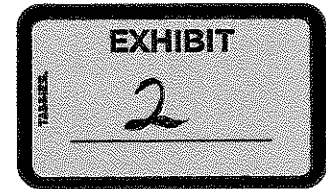


LEGISLATIVE #

110205D



Comprehensive Plan Policies

Future Land Use Element

Objective 1.3

Adopt land development regulations that guide the transformation of conventional shopping centers into walkable, mixed-use neighborhood (activity) centers.

Policies:

- 1.3.1 When feasible, neighborhood centers should be designed to include a gridded, interconnected street network lined with street-facing buildings and buildings at least 2 stories in height.
- 1.3.2 Centers should be pleasant, safe, and convenient for pedestrians and bicyclists and contain a strong connection to transit service.
- 1.3.3 Centers should, to the extent feasible, contain a range of mixed land use types—preferably within a one-quarter mile area—including such uses as neighborhood-scaled retail, office, recreation, civic, school, day care, places of assembly and medical uses. The uses are compact, and vertically and horizontally mixed. Multiple connections to and from surrounding areas should be provided along the edges of a mixed-use area.
- 1.3.4 Centers should be designed so that densities and building heights cascade from higher densities at the core of mixed use districts to lower densities at the edges.
- 1.3.5 Parking lots and garages should be subordinated, and limited in size.

Transportation Mobility Element

Policy: 2.1.10 In new development or redevelopment, walking and bicycling shall be promoted by establishing modest, human-scaled dimensions such as small street blocks, pedestrian-scaled street and building design, ample sidewalks to carry significant pedestrian traffic in commercial areas.

Urban Design Element

Policies:

- 1.1.7 In order to encourage neighborhood-serving town centers, the City shall allow for the **designation of new town centers** only if they, at a minimum, meet the following standards:
 - Modest commercial build-to lines that pull the building up to a wide streetside sidewalk with a row of trees.
 - Modest instead of abundant off-street parking, located at the rear or side of buildings, and away from pedestrian areas.

- A sense of arrival and departure.
- A connected sidewalk and path system promoting safety, comfort and convenience by linking buildings within the Center and to adjacent properties.
- Building facades facing the street and aligned to form squares, streets, plazas or other forms of a pleasant public realm.
- A vertical mix of residences above non-residential uses within the center, and a required percentage of Center floor area that is residential and retail.
- No free-standing retail establishment within the center exceeding 30,000 square feet (or some set maximum) of first floor area.
- First floor uses promoting entertainment and retail uses, and articulation and glazing for pedestrian interest.
- Rules that restrict establishment of auto-oriented uses, or uses that generate significant noise, odor, or dust.

1.1.8 The City shall encourage the conversion of activity centers and **conventional shopping centers** into more traditional, livable town centers through redevelopment or addition of uses, features and structures specified in Policy 1.1.7. Design of such redevelopment shall be supportive of transit. The City should encourage new, additional buildings relatively near the street where site planning allows adequate space, addition of residential units in existing activity centers, and design features that encourage a transformation of shopping centers into appealing, “destination” town centers. The City shall encourage the **conversion of surface parking lots** to buildings in activity centers being transformed into town centers. Minimum car parking requirements in activity centers shall be reduced as one incentive for the creation of mixed-use activity centers (allowing that former parking area to be used for “liner” buildings).

1.4.1 In areas where the City seeks to promote transportation choices, all non-residential off-street parking shall be **placed to the rear or side** of the building, rather than in the front or otherwise adjacent to a street.

1.4.2 In locations where the City continues to allow parking in front, **off-street parking adjacent to a street** should be visually screened with a wall, fence, hedge, or berm.