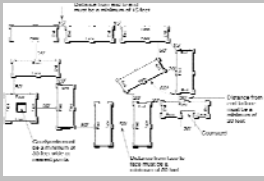


MU Amendment Language Comparisons

Description	Current MU Language	Amendment
Transitional Height Plane	Any portion of a building above 45 feet or 3 stories, whichever is less, shall be set back from an adjacent one- or two-family district to allow for a 45 degree transitional height plane.	No Change
Contextual MU-2 Setbacks	Any portion of a building above 60 feet in height must be set back at least 20 feet from the front property line.	No Change
Minimum Height	There is no current minimum height in MU districts.	MU-1: 18 ft & (measured to top of façade) MU-2: 2 stories
Height Bonus for Structured Parking	Height bonus is granted only if development is mixed-use: MU-1 60 feet or 5 stories, whichever is less if Residential uses constitute 20 percent or more of a building's gross floor area, and Office, eating and entertainment, and/or retail sales and service use constitute 10 percent or more of the building's gross floor area. MU-2 120 feet or 10 stories, whichever is less	Height bonus is granted for mixed-use and/or structured parking MU-1 60 feet or 5 stories, if residential projects utilize structured parking that is completely obstructed from view from the Primary Street and the requirements for Parking Structure Facades in Section 4.902.F.7. MU-2 120 feet or 10 stories for residential projects, same
Density Bonus	MU-1 40; or 60 if the project includes office, eating and entertainment, and/or retail sales and service uses that constitute at least 10 percent of gross floor area. MU-2 60; or no limit if the project includes office, eating and entertainment, and/or retail sales and service uses that constitute at least 10 percent of gross floor area.	Eliminate maximum residential density in MU
Open Space Requirements	10 percent of net land area for commercial and institutional uses, and for mixed-use projects 20 percent of net land area for single-use residential	Create point system: Enhanced Landscaping Point system approved; 30 pts required (20pts for single family and 2 DU manor house)
Landscaping in Parking and Driveway Areas	Landscape islands shall be required in parking lots with 12 or more parking spaces. The total area of landscape islands shall equal at a minimum 5 square feet per parking space	Require trees in required landscape islands Require parking to be not more than 60 ft from a large canopy tree planted in a median or island Require landscape islands w/ trees to be a min. 130 sq ft for non-permeable lots, 65 sq ft for structural soil, 16 sq ft for permeable Encourage the use of linear planting strips
Parking and Driveway Screening Requirements	Parking lots shall be screened from the public right-of-way with landscaping, berms, fences or walls 36 to 42 inches in height.	Exclude chain link from fencing material
Definitions	No definitions section in ordinance	Add definitions; This section would include illustrations of building types, public open space types, façade requirements, etc.
Fenestration Requirements	New commercial building facades fronting on publicly accessible streets or open space shall be not less than 40 percent or more than 90 percent clear glazing	Visible transmittance rating ≥ 0.5 and Primary Street 2-12 ft from grade: 60% Side Streets: 2-12 ft from grade: 40% Upper Stories: 25%; add fenestration alternatives
Building Spacing Requirements	Section 4.902.D.4.b does NOT exempt multifamily and mixed-use developments within MU districts from Section 6.506H of the Unified Residential Development (URD) requirements. 	Exempt MU projects from Section 6.506.H

MU Amendment Language Comparisons

Description	Current MU Language	Amendment
Signage	Attached allowable sign square footage shall be calculated as 1.5 square feet per linear foot of building façade, up to 500 square feet per facade. (Project identifier and wayfinding signs not addressed)	Attached allowable project identifier and wayfinding sign sq ft calculated as .75 sq ft per lin ft of bldg façade, up to 500 sq ft per façade. (In addition to currently allowed signage)
Location of surface parking	Surface parking shall not be permitted between a building front and the street, except that angled, perpendicular, or parallel parking that is partially or completely located on private property shall be permitted if it meets the following two conditions: <ul style="list-style-type: none"> i. The City's Traffic Engineer determines that the parking does not adversely affect public safety or circulation and satisfies the conditions described in Section 22-175d of the City Code, and ii. The parking is located adjacent to and is directly accessible from a public street or publically accessible private street 	Surface parking shall not be permitted between a building front and the street, except that angled, perpendicular, or parallel parking that is designed to function as on-street parking shall be permitted if it meets the following three conditions: <ul style="list-style-type: none"> i. The City's Traffic Engineer determines that the parking does not adversely affect public safety or circulation and satisfies the conditions described in Section 22-175d of the City Code, ii. Each parking space is located adjacent to and is directly accessible from a public street or publically accessible private street, and iii. Surface parking permitted between a building front and the street (on-street parking) and the required pedestrian walkway shall be either dedicated as public right-of-way or be included in a public access easement recorded in the real property records of the county. In these situations, the front yard setback shall be measured from the front of the parking space instead of the property line and the setback shall be no greater than 20 feet. □
Use of Campus Developments	A campus development is defined as a unified group of buildings and/or facilities located on a contiguous parcel(s) and operated by a single entity, <u>such as</u> a religious institution, school, or hospital.	<i>operated by a religious institution, school, or hospital</i>
Development Standards Applicable to Privately Owned Streets and Drives with Public Access Easements	Not currently addressed	State that public access easements are required on private drives and that setback, fenestration, parking, and screening requirements shall be applied to the public access easements as if they were a public street.
Minimum block length requirements	Eliminate the minimum block length requirement for MU districts in the subdivision ordinance	Eliminate <u>minimum</u> block length in MU-1G and MU-2G only (subdivision regs)
TOD interim regulations and TOD Policies		Add TOD section to ord., MU-1: 20 dua min, MU-2: 50 dua min. TOD policy that promotes further station area planning and requires form-based codes at one or more TOD locations Recommend other TOD policies. Affordable housing goals, land banking, 3 P's, density goals, marketing analysis, etc
Parking Maximum in TOD	Currently maximum is 100% of required parking	Reduce parking maximum within 1/4 mile of TOD to 75 percent
Required Street Frontage	The intent of requiring building street frontage is to encourage a more prominent and continuous street wall to promote a multi-modal, pedestrian friendly environment while reducing the visual dominance of large surface parking lots.	MU-1: Primary Streets - 50%, Side Streets - 30% MU-2: Primary Streets - 70%, Side Streets - 30%
Urban Design Commission Review	Variance requests for MU standards to BOA	Façade standard variances to be reviewed by UDC