

SINGLE-FAMILY RESIDENTIAL 'BUFFER' AMENDMENT

COMPREHENSIVE PLAN AND ZONING ORDINANCE EXCERPTS

Comprehensive Plan's Land Use and Urban Design Chapter – Land Use Designations

Professional Office/ Multi-Family. This designation accommodates a wide range of offices, services, limited retail uses specifically authorized by the applicable zoning district and moderate-to-high density multifamily housing in structures as large as four stories.

General Commercial (GC). This designation provides for commercial uses and activities which are heavily dependent on convenient vehicle access but which minimize adverse impact on the community, especially on adjacent properties having more restrictive development characteristics. The area should have safe efficient access to major transportation routes, but discourage extension of "strip" development by filling in available space in a way that accommodates and encourages pedestrian activity.

High Density 1 IHDC-1). This designation provides for a mix of office, moderate to high-density multifamily residential, and small-scale commercial uses. The area should be a safe, convenient and attractive pedestrian environment that includes access by a full range of travel modes in order to reduce the number and frequency of vehicle trips. Opportunities to live, work, shop and recreate are encouraged within walking distance of these areas.

High Density Corridor 2 (HDC-2). This designation provides for a mix of office, medium intensity commercial and moderate to high-density multifamily residential uses. Opportunities to live, work, shop and recreate are encouraged within walking distance of these areas. The area should be a safe, convenient and attractive pedestrian environment that includes access by a full range of travel modes in order to reduce the number and frequency of vehicle trips.

High Density Conidor-3 (HDC-3). This designation provides for a mix of medium to high-intensity commercial, offices, and moderate to high-density multifamily residential uses. Neighborhood and community shoppers will be encouraged to frequent these areas. As redevelopment occurs the access and needs of pedestrians, bicyclists, transit riders and motorists should be addressed.

High Density Conidor-4 (HDC-4). This designation provides for a mix of high-intensity commercial, offices, and high-density multifamily residential uses. Over time this area will transform into a more dense form of community activity centers and as continuous a street edge as possible which balances the access needs of pedestrians, bicyclists, transit riders and motorists.

Development Code (OMC 18.06.020) "Purposes"

B. The purpose of each commercial district is as follows:

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6. **General Commercial District (GC).**

This district is intended to:

- a. Provide for those commercial uses and activities which are heavily dependent on convenient vehicular access.
- b. Encourage the location of such uses on sites having safe and efficient access to major transportation routes.
- c. Discourage extension of "strip" development by filling in available space in areas where substantial auto-oriented commercial development already exists.
- d. Provide development standards which enhance efficient operation of these districts, and lead to more pedestrian-oriented development.
- e. Achieve minimum adverse impact on the community, especially on adjacent properties having more restrictive development characteristics.

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9. **Professional Office/residential Multifamily District (PO/RM).**

This district is intended to:

- a. Provide a transitional area, buffering residential areas from more intensive commercial uses. Development within this district should be compatible with residential uses and generate low vehicular traffic characteristic of less intrusive uses.
- b. Provide for a compatible mix of office, moderate- to high-density residential, and small-scale commercial uses, in order to provide opportunities for people to live, work, and recreate in a pedestrian-oriented area.

10. **High Density Corridor-1 (HDC-1).**

This district is intended to:

- a. Provide for a compatible mix of office, moderate to high-density multifamily residential, and small-scale commercial uses.
- b. Ensure that residential and mixed-use projects are built within walking distance to transit.
- c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.
- d. Ensure that projects are designed, using a neighborhood area design theme in order to blend with the historic buildings in the corridor and the adjacent neighborhoods.

e. Create a safe, convenient, and attractive environment for pedestrians, transit riders and bicyclists, and which includes parking and convenient access for vehicles.

11. High Density Corridor-2 (HDC-2).

This district is intended to:

a. Provide for a compatible mix of office, medium intensity commercial and moderate to high-density multifamily residential uses.

b. Ensure that residential and mixed-use projects are built within walking distance to transit.

c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.

d. Ensure that projects (buildings) are designed, using a neighborhood area design theme in order to blend with the historic buildings in the corridor and the adjacent neighborhoods.

e. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and convenient access for vehicles.

12. High Density Corridor-3 (HDC-3).

This district is intended to:

a. Provide for a compatible mix of medium to high-intensity commercial, offices, and moderate to high-density multifamily residential uses.

b. Ensure that access to transit is a part of all new projects.

c. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.

d. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and access for vehicles.

13. High Density Corridor-4 (HDC-4).

This district is intended to:

a. Provide for a compatible mix of high-intensity commercial, offices, and high-density multifamily residential uses.

b. Transform these areas to commercial and residential activity centers, over time.

c. Ensure that access to transit is a part of new projects.

d. Establish a street edge that is as continuous as possible with buildings which are close to the street and which have multiple floors, distinctive windows facing the street, and entrances that are visible from the street.

e. Create a safe, convenient, and attractive environment for pedestrians, transit riders, and bicyclists, and which includes parking and access for vehicles.