



Other Proposed Changes

- Section 6.4.1B, Thoroughfare Density Bonus (applies to RU districts)

Currently allows townhouses along minor and major thoroughfares and boulevards with a minimum 50-foot width

Proposed: Delete applicability along minor thoroughfares and add multiplex (3-4 dwelling unit apartment building) allowance

Rationale: Adding a small apartment building possibility along major roadways is a limited way of allowing for additional dwelling options and density. Minor thoroughfares would be deleted since they can run through neighborhoods. Additional analysis would be needed to apply on minor thoroughfares.

- Delete Section 6.4.1D, Townhouse Transitional Use (applies to RU districts)

Rationale: This allows townhouses “immediately between and adjacent to nonresidential and single-family residential uses. It has not been utilized, can have unintended consequences, and the same locations are mostly covered by the Thoroughfare Density Bonus, above.

- Sec. 6.7, Cluster Subdivision

Proposed: Allow duplexes on exterior lots and reduce buffer requirement from 60% opacity to 20% in the Urban Tier.

Rationale: Adding the duplex allowance continues the goal to allow more duplexes throughout the City and to treat them similarly to single-family dwellings. The buffer requirements are reduced only for the Urban Tier, recognizing that space is limited in the Urban Tier and buffer requirements for other development in the Urban Tier are less than the same in the Suburban Tier. only in order to recognize the .

- Sec. 6.12, Measurement and Computation

Proposed: Add a specific calculation method for density when fractions are a result. If the resulting fraction is 0.5 or greater, the number shall be rounded up. If less than 0.5, then the fraction is deleted.

Rationale: This adds an explicit rule the ordinance currently lacks. The proposed method is currently used for determining the number of parking spaces.



Other Proposed Changes

- Section 13.5.3, Double Frontage Lots

Double frontage, or sometime called “through lots”, are lots that front on a street to the front and rear of the lot. Currently for residential lots that have such frontage on local or collector streets, only one access is allowed and the other frontage must be blocked with landscaping or other impediments.

Proposed: *Keep the same rule for single-family lots but allow additional access for ADUs. For other residential lots, allow access to both streets as long as the access points are off-set to limit cut-through.*

Rationale: *Although these lots are not common, these changes simply allow for flexibility of design and access.*

- Section 14.2.6 Single-Family Use Exemption

When a single-family use is nonconforming (it was established when rules allowed for the use, but the current zoning would now not allow the use), this section allows the use to be re-established if completely damaged or destroyed.

Proposed: *Extend the allowance to duplex uses.*

Rationale: *This is to extend the same allowance to duplexes as provided for single-family uses.*

- Sec. 14.3, Nonconforming Lots

When a single-family lot is nonconforming (it met the dimensional standards when created, but doesn't meet the current zoning dimensional standards), this section allows the single-family structure to be built by right if the lot is at least 35 feet wide and fronts on a maintained street.

Proposed: *Reduce the minimum lot width to 30 feet and extend the allowance to duplexes.*

Rationale: *Most nonconforming lot widths are found in the Urban Tier. The lot width reduction takes into consideration the proposals to reduce most allowed lot widths to 35 feet in the Urban tier (thus making many currently nonconforming lots potentially conforming), and thus adjusts the allowance to capture a few more remaining nonconforming lots. Allowing for duplexes also extends the same allowance provided for single-family uses.*