial place type is defined by large retail and professional service uses, often located in multi-tenant shopping centers and office buildings, as well as hotels, restaurants, and other services. Supportive Commercial land uses are of a scale and character to serve as a citywide and regional draw.

## LAND USES

- General retail and restaurants
- Shopping centers
- Professional offices
- Places of assembly

## REPRESENTATIVE ZONING DISTRICTS

- Highway Commercial
- Professional Office
- Neighborhood Commercial

## UNITS OF MEASUREMENT

Minimum lot area: 5,000 to 10,000 SF

## DEVELOPMENT POLICY CONSIDERATIONS

- Apply a uniform, thematic architectural style to buildings, and uniform design to signage, landscaping and other site features within a specific site.
- Avoid development within 100-year floodplains and mitigate using green infrastructure and site design practices.
- Provide primary vehicular access points from major thoroughfares and require inter-parcel connectivity.
- Preserve major thoroughfare corridors through development sites and arrange buildings, parking areas, and driveway aisles to provide for future street extensions.
- Provide a system of convenient pedestrian and bicycle facilities to ensure connectivity between parking, adjacent streets, and all on-site facilities.
- Establish standard which provide for non-vehicular interconnectivity to all abutting residential areas.
- Incorporate social space for public gathering and relaxation.
- Maximize tree cover and landscaping along pedestrian corridors and in association with public gathering spaces.
- Break up parking areas with vegetation, amenities, and other features to prevent a “sea of cars” character.



*General commercial retail*



*Commercial shopping complex*

