

PLACE TYPE & CURRENT ZONING MISALIGNMENT

SUBURBAN PLACETYPES

	PLACE TYPE CHARACTERISTICS		DIRECTLY RELATED ZONES				EXISTING REGULATIONS
			RAE - EXCLUSIVE RESIDENTIAL		RA - LOW DENSITY RESIDENTIAL		
SUBURBAN RESIDENTIAL	Detached & attached residential		Only one detached dwelling permitted per lot		One detached dwelling allowed by-right, attached duplexes allowed on review per lot		Some districts allow a mix of housing types, but rare
	Connectivity		Street connectivity requirements minimal with no requirements for pedestrian or multimodal connection; connectivity is limited by allowed dead-end streets and cul-de-sacs		Street connectivity requirements minimal with no requirements for pedestrian or multimodal connection; connectivity is limited by allowed dead-end streets and cul-de-sacs		Street connectivity requirements and multimodal connection requirements are minimal in Zoning and Subdivision Regs
	Proximity to parks & commerce		No proximity requirements		No proximity requirements		No proximity requirements to parks or commerce
PLACE TYPE CHARACTERISTICS			RA - LOW DENSITY RESIDENTIAL		RB – GENERAL RESIDENTIAL		EXISTING REGULATIONS
SUBURBAN MIXED RESIDENTIAL	Housing type mix		One detached dwelling allowed by-right, attached duplexes allowed on review per lot		Single to multi-family residences permitted (on review at higher densities)		Some districts allow a mix of housing types, but rare
	Small-scale multiplex		Highest residential density permitted is two units, only on review		12 dwelling units per acre allowed by-right, up to 24 units per acre on review		Lacking design standards for multi-family developments
	Proximity to parks & commerce		No proximity requirements		Usable open space and recreation uses required for multiplex developments for 12+ units		Some districts require usable open space after a certain density threshold
	Connectivity		No requirements for pedestrian or multimodal connection		No requirements for pedestrian or multimodal connection		Multimodal connection requirements are minimal
	PLACE TYPE CHARACTERISTICS		CA - GENERAL BUSINESS	SC - SHOPPING CENTER	CH - HIGHWAY COMMERCIAL	OB - OFFICE, MEDICAL & RELATED	EXISTING REGULATIONS
CORRIDOR COMMERCIAL	Building form		Regulates ratio & density of uses, but not building scale/placement	Reviewed with a development plan	Not regulated except height	Not regulated except height and lot coverage	Few districts other than PR and CR regulate building scale and placement
	Auto friendly		Parking and connectivity requirements are auto-oriented	Parking and connectivity requirements are auto-oriented	Parking and connectivity requirements are auto-oriented	Parking not permitted in front yard	Existing parking and connectivity standards generally promote auto-oriented design throughout the county
	Pedestrian friendly		Minimal pedestrian accommodations within	Minimal pedestrian accommodations within but possible	Minimal pedestrian accommodations within	Minimal pedestrian accommodations within	Subdivisions Regs. require sidewalks in some instances; pedestrian & multimodal connectivity requirements lacking
	Multi-family as secondary use		Multiple housing types allowed, including detached single-family	Reviewed with a development plan	Residential not allowed	Multiple housing types allowed, including detached single-family	Currently no districts require multi-family as secondary use
	PLACE TYPE CHARACTERISTICS		OA - OFFICE PARK		BP - BUSINESS & TECHNOLOGY PARK	EC - EMPLOYMENT CENTER	EXISTING REGULATIONS
BUSINESS PARK	Large, flat sites		Typically results by nature of this type of development; No minimum lot area		Lot size 5+ acres	Lot size 5+ acres	Most large-scale developments result in grading and clearing of land regardless of use, lacking provisions to accommodate topography
	Interstate or arterial access		Typically results by nature of this type of development; Not required		Typically results by nature of this type of development; Not required	Typically results by nature of this type of development; Not required	Road types not clearly linked to activities or development in most cases
	Flexible use spaces		Not permitted		Reviewed with a development plan	Reviewed with a development plan	Not permitted by-right
	Provides transportation alternatives		Not required		Reviewed with a development plan	Bicycle parking, sidewalks, and connection required	Few requirements or incentives for transportation alternatives by-right
							