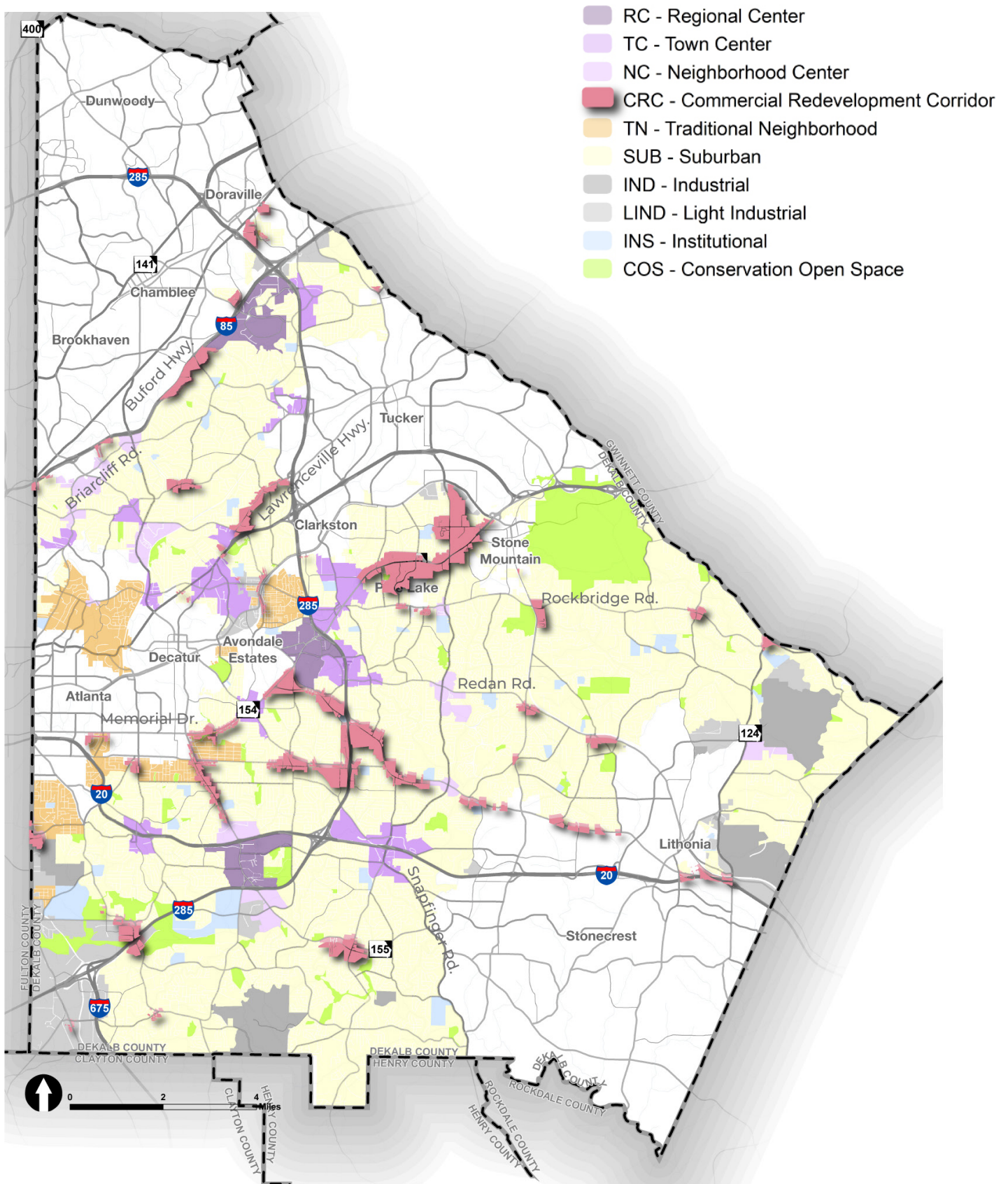


COMMERCIAL REDEVELOPMENT CORRIDOR



Identifying Features

- ▶ Townhomes
- ▶ Condominiums
- ▶ Apartments
- ▶ Retail and Commercial
- ▶ Office Mixed Use
- ▶ Institutional

Description

This Character Area is intended to improve the function and aesthetic appeal of commercial corridors in the County and promote the redevelopment of commercial corridors in decline. Today, these areas predominantly consist of strip-style shopping centers, and are often characterized by high levels of vehicular traffic, surface parking, large parcel sizes, and a general lack of pedestrian and bicycle connectivity. Because development is oriented along a corridor rather than a larger development core, floor-area-ratios should be moderate, with a maximum density of 30 dwelling units per acre and a maximum height of 3 stories.



Land Use Compatibility

Transition zones and height planes should focus the most intense development away from adjacent lower density development. When adjacent to single-family areas, development should complement those uses in height and density.

Buffers

Require the incorporation of enhanced vegetated buffers between non-residential uses and adjacent single-family areas.

Development

Where appropriate, new development should be built closer to the street, on underutilized parking lots, and create new internal streets and smaller blocks. Create compact, walkable, mixed-use districts to reduce automobile dependency for short trips and increase access to basic services.

Streetscapes & The Public Realm

Improve the pedestrian environment and community character with consistent sidewalks, signage, lighting, landscaping, billboard controls, and other design features where possible.

Multimodal Connectivity

Provide safe and attractive facilities for pedestrians and bicyclists, including sidewalks, multi-use paths, cycle tracks, bike lanes and bicycle parking, that link community amenities and transit.

Parking and Access

Create access management standards, encourage shared parking, and locate parking to the rear or side of buildings, screened from view

Existing Residential

Some locations also include naturally occurring affordable housing. This housing should be preserved or improved, or replaced at the same level of affordability.

Regulatory Standards

Develop Architectural Standards to upgrade the appearance of existing older commercial buildings with facade improvements.

Small Area Plans

Small Area Plans (SAPs) allow policy makers and the community to guide development, policies, and investments at a much finer level of detail than can be provided in the overall comprehensive plan. For areas with an approved SAP, additional density may be allowed.