



HOUSING ELEMENT REZONING PROGRAM PRELIMINARY DEVELOPMENT STANDARDS

CITY OF CORONA

DRAFT August 2022

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EXECUTIVE SUMMARY

The Draft Development Standards report (Report) is intended to serve as a resource for stakeholders in the City of Corona as the City implements its Affordable Housing Overlay (AHO) zone as an extension of the 2021-2029 Draft Housing Element Update, collectively known as the Corona Rezoning Program. The draft standards presented in this document are based on a review of existing conditions near sites identified for the Rezoning Program (refer to the “Briefing Book” for more information), including architectural styles, density, building typologies, and site conditions. The Stantec team also completed a review of best practices for multi-family and mixed-use zoning programs that have been implemented recently in Southern California. The intent is to root the development standards in current market conditions and best practices for building design and construction. The Report is organized into the following four sections:

1. **Introduction:** A Programmatic Environmental Impact Report (EIR) was developed as part of the General Plan Update that was certified on June 30th, 2020. Since the Regional Housing Needs Assessment (RHNA) allocation exceeds the City’s housing unit projection by 594 units, a Supplemental EIR is being developed in parallel to the creation of Development Standards and Design Guidelines for the Corona Rezoning Program. The Project Description from the Initial Study of the Supplemental EIR is provided here for context.
2. **Background and Process:** the methodology used to develop the Draft Development Standards
3. **Alternatives:** A set of three development standards for multi-family and/or mixed-use housing projects, generally ranging from lower to higher densities/intensities
4. **Schedule and Next Steps:** In addition to the Development Standards, Stantec will create a Design Guidelines Report that will serve to communicate site-specific design strategies for access and connectivity, orientation, provision of amenities, and landscape guidelines, among others. It is anticipated that these documents will be reviewed and approved by City Council by the fourth quarter of 2022.



ARTISAN AT MAIN STREET METRO APARTMENTS
SOURCE: STANTEC

1 INTRODUCTION

1. INTRODUCTION

PROJECT DESCRIPTION

A Supplemental Programmatic EIR will be developed as part of the Rezoning Program. The “project description” is provided below for background:

The City’s General Plan was recently updated in 2020 and included adoption of the City of Corona General Plan Update Environmental Impact Report (General Plan Update EIR), a Programmatic EIR certified on June 30, 2020. As part of the General Plan Update effort, the City’s 2021-2029 Draft Housing Element Update was adopted by the City Council on November 3, 2021 and has been reviewed by the California Department of Housing and Community Development (HCD). The City is continuing to work with HCD on obtaining Housing Element compliance. The General Plan Update EIR anticipated an additional 5,494 residential units; however, the RHNA allocation for the Housing Element Update now exceeds the City’s housing unit projection for Year 2040 in the General Plan Update. The City’s total RHNA allocation is 6,088 units with 3,888 allocated to low- and moderate-income housing units, consisting of 2,792 units and 1,096 units, respectively. Currently, the City’s RHNA allocation of 6,088 exceeds its projected housing growth by 594 units, in addition to accommodating an additional buffer.

As such, the City is now proposing a rezoning program to accommodate the planning of low- and moderate income households as required by the state’s RHNA allocation for the City. These additional 594 housing units from the RHNA were not known at the time the General Plan Update EIR was prepared, potentially resulting in additional impacts that were not evaluated in the General Plan Update EIR. Therefore, supplemental environmental evaluation pursuant to CEQA is required to address the potential impacts from growth that could occur as a result of Project implementation. The proposed Project is ultimately implementing the General Plan. As such, the General Plan Update EIR is incorporated by reference herein, as the evaluations of potential environmental impacts associated with adoption of the General Plan include mitigation measures and consistency evaluations which are directly applicable to the proposed Project.

The City’s Housing Element Update includes an inventory of properties that are intended to be rezoned to high density residential or an AHO zone in order to plan for potential sites to accommodate the RHNA allocation of units that would also be suitable for low- and moderate-income units. The AHO zone is a new zone being proposed by the City to establish by-right development standards for affordable housing projects. The AHO zone will cover existing properties that are currently developed with non-residential land uses. General Plan designations and zoning would remain, with overlays added, which would allow property owners to have

the option to develop under either set of standards (the underlying General Plan and zoning or the AHO).

The City is proposing to create development standards (i.e., criteria for building setbacks, parking, building height, landscaping, open space amenities, lot coverage, etc.) and architectural design guidelines for the AHO zone. In addition to the RHNA allocation, a buffer is necessary to ensure that if one or more of the identified candidate sites are developed at lower densities or with non-housing uses, there would be remaining capacity to ensure an ongoing supply of sites for housing during the eight-year-cycle of the Housing Element. If there were no buffer provided, then the City could be obliged to identify new sites and amend the Housing Element if an identified site were developed with a non-housing project or developed at a density less than that anticipated in the Housing Element. The need for a substantial buffer is even more important during this cycle because of new rules in the Housing Accountability Act’s “no net loss” provisions. Senate Bill (SB) 166 (2017) requires that the land inventory and site identification programs in the Housing Element always include sufficient sites to accommodate the unmet RHNA. This means that if a site identified in the Housing Element as having the potential to accommodate the lower-income housing portion of the RHNA is actually developed for a higher income level, the locality must either: 1) identify and rezone, if necessary, an adequate substitute site; or 2) demonstrate that the land inventory already contains an adequate substitute site. Providing an adequate buffer is necessary to ensuring that the City remains compliant with the provisions of SB 166.

Table 1. Residential Units Allocated by Income Category

INCOME CATEGORY BASED ON AREA MEDIAN INCOME (AMI)	NUMBER OF UNITS TO ACCOMMODATE	PERCENTAGE %
Very Low Income between 31 and 50% AMI	1,752	28.8%
Low Income between 51 and 80% AMI	1,040	17.1%
Moderate Income between 81 and 120% AMI	1,096	18.0%
Above-Moderate Income greater than 120% AMI	2,200	36.1%
Total	6,088	100.0%

2 BACKGROUND AND PROCESS

2. BACKGROUND AND PROCESS

INTRODUCTION

The proposed development standards were guided by the City's existing policies and regulations, transit-oriented development best practices, and multi-family residential development standards from neighboring jurisdictions.

REGULATORY CONTEXT

The existing regulatory framework, including the City's Housing Element, zoning ordinances, and Specific Plans, were reviewed to ensure that proposed development standards remain consistent with goals and objectives set by the City of Corona.

HOUSING ELEMENT

The City of Corona's Housing Element evaluates existing and projected housing needs and strategies to accommodate the City's RHNA allocation. It establishes goals, policies, and quantifiable objectives to achieve housing for all socio-economic groups within the City. RHNA identifies the number of residential units required for each economic income level, including very-low, low, moderate, and above-moderate incomes. Through this process, the City has identified 157 sites that are slated for inclusion into the City's Rezoning Program.

SPECIFIC PLANS

AHO properties fall within the North Main Specific Plan and the Downtown Revitalization Specific Plan. The North Main Street District Specific Plan was adopted in 2000 to guide future development for properties within the Specific Plan area north of Grand Boulevard. The Downtown Revitalization Specific Plan (1998) for the City of Corona serves to guide and shape future development of downtown over the next 10 to 15 years. Specific residential and mixed-use development standards from these plans are listed in the Briefing Book.

ZONING

The City of Corona municipal code was reviewed to evaluate existing development standards and provisions associated with the base zoning of each AHO and rezone property. General development standards for base zoning are listed in the Briefing Book.

HIGH QUALITY TRANSIT AREAS (HQTAs)

A HQTa is a corridor that includes easy access to a transit station or stop with high quality service, which is defined as mass transit service arriving, at a minimum, every 15 minutes. Within the core station area, a ¼ mile area should include the highest density land uses, for maximum use of the station. The ½ mile area around the station is the maximum area people are willing to walk from the station to their destinations, which is about 10 minutes. The majority of AHO and rezone properties fall within the HQTa zone. The Southern California Association of Governments (SCAG) produced best practices for these developments and communities and outlined these standards in their [HQTa Toolkit](#).

Land uses in these areas are similar to the core area and include destinations people will walk to and from the transit station. Outside of the ½ mile area is the 15 minutes plus walkshed. A radius of three miles from the station is typically used to establish the "bike shed," or the area within which cyclists typically commute to transit stations. Benefits of transit-oriented communities located in HQTa can include environmental advantages such as increased transit ridership and improved air quality; economic advantages such as decreased infrastructure costs and increase in affordable housing; and social advantages such as greater mobility choices and enhanced public safety.

HQTAs typically feature elements that promote transit ridership, walking, and cycling, including diverse land uses, higher densities and intensities, complete street design and active transportation elements, pedestrian-friendly public realm, parking strategies that reduce supply and demand, and open space and placemaking design that promote active and passive recreational opportunities.

BEST PRACTICES FOR MULTI-FAMILY HOUSING

In anticipation of the development standards that will be implemented as part of the Housing Element update, research was conducted to review other municipalities' standards and guidelines that were comparable to the City of Corona. These cities' standards were used as guidance when developing the standards for the Corona Housing Element Update. Table 2 (page 12) details the development standards prepared as part of new multi-family zoning ordinances in the cities of Anaheim, Rancho Cucamonga, and Riverside.

BEST PRACTICES: CITY OF ANAHEIM

The City of Anaheim adopted development standards in 2017 as part of the Platinum Triangle Master Land Use Plan and uses mixed use overlays throughout their districts to facilitate the creation of multi-family housing. The Platinum Triangle is within the entertainment district that contains several regional destinations including the Angel Stadium, The Grove performance center, The Honda Ice Hockey Arena, and the Anaheim Regional Transportation Intermodal Center that connects the city with Amtrak, Metrolink, OCTA, and other transportation services. These destinations are what attract multi-family housing to be desired for the area, and this type of housing stock has been very successfully created within the district.

KEY TAKEAWAYS:

- A significant amount of dwelling units per acre (16-65 du/ac) to facilitate the creation of a robust housing stock
- Generous height limitation of 100 feet to allow for additional density
- Parking requirements of a similar degree of intensity to other case study cities:
 - 1.25 stalls per studio
 - 2 stalls for 1 bedroom
 - 2.25 stalls for 2 bedrooms
 - 3 stalls for 3 bedrooms (0.5 stalls for each bedroom over 3 bedrooms)
 - 0.25 stalls per unit for guest parking



1818 PLATINUM TRIANGLE
SOURCE: GOOGLE EARTH 2022



THE GEORGE
SOURCE: ARCHITECTS ORANGE

BEST PRACTICES: CITY OF RANCHO CUCAMONGA

In the City of Rancho Cucamonga, the Foothill Boulevard Overlay Zoning District was examined as part of the research required for this analysis of standards. In this case, the study area was a major arterial connecting the city in an east to west direction. This planning area is divided into four subareas, each with their own set of standards and guidelines to align with the intended goals for those sections. Each subarea has a unique architectural character determinant that guides what the area's architectural style should be in the future. It dictates wall materials, roof pitches, accents, scale, colors, and landscape materials. The zoning overlay also defines lot sizes and developable areas and determines these standards according to the underlying zones which include Specialty Commercial, Community Commercial, Medium Residential, Medium High Residential, and Office. Height limitations follow typical heights for a suburban neighborhood that do not allow for additional density. Building setbacks also are consistent with the standards found in similar suburban areas. Parking requirements are similar to the other case studies that were reviewed.

KEY TAKEAWAYS:

- Unique architectural guidelines that guides what the area's architectural style
- Minimum lot sizes of 1-2 acres, as determined by underlying zones
- Height limitations of 20 feet if the structure is within 50 feet of a street curb, 25 feet if it is within a residential district, or 35 feet at other locations
- Building setbacks vary depending on where the structure is located
 - Along Foothill Blvd: 1st floor 25 feet; 2nd floor 50 feet; 3rd floor 50 feet; parking lots 45 feet
 - Along rear property lines: residential adjacent 25 feet; commercial adjacent 0 feet
 - Along interior side property lines: residential adjacent 25 feet; commercial adjacent 5 feet
- Parking requirements of a similar degree of intensity to other case study cities which include:
 - 1.3 stalls per studio
 - 1.5 stalls for 1 bedroom
 - 2 stalls for 2 bedrooms
 - 2 stalls for 3 bedrooms
 - 2.5 stalls for 4 or more bedrooms
 - 1 stall every 3 units for guest parking



TPOLOGY: LUXURY APARTMENTS
DENSITY: 25 DU/AC

VISTARA APARTMENTS

SOURCE: GOOGLE EARTH (2022)



TPOLOGY: MIXED-USE RESIDENTIAL
DENSITY: 36 DU/AC

ARTE APARTMENTS

SOURCE: GOOGLE EARTH 2022

BEST PRACTICES: CITY OF RIVERSIDE

Within the Downtown Riverside Specific Plan, the Raincross District was reviewed in the comparison analysis because of its central location within the Downtown Riverside community and for its inclusion of multi-family housing encouraging standards. The permitted densities match that of the Platinum Triangle in the City of Anaheim and has the highest floor-area ratio of the three case studies. It requires generous unit square footage minimums and permits additional density bonuses for inclusion of affordable housing units for each project. Height limitations match that of a dense urban area, allowing for construction of the floor-area ratio that is permitted for the district. Setbacks are either minimal or non-existent in this district, permitting the design of walkable, vibrant street life interacting structures. Parking requirements are similar to those of the other two case studies reviewed during this analysis.

KEY TAKEAWAYS:

- Permitted densities match that of the Platinum Triangle in the City of Anaheim at 60 plus units per dwelling acre
- The highest floor to area ratio of the three case studies at 3.5 F.A.R.
- Requires generous unit square footage minimums 750 square feet per unit
- Permits density bonus of 20% additional units for inclusion of 10% affordable housing units for each project
- Height limitations match that of a dense urban area at 100 feet, allowing for construction of the floor area ratio of 3.5 permitted for the district
- Setbacks are either minimal or non-existent in this district at 0 feet front, side, and rear yards for lots fronting public streets, permitting the design of walkable, vibrant street life interacting structures.
- Lots along State Route 91, Mission Inn Avenue, Fairmont Boulevard, and 6th Street require 15 feet setbacks
- Parking requirements of a similar degree of intensity to other case study cities which include:
 - 1.5 stalls for 1 bedroom
 - 2 stalls for 2 bedrooms



TYPOLGY: LUXURY CONDOMINIUM
DENSITY: 56 DU/AC

RAINCROSS PROMENADE

SOURCE: GOOGLE EARTH 2022



TYPOLGY: WALK-UP APARTMENTS
DENSITY: 45.2 DU/AC

MISSION INN LOFTS

SOURCE: STANTEC

Table 2.Regional Comparison of Residential Development Standards						
NEIGHBORING CITIES				CITY OF CORONA		
	ANAHEIM (PLATINUM TRIANGLE MU)	RANCHO CUCAMONGA (FOOTHILL BLVD OVERLAY)	RIVERSIDE (RAINCROSS DISTRICT)	NORTH MAIN ST SPECIFIC PLAN MIXED USE DISTRICT	NORTH MAIN ST SPECIFIC PLAN URBAN DENSITY RESIDENTIAL (UDR)	R3
Minimum developable area/ units	50 units	SC: 1 acre; CC: 2 acres	60 du/acre+	No requirement	No requirement	Minimum lot area: 7,200 SF
Residential Density	16-65 du/acre	8-14 du/acre		3 residential units per 1000 sf of commercial	Maximum: 60 units/ac	Maximum: 36 units/ac
FAR	3.0	-	3.5	"Commercial only: 0.5 Mixed Use: 2.0"	-	-
Minimum Unit Size	Studio: 550 SF, 1 Bed: 650 SF 2 Bed: 825 SF, 3 Bed: 1000 SF > 3 Beds: 1000 SF + 200 SF/ bedrooms over 3	Multi-Family: 550 SF Studio: 650 SF 1 Bed: 800 SF 3 Bed or more: 950 SF	750 SF min/ unit	600 SF	-	600 SF
Height Limitations	100 ft	Within 50 ft of the street yard curb face: 20 ft Within 100 ft of a residential district: 25 ft Other locations: 35 ft Towers, campaniles, rotundas: 45 ft	100 ft	None. Height limited by FAR	5 stories or 60 feet, whichever is lesser.	3 stories and no more than 40 ft
Maximum Site Coverage	75%	40%	40%	No requirement	No requirement	60%
Minimum on site landscaping	Parcels > 8 acres or > 325 units shall provide on-site park with at min 44 SF/ residential unit Parcels < 8 acres to pay park in lieu fee 200 SF/ dwelling unit shall be provided in project	15%	15%	Must be in accordance with Community Development Director's landscaping standards	All required yards that border public dedicated streets shall be landscaped with trees, shrubs, ground covers, annuals, perennials, and/or turf, except where vehicular or pedestrian access is provided or required	Must be in accordance with Community Development Director's landscaping standards
Setbacks	Min: 18 ft Interior property lines: 5 ft Encroachments: Patios- 8 ft Residential buildings: 3 ft Ground floor commercial: 4 ft	Foothill Blvd 1st Floor: 25 ft 2nd Floor: 50 ft 3rd Floor: 50 ft Parking: 45 ft Rear Property Line Residential adjacent: 25 ft Commercial adjacent: 0 ft Interior Side Property Line: Residential adjacent: 25ft Commercial adjacent: 5 ft	Fronting public streets: Front Yard: 0' Side: 0' Rear: 0' Mission Inn Ave or SR 91: 15' Fairmont Blvd: 15' 6th Street: 15'	Front: No requirement Street Side: 10 ft landscape setback from property line Interior side and rear: Buildings over 30 ft in height: 10 ft plus 2 1/2 ft for every 10 ft of height to a maximum of a 25 ft setback. Business Park Zone: 15ft. A minimum 5ft wide landscape buffer is required directly adjacent to BP zone boundary	Rincon Street Setback: 10 ft from property line River Road Setback: 10 ft from property line Harrison Street Setback: 10 ft from property line Local or Private Street Setback: 5 ft from property line Misc. Setback Regulations: 10 ft from any property line that abuts either the IP Zone or properties located outside of the Plan area boundaries, excluding parking structures	Front: 25 ft Street side yard: 15 ft Interior One story: 5 ft Two story: 7 ft Three story: 10 ft" Rear: 10'
Parking	Studio: 1.25 1 Bed: 2 2 Bed: 2.25 3 Bed: 3.0 (.5/ bedroom over 3 beds) Guest: .25 stall/ unit Tandem: no more than 2 vehicles deep	Studio: 1.3 stalls/ unit 1 Bed: 1.5 stalls/ unit 2 Beds: 2 stalls/ unit 3 Beds: 2 stalls/ unit 4+ Beds: 2.5 stalls/ unit Visitor parking (1 stall/ 3 units in addition to regular parking)	1 Bedroom: 1.5 stalls/ unit 2 Bedrooms: 2 stalls/ unit Tandem only allowed when assigned to units with 2 bedrooms or more	Studio or single bedroom units: 1 covered spaces per unit Two or more bedroom units: 2 covered spaces per unit Guest parking:1 space per every five units	Studio or single bedroom units: 1 covered spaces per unit Two or more bedroom units: 1 covered space and 1 uncovered space per unit Guest parking:1 space per every five units. Guest parking must be provided on site	Studio/single bedroom: 1.5 covered spaces, plus 1 uncovered guest space/5 units Two or more bedroom units: 2 covered spaces, plus 1 uncovered guest space/5 units Three or more bedroom unit: 2.5 covered spaces, plus 1 uncovered guest space/5 units

3 ALTERNATIVES

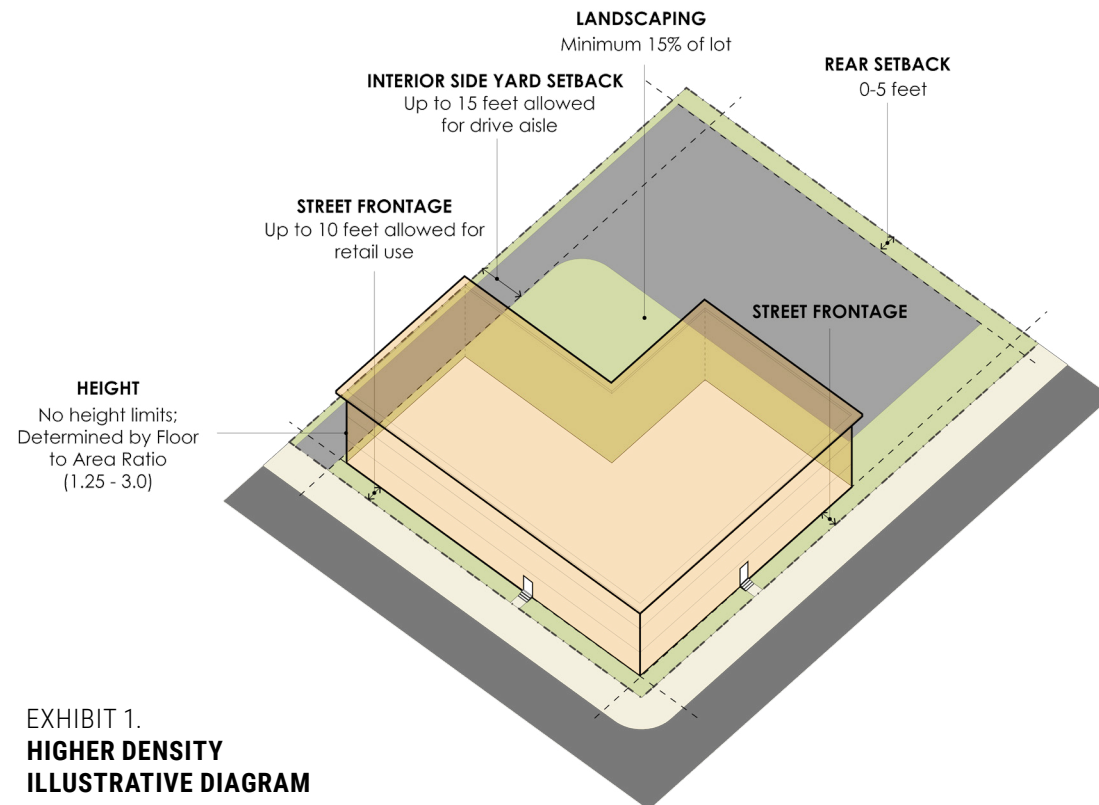
3. ALTERNATIVES

Two sets of development standards were developed for consideration by the City, aimed to achieve higher densities. Proposed standards would allow for additional multi-family housing types such as multiplexes, stacked flats, multi-family and podium-style, courtyards, and adaptive reuse development in the City of Corona. Table 6 (page 20) compares the development standard established for each alternative. Design standards applicable to both alternatives are listed on page 18.

HIGHER DENSITY DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR HIGHER DENSITY DEVELOPMENT

The development standards established for the higher density alternative apply to properties that are located in neighborhoods of higher density or near commercial development along 6th Street. Development would aim for a minimum of 45 units per acre. Development standards are intended to encourage higher density and mixed-use buildings that accommodate both residential and retail use. Higher density development standards are illustrated in Exhibit 1. Examples of building typologies representative of higher density development are shown on the following page.



*Table 4. Higher Density Development Standards**

Minimum density	45 units/ac
Floor-area ratio (FAR)	1.25 - 3.0
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	15%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	5 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/400 SF

**Refer to page 18 for Design Standards*

HIGHER DENSITY DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - **45-60 DU/ACRE**



SMALL LOT SINGLE FAMILY



SMALL LOT SINGLE FAMILY



FROGTOWN LOS ANGELES - MID-RISE RESIDENTIAL



PERRIS STATION APARTMENTS - MID-RISE RESIDENTIAL

TRANSIT-ORIENTED COMMUNITY (TOC) DEVELOPMENT STANDARDS

ILLUSTRATIVE DIAGRAM FOR TOC DEVELOPMENT

The development standards established for the TOC alternative apply to properties that are located within the HQTAs, including the 6th Street and North Main corridors. SCAG defines HQTAs as corridor-focused priority growth areas that are within a half mile of an existing or planned fixed guideway transit stop or a bus transit corridor that has a frequency of every 15 minutes or less during peak commuting hours. These standards, including reduced setbacks and a higher FAR, aim to support the highest density among the three alternatives. They are intended to encourage compact development, improve access to transit, and promote a pedestrian-oriented environment. TOC development would require a minimum of 60 units per acre. TOC development standards are illustrated in Exhibit 2. Examples of building typologies representative of TOC development are shown on the following page.

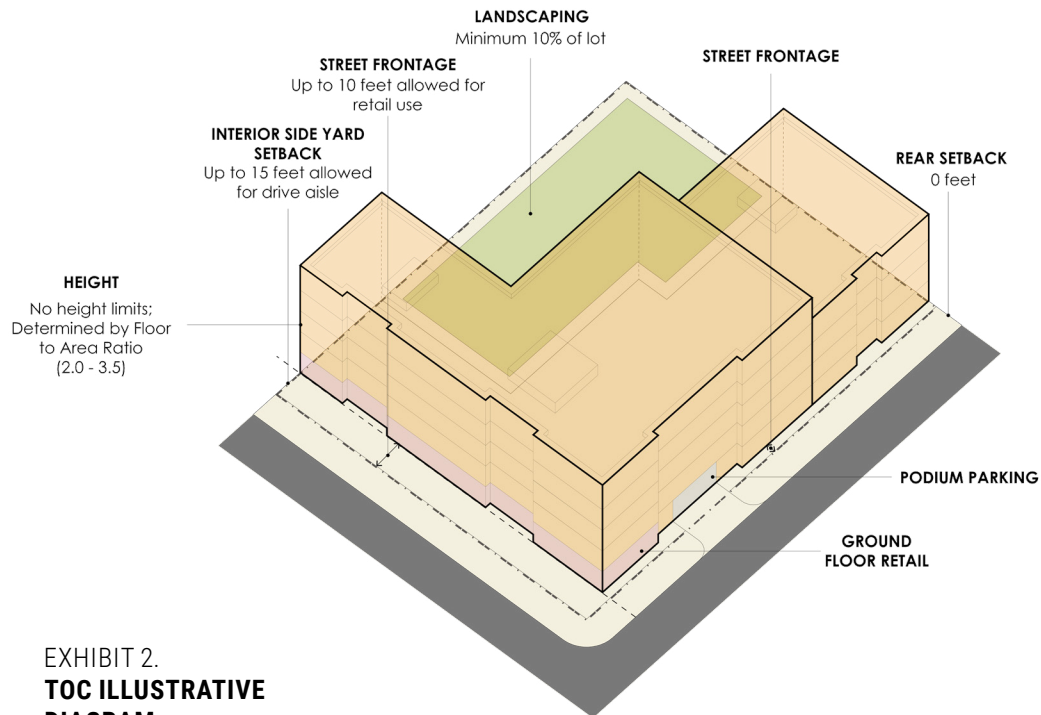


EXHIBIT 2.
TOC ILLUSTRATIVE
DIAGRAM

Table 5. TOC Development Standards*

Minimum density	60 units/ac
Floor-area ratio (FAR)	2.0 - 3.5
Minimum unit size	400 SF
Maximum building height	No limit. Height determined by FAR.
Minimum on-site landscaping	10%
Maximum Setbacks	
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle
Rear yard	0 ft
Parking	
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/500 SF

*Refer to page 18 for Design Standards

TOC DEVELOPMENT - SAMPLE BUILDING TYPOLOGIES - 60-100+ DU/ACRE



METRO AT MAIN - HIGHER DENSITY MIXED-USE RESIDENTIAL
SOURCE: STANTEC



ANDI APARTMENTS - ADAPTIVE REUSE OF COMMERCIAL STRIP MALLS



THE GEORGE - ANAHEIM



THE ANDY - EUGENE, OREGON

DESIGN STANDARDS

GENERAL DESIGN STANDARDS

1. Projects shall be designed to enhance pedestrian interaction with the nearby entertainment, commercial, and transit uses. Building setback areas shall be landscaped and designed to encourage pedestrian movement through hardscape elements such as tables and chairs for outdoor dining, pedestrian level lighting, ornamental trees and hedges, or artistic elements.
2. Public sidewalks that are modified as a result of approved projects should be free of utility poles or other obstructions and should be in compliance with standards outlined in the Americans with Disabilities Act (ADA) of 1990. Where possible, adequate space should be provided for locations with bus stops and shelters.
3. Where no parkway trees exist, new parkway trees should be planted per the City's tree planting standards with adequate irrigation and space. Trees with extensive and invasive root balls that may damage sidewalks, such as ficus, are discouraged.
4. Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding developments. Building design shall avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatment.
5. Building wall plans should provide undulation or relief so as not to not overwhelm adjacent uses and traffic corridors with disproportionate or imposing size.
6. The use of commercial billboards as well as LED signage used for advertising (tickers, etc.) is discouraged.
7. Building design should promote privacy to the greatest extent possible. Landscaping should be used to aid in privacy screening and as a buffer between commercial and residential uses.
8. The following architectural elements may encroach into the required setbacks: balconies, awnings, galleries, arcades, and bay windows.
9. Fences and walls are discouraged unless needed for specific screening, safety, or noise purposes. If needed, the style and materials shall blend with site and building design.

OPEN SPACE

1. Common useable open space shall be provided in large, meaningful areas convenient to the majority of the dwelling units and with amenities appropriate to the size and type of development project.
2. All balconies, patios, or other private open space that front a public street or commercial parking lot should be substantially enclosed for privacy, screening, and noise attenuation.
3. Rooftop open space may be used as common or private useable open space with useable and appropriate amenities.

SUPPLEMENTAL PARKING AND ACCESS STANDARDS

1. Commercial and residential parking shall be located behind the building, to the rear of the site, or located in above-grade podium structures or below-grade garages. Access to parking facilities shall be provided via alleys or side streets where possible. If a site is located mid-block and no alley access is present, curb cuts for parking access should be consolidated and kept to a minimum.
2. No recreational vehicle shall be parked in any parking space.
3. Primary vehicular access to the parking areas must be provided on-site.

OTHER DESIGN STANDARDS

1. Residential projects adjacent to collector and arterial streets and adjacent to non-residential land uses require the preparation of a noise analysis per the performance standards of CMC 17.84.
2. A trash pick-up area of not less than six (6) square feet per dwelling unit shall be provided on site. Location and design must obtain the approval of the Community Development Department and the city's waste hauler.

Table 6. Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY
Minimum density	45 units/ac	60 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5
Minimum unit size	400 SF	400 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.
Minimum on-site landscaping	15%	10%
Maximum Setbacks		
Street frontage	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 10 feet allowed for retail use. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.
Interior side yard	8 feet, 15 feet allowed for drive aisle	8 feet, 15 feet allowed for drive aisle
Rear yard	5 ft	0 ft
Parking		
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit
Commercial	1 stall/400 SF	1 stall/500 SF

SAMPLE BUILDING TYPOLOGIES

SMALL SITE - 832 W 6TH ST

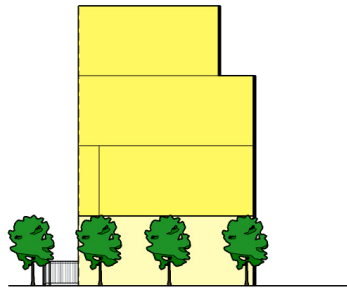


Table 7. Small Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	SMALL LOT SUBDIVISION WITH ADU BUILDING TYPOLOGY
Minimum density	45 units/ac	60 units/ac	47 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	1.36
Minimum unit size	400 SF	400 SF	400 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	40 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 ft
Interior side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	0 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	8
Commercial	1 stall/400 SF	1 stall/500 SF	n/a

LARGE SITE - 122 E HARRISON ST

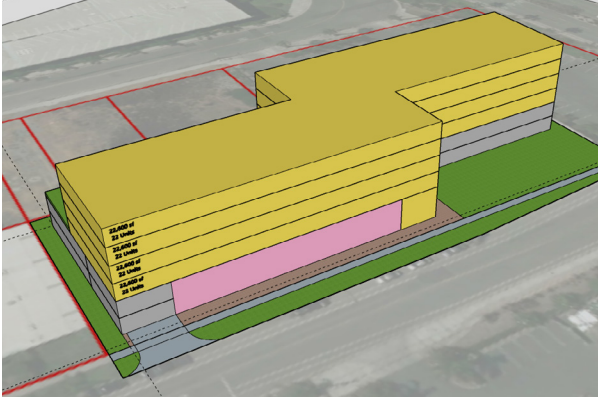


Table 8. Large Site Comparison Table: Alternative Development Standards

	HIGHER DENSITY	TRANSIT-ORIENTED COMMUNITY	TYPE 5 BUILDING WITH PODIUM
Minimum density	45 units/ac	60 units/ac	90 units/ac
Minimum floor-area ratio (FAR)	1.25 - 3.0	2.0 - 3.5	2.4
Minimum unit size	400 SF	400 SF	1,000 SF
Maximum building height	No limit. Height determined by FAR.	No limit. Height determined by FAR.	60 ft as determined by FAR
Minimum on-site landscaping	15%	10%	15%
Maximum Setbacks			
Street frontage	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	5 feet, 15 feet allowed for retail use or drive aisle. Consider additional dimensions supporting commercial uses at grade, as well as street planting zone, when possible.	10 ft
Interior Side yard	8 ft	8 ft	8 ft
Rear yard	5 ft	0 ft	5 ft
Parking			
Residential	ADU: 0 stalls/unit Studio/1-bedroom: 1 stall 2- to 3-bedroom: 1.5 stalls Guest: 0.2 stalls/unit	ADU: 0 stalls/unit Studio/1-bedroom: 0.5 stall 2- to 3-bedroom: 1 stalls Guest: 0.2 stalls/unit	114
Commercial	1 stall/400 SF	1 stall/500 SF	6

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4 SCHEDULE AND NEXT STEPS

4. SCHEDULE AND NEXT STEPS

The Draft Report will be reviewed by City Council and other key stakeholders during the Summer and Fall of 2022. It is anticipated that the final set of Development Standards for the AHO zoning ordinance, along with a Design Guidelines Report, will be approved by City Council by the fourth quarter of 2022. Once adopted, the AHO zoning ordinance will be used to approve, by right, multi-family and/or mixed-use affordable housing projects that meet the development standards and design guidelines.

