

Exhibit “B”

Development Standards

1690 – 2350 S. Congress Avenue Special Activities District (SAD)

Master Plan & Site Plan Approval

Review and approval process

- a) All development parcels within the development plan to be completed in a phased manner and/or which require waivers shall be governed by regulations set in association with the approval of the Master Plan.
- b) The Master Plan shall consist of a narrative and a land use map designating dwelling units and intensity of development and a supporting development standard document that will include data to be utilized in preparing site plans, landscaping, utility plans and tree mitigation.
- c) Information related to the architectural character should also be included in the development standards to guide the preparation of building elevations and architectural renderings.
- d) Within the SAD regulations, the Master Plan shall be reviewed by the Planning and Zoning Board to make a recommendation to the City Commission. The Master Plan shall be forwarded to the City Commission with the Planning & Zoning Board’s recommendation. The City Commission will conduct two public hearings at which the final action will be taken at the second hearing.
- e) Site Plan(s) will not be filed concurrently with the Master Plan. A waiver from Section **4.4.25(D)** requiring review and approval of a Site Plan prior to second reading of the Master Plan is being requested.
- f) In accordance with Section 2.4.5(F)(7), upon final approval of the Master Plan, such plan shall be stamped and certified by the Development Services Department as to its status and shall serve as the baseline for any subsequent submittals. All subsequent submissions shall conform in every respect to the Master Plan as may be modified as provided below.

Future Modifications to Master Plan

- a) The Master Plan shall be in accordance with Section 2.4.5 (F). Subsequent to approval of the Master Plan, any site and development plans shall be filed in accordance with Section 2.4.5(F)(1) through (5). An approved Master Plan may be modified either by administrative approval or by review by the Planning & Zoning Board through the public hearing process, depending on the degree of modification proposed to the Master Plan. If the modification relates to number of dwelling units, parking count, intensity or the dimensional standards, including setbacks (“Standards”) and is less than a 5% deviation from such standard, the modification shall be processed administratively. All other modifications to the Master Plan, SAD Ordinance, development standards, timing obligations or other requirements contained herein, and those modifications of Standards in excess of 5% shall be processed and approved by the Planning and Zoning Board in accordance with 2.4.4 E(6), except for changes that increase density and intensity, which shall be processed and approved by the City Commission.
- b) All Site Plan applications for new development must receive approval by Site Plan Review and Appearance Board (SPRAB) and be consistent with the approved Master Development Plan (MDP).

Sequencing Plan

- a) The Master Plan establishes the location of the parcels which include each parcel's their respective acreage, number of units and unit type, parking, and intensities for the commercial parcel, location of the main streets including parallel parking, internal transit stop, buffers, multi-use paths, the central park and the oak hammock preserve serving the overall development.
- b) The sequence for redevelopment of the parcels is as follows:
 - (1) the demolition of three existing office buildings, asphalt parking lots and associated underground utilities which were formerly a part of the Office Depot headquarters;
 - (2) the installation of the main infrastructure including the roads, the utilities, buffers, multi-use paths, and the central park;
 - (3) With the exception of the parcel within which the Arbors building (Folio # 12-43-46-30-15-001-0000) is located, all trees to be preserved or relocated shall be preserved or relocated in accordance with the tree preservation and removal plan; and
 - (4) The trees within the Arbors site located at the northeast corner of the Master Plan shall be relocated or preserved prior to commencing construction on the Arbors site.

Note: Buffers along Germantown Road and Congress Avenue shall be installed within the first phase of development. Internal infrastructure (buffers, roads, utilities, etc.) for a given parcel shall be completed prior to the first certificate of occupancy for such parcel. Items 1 through 3 shall be completed prior to the issuance of ~~a building permit for vertical construction~~ the first residential certificate of occupancy for a building.

Parking

- a) Guest parking spaces must be accessible to all visitors and guests and may be centralized or located near recreational features within a development project.
- b) Parking adjacent to Congress Avenue shall be located to the rear or side of buildings having direct frontage along Congress Avenue. If parking is fronting on Congress Avenue between buildings, the parking must be screened with landscaping, fencing, and/ or a berm adequately landscaped to obscure the view of the parked cars from Congress Avenue. No surface parking shall be located between buildings and Congress Avenue frontage.
- c) Parking lots for the multifamily buildings are located to minimize pedestrian conflicts while providing locations within close proximity of destinations once cars are parked.
- d) Access to parking lots shall be restricted to specific driveway locations to minimize curb cuts as well as minimize conflicts between vehicles and pedestrians.
- e) Parking fields are to be placed internal to the site so as to not be visible from the major surrounding roadways or are buffered with berms and/ or landscaping to obscure the view of the parked cars from the adjacent roadway.
- f) The internal streets should provide parallel parking where possible on both sides of the street to provide ample convenient parking for guests and residents.

Parking shall be provided for the residential multifamily or mixed use buildings of the site as follows:

Efficiency dwelling unit	1.0 space/unit
One bedroom dwelling unit	1.25 spaces/unit

Two or more bedroom dwelling unit	2.00 spaces/unit
Two or more bedroom dwelling units within 1,000 feet of a Tri-Rail station	1.5 spaces/unit
Guest parking shall be provided cumulatively as follows:	
for the first 20 units	0.50 spaces/unit
for units 21—50	0.30 spaces/unit
for units 51 and above	0.20 spaces/unit

- g) The commercial non-residential portion of the site will provide parking spaces as required based upon size at the shopping center rate below per gross leasable floor area, irrespective of mix of uses:

25,000 to 400,000 square feet	provides: 4/1,000 square feet of gross floor area
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- h) For commercial mixed-use developments with a residential component, the shared parking formula under LDR Section 4.6.9(c)(8) can be utilized.
- i) Tandem spaces are permissible for valet parking within the commercial site.

MINIMUM PARKING STANDARDS	
PARKING SPACE SIZE	
STANDARD	9' x 18'
COMPACT	8'-16'
PARALLEL	8' x 22'
HANDICAP	12' X 18'
PARKING DRIVING AISLE (TWO-WAY)	24'-0"
PARKING LANDSCAPE ISLAND	9'-0" WIDE
PARKING LANDSCAPE STRIP	5'-0"
FRONT OF BUILDING FAÇADE TO PARKING SPACE	5'-0"
MINIMUM SETBACKS	

<p>MINIMUM SETBACK (A minimum setback of 15 feet shall be established around the perimeter of any property.).</p>	15'-0"
<p>NOTE: DISTANCES ARE MEASURED TO THE SHORTEST DISTANCE BETWEEN BUILDING ELEMENTS EXCLUDING PORCHES, BALCONIES, COVERED PARKING, AND COVERED ENTRIES. THE SETBACK REQUIREMENT OF 15 FEET SHALL BE MEASURED FROM THE CENTERLINE OF ANY CONTIGUOUS DRIVEWAY, ROADWAY, PARK, OPEN SPACE OR BUFFER. IN THE CASE THAT THE PROPERTY IS CONTIGUOUS TO THE PERIMETER BUFFER OF THE SAD DISTRICT, THE SETBACKS SHALL BE MEASURED FROM THE OUTER LIMITS OF THE BUFFER. IN NO EVENT SHALL BUILDINGS ENCROACH INTO BUFFERS, THE ANNEX OR ROADWAYS.</p>	

- j) Wheel Stops shall be provided for all parking, other than parallel spaces, in the form of concrete wheel stops or a continuous concrete curb which is located so that there is two feet of clear distance from the front edge of the device to the front of the parking space.
- k) Two-way parking lot driving aisles 24 feet wide must be used when perpendicular parking spaces are used.
- l) The minimum drive aisle for two-way traffic flow is 20 feet but this dimension can only be used for short distances where there are no parking spaces on either side of the driving aisle.
- m) The minimum width of sidewalks along Congress Avenue, Germantown Road, within the Central Park and the infrastructure roadways shall be six feet. All other sidewalks shall be a minimum of five feet. The multi-use path within the perimeter buffers shall be a minimum of eight feet.

Tree Mitigation

- a) A tree survey and arborist evaluation and rating report has been prepared for the trees contained within the site. Large buffers are provided around the entire perimeter of the site to provide adequate area for the relocation and preservation of quality specimen trees. The inventory, mitigation, preservation, and landscaping will be performed in conformity with the Land Development Regulations related to landscaping and preservation.

Landscaping

Landscaping shall be in accordance with the Landscape Regulations as listed below:

1. Perimeter requirements adjacent to public and private rights-of-way:

- a) The landscaping shall consist of at least one tree for each 30 linear feet or fraction thereof. The trees shall be located between the right-of-way line and the off-street parking or

vehicular use area. Where the depth of the perimeter landscape strip adjacent to the right-of-way exceeds 15 feet, shade trees may be planted in clusters, but the maximum spacing shall not exceed 50 feet. The remainder of the landscape area shall be landscaped with grass, ground cover, or other landscape treatment excluding pavement.

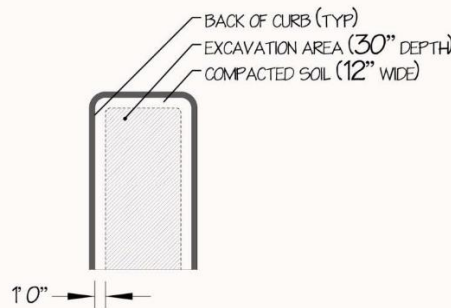
- b) Additionally, a hedge, wall or other durable landscape area shall be placed along the interior perimeter of the landscape strip. If a hedge is used, it must be a minimum of two feet in height at the time of planting and attain a minimum height of three feet above the finished grade of the adjacent vehicular use or off-street parking area within one year of planting.
- c) Multiple tier plantings are strongly encouraged for all properties, regardless of the depth of the landscape buffer. Those properties that have a landscape buffer depth of ten feet or more shall be required to provide an additional layer of groundcover. The groundcover shall be located directly in front of the required hedge, so as to be visible from the adjacent right-of-way. This groundcover shall be installed at one-half of the height of the required perimeter hedge.
- d) If a nonliving barrier is used, it shall be a minimum of three feet above the finished grade of the adjacent vehicular use. Nonliving barriers shall require additional landscaping to soften them and enhance their appearance. For each ten feet of nonliving barrier, a shrub or vine shall be planted along the street side of the barrier, in addition to tree requirements.
- e) Earth berms may be used only when installed in conjunction with sufficient plant materials to satisfy the screening requirements. The slope of the berm shall not exceed a 3:1 ratio.
- f) Hedges for multi-family projects which are used to separate a residential use from an adjacent arterial or collector road right-of-way may attain a height of eight feet to mitigate the impact of the adjacent roadway
- g) The unpaved portion of the right-of-way adjacent to the property line shall be landscaped with sod and provided with irrigation and maintenance.
- h) The width of access ways which provide access to a site or vehicular use areas may be subtracted from the linear dimensions used to determine the number of trees required.

2. Perimeter landscaping requirements relating to abutting properties:

- a) A landscaped barrier shall be provided between the off-street parking area or other vehicular use area and abutting properties. The landscape barrier may be two feet at the time of planting and achieve and be maintained at not less than three nor greater than six feet in height to form a continuous screen between the off-street parking area or vehicular use area and such abutting property. This landscape barrier shall be located between the common lot line and the off-street parking area or other vehicular use area in a planting strip of not less than five feet in width that is free of any vehicular encroachment, including car overhang. Duplexes may be permitted to reduce the perimeter planting strip to two and one-half feet in width in cases where lot frontage is less than 55 feet. In addition, one tree shall be provided for every 30 linear feet of such landscaped barrier or fraction thereof.

- b) The provisions for perimeter landscape requirements relating to abutting properties shall not be applicable where a proposed parking area or other vehicular use area abuts an existing hedge or established tree line, the existing hedge and trees may be used to satisfy the landscape requirements provided the existing material meets all applicable standards. The landscape strip, a minimum of five feet in depth, however, is still required, and must be landscaped with sod or ground cover and be free of any vehicular encroachment, including car overhang. If the existing landscaping does not meet the standards of this article, additional landscaping shall be required as necessary to meet the standards. In the event the landscaping provided by the adjacent property which has been used to satisfy the landscaping requirements for the property making application is ever removed, the property heretofore using the existing vegetation to satisfy landscaping requirements, must then install landscaping as required to comply with the provisions of this code.
- c) There shall be a group of palms or a shade tree for every 125 square feet of required interior landscaping. No more than 25 percent of these required trees shall be palms.
- d) Landscape islands which contain a minimum of 135 square feet of planting area, with a minimum dimension of nine feet, exclusive of the required curb, shall be placed at intervals of no less than one landscaped island for every 13 standard parking spaces. One shade tree shall be planted in every island with a minimum of 75 square feet of shrubs and groundcovers. Tree specifications shall adhere to those listed in Section 4.6.16(E)(5) and 4.6.16(E)(6) of the Land Development regulations. Where approval for the use of compact parking has been approved, islands may be placed at intervals of no less than one island for every 15 compact parking spaces:
- e) The distance between parking islands can be increased up to 15 standard or 17 compact parking spaces but the width of the parking island must be increased by one foot for each additional space (i.e. if the distance between parking islands is 15 standard parking spaces the parking island would have to be 11 feet wide).
- f) Unobstructed cross-visibility shall be maintained at all terminal landscape islands where it intersects a right-of-way. Clear visibility shall be maintained between three feet to six feet above ground. Proper plant selection shall be utilized that fully accounts for the mature height and spread of that plant. The proper design shall have low groundcovers within the nose of the island with small shrubs located at the back end of the island.
- g) Each row of parking spaces shall be terminated by landscape islands with dimensions as indicated above. An exception to this requirement is when a landscaped area, with the dimensions above, exists at the end of the parking row.
- h) Perimeter landscape strips which are required to be created by this code or requirements of the zoning code shall not be credited to satisfy any interior landscaping requirements, however, the gross area of perimeter landscape strips which exceed minimum requirements may be credited to satisfy the interior landscape requirements of this section.

- i) Interior landscaping in both parking areas and other vehicular use areas shall, insofar as possible, be used to delineate and guide major traffic movement within the parking area so as to prevent cross-space driving wherever possible. A portion of the landscaping for interior parking spaces, not to exceed 25 percent of the total requirement, may be relocated so as to emphasize corridors or special landscape areas within the general parking area or adjacent to buildings located on the site, if helpful in achieving greater overall aesthetic effect. Such relocated landscaping shall be in addition to the perimeter landscaping requirements.
- j) Existing native soil within all landscape islands, interior landscape strips and perimeter landscape strips, adjacent to vehicular use areas, shall be excavated down to a depth of 30 inches below existing grade, except for a 12-inch buffer from the inside of curb or pavement (see diagram below). A suitable planting soil mixture of 50/50, 60/40 (sand/topsoil) or as otherwise indicated by the Registered Landscape Architect, shall either be backfilled in place of the native soil or efficiently mixed with the native soil to create an optimum environment for successful root development. If native soil is to be mixed, it shall first be screened to remove rocks and debris larger than one-half inch in diameter prior to mixing. All properties under this section shall be required to have an open landscape bed inspection prior to backfilling to insure the 30-inch depth has been met.



- k) All air-conditioning units and other mechanical equipment and refuse areas whose height is five feet or less shall be screened with shrubbery that is tall enough to fully screen the units from view. Equipment five feet to 16 feet above grade shall be screened with hedges that are half of the height of the item to be screened. In such instances, the required hedge shall not be any less than five feet in height. Anything higher than 16 shall be screened with shrubbery that is a minimum of eight in height.
- l) Landscaping may be permitted in easements only with the written permission of the easement holder. Written permission shall be submitted as part of the site plan or landscape plan review.

3. Foundation landscaping requirements

- a) Foundation landscaping shall be required. This shall incorporate trees, shrubs and groundcovers. Multiple tiers of plant material should be utilized and thoughtfully designed to accomplish the goal of softening the building mass while adding vibrant color and textures.
- b) New multi-story structures shall adhere to the landscape requirements set forth in this section. The purpose of these requirements is to aesthetically and visually buffer larger structures and to maintain an appropriately scaled relationship between the height of the structure and its surrounding landscape.

- c) Foundation trees with specifications listed in Table 1 below shall be planted along the building façade that faces a dedicated Right-of-Way. The spacing of these trees shall be determined based on the average canopy width of the proposed tree.

Table 1. Foundation Tree Specifications

Mean Structure Height (feet)	Minimum Tree Height (feet)	Minimum Tree Spread (feet)	Minimum Overall Palm Height (feet)
To 15	12 to 14 (code)	5	12 (code)
15 to 25	14 to 16	6	16
26 to 35	16 to 18	7	20
36 and greater	16 to 18	7	25

4. Street trees for new residential developments

Street trees are an integral component of creating a themed landscape and shall be required as per this section. Street trees shall be located along the edge of the sidewalk to provide shade for pedestrians.

Perimeter Buffers

A landscape buffer shall be provided around the outer perimeter of the overall Master Plan property. Parking, structures, perimeter roadways, and other paving is not permitted within this buffer except for bicycle paths, sidewalks, jogging trails, and driveways or access streets which provide ingress and egress for traffic and which are generally perpendicular to the buffer. The width of the buffer shall be as per the chart below. In no case shall the landscape area be a width of less than fifteen feet.

When adjacent to Congress Avenue and any preserve area	15 feet
When abutting residentially zoned property	40 feet
When adjacent to but separated from residentially zoned property by a street, waterway, alley, or park	25 feet
All other perimeters	15 feet

Perimeter Site Setbacks

- Setbacks adjacent to the Congress Avenue Frontage shall be a minimum of ten feet and a maximum of 20 feet measured from the centerline of the required buffer.
- Except as otherwise provided in paragraph a) above, **setbacks for front, side, and rear yards** shall be the minimum as identified in the chart above for Perimeter Buffers.

Lot coverage and open space.

- Lot coverage by building, pavement and hardscape site improvements excluding sidewalks or multipurpose paths shall not exceed 75 percent of the gross area of the Master Plan.

- b) Land area, equal to at least 25 percent of the total district including the perimeter landscaped boundary, shall be in open space including sidewalks and multi- purpose paths. Landscape areas required to meet internal parking lot design requirements, water bodies and paved areas shall not be included in the meeting of this 25 percent open space requirement.

Height

The maximum height of all buildings shall be 85 feet. Floor heights for all buildings shall comply with the following:

- a) Office, Research, and Commercial Floor Heights shall be a minimum of 12 feet floor to floor on the first floor and ten feet floor to floor on all floors above.
- b) Hotel, motel, residential, and all suite lodging, shall have a minimum floor height of nine feet floor to floor on all floors, with the exception of ceiling drops for mechanical distribution and, in that case, no less than seven feet and six inches.
- c) Auxiliary and service rooms, such as, garages, restrooms, closets, laundry rooms, dressing rooms, storage rooms, mechanical, electrical, and plumbing equipment rooms are exempted from the floor height regulations.

Building separations (minimum requirements)

Building Separations (Minimum Requirements)							
	5-Story Building	4-Story Building	3-Story Building	2-Story Building	1-Story Building	Garage Building	Covered Parking
5-Story Building	50.0 ft	40.0 ft	35.0 ft	32.5 ft	40.0 ft		
4-Story Building		30.0 ft	25.0 ft	22.5 ft	20.0 ft		
3-Story Building			20.0 ft	17.5 ft	15.0 ft		
2-Story Building				15.0 ft	12.5 ft		
1-Story Building					10.0 ft		
Club House	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.
Garage Building	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.	25.0 ft.
Covered Parking	5.0 ft.	5.0 ft.	5.0 ft.	5.0 ft.	5.0 ft.	5.0 ft.	5.0 ft.

Other Separations:

Sidewalk to Building	3.0'
Property Line to Building	Minimum Buffer requirements

Minimum floor area

- a) Residential units are subject to the minimum square footage per the chart below.
- b) There are no minimum floor area requirements for office, retail, hotels, motels, and residential all suite lodging uses.

Efficiency	400 sq. ft.
One Bedroom	600 sq. ft.
Two Bedroom	900 sq. ft.
Three Bedroom	1,250 sq. ft.
Four Bedroom	1,500 sq. ft.

- c) For purposes of bedroom count, a room used as a den, library or study without a closet shall not be counted as a bedroom.

Infrastructure/ Streetscape/ Bus Shelter

An interconnected network of streets with sidewalks and paths designed to encourage walking and bicycle use and a mid-block rotary for traffic calming and better facilitation of traffic flow have been incorporated into the master plan and shall be constructed as detailed above. Protecting pedestrians from vehicular conflicts and segregating vehicular from pedestrian traffic is an important element in the design of the street and walkway network. Streets will be lined with street trees to provide shade for pedestrians and parked cars while creating a pleasing streetscape that is inviting to residents and guests.

A bus bay is proposed on Congress Avenue to accommodate full size city transit buses. The construction of this improvement shall be commenced and completed with the initial infrastructure work for the overall development. Multimodal nodes will be provided within the commercial area and can be accommodated at the central rotary to provide convenient drop off/ pick up for a variety of private or public transportation modes that will include the Tri-rail shuttle, the Downtowner shuttle (if route can be modified), Uber and the like, and private carrier pick up and drop off. Multimodal facilities will be centrally located within the commercial site and will be within easy walking distance between residential and non-residential uses. The Tri-rail Station is to the north of the site and the Park and Ride Lot is to the south, providing residents alternative modes of transportation within a short distance from the site.

A shaded walking/ biking path is being provided within large green belts around the perimeter of the property. These pathways will provide opportunities for biking, jogging, walking minimizing conflicts with motorized vehicles while moving around the site. A connection to the Delray Oaks Natural Area adjacent to the south property line and the proposed perimeter bike/walkway is proposed provided the county will approve such a connection. This would permit users to expand their walking / biking experience beyond the limits of the site and enjoy the flora and fauna within the natural area.

All of the infrastructure provided in this paragraph shall be commenced as discussed above prior to ~~construction of the first certificate of occupancy being issued for~~ any residential parcel within the Master Plan.

Enclosure Screening

Utility enclosures shall be enclosed on three sides and have vision obscuring gates on the fourth side. Landscaping in the form of a hedge must be provided in front of the enclosures to screen the enclosure from view. The enclosure may not be located within a required setback or easement area.

Screening for all ground level and roof top level air-conditioning units and mechanical equipment shall be provided.

Generators

Generators shall be installed for multi-family buildings and the clubhouse with adequate fuel supply to run the generator for 12 hours.

Traffic Calming

The traffic circulation system shall be designed to control speed and reduce volumes on the interior street network, not to include driveways within parking access. This can be accomplished through the use of traffic calming devices which include the installation of speed tables, different pavement patterns, parallel parking, landscape nodes, and striping. Signage will also remind motorists of speed limit and locations of traffic calming devices.

Recreation Facilities

Tot lots and recreational areas, serving children from toddler to teens, shall be a feature as part of the design to accommodate households having a range of ages. Recreation facilities shall include the following:

There shall be a minimum of one (1) club house with a minimum of square feet of twelve thousand (12,000) square feet equipped with typical club house amenities to service as a private recreational facility.

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Note: The leasing/ management office will be located within the clubhouse in a space separate from the recreation activities.

The outdoor component, distributed within the residential areas of the master plan, will have the following elements:

- a) The Central Park, including seating areas, open “green” areas and tree-shaded areas.
- b) Main private outdoor pool” adjacent to the Club House, with cabanas and outdoor barbeque area. For avoidance of doubt, the Club House and pool area shall be private
- c) Tot lots
- d) Dog park
- e) Multi-use paths is contained within the perimeter buffers, adjacent to both the residential and nonresidential parcels of the master plan.

Note: The Central Park and the Multi-use paths shall be commenced prior to the issuance of ~~a building permit for vertical construction~~ the first certificate of occupancy for a residential building.

The remaining items shall be constructed prior to the issuance of the first certificate of occupancy for residential development.

Architectural Style

Architectural styles are graphically shown within a pattern book created to highlight a select choice of architectural styles to provide architectural guidelines and character details for architectural themes utilized within the development. The pattern book is proposed to ensure a cohesive complimentary design for the community. Within the pattern book, the architectural standards address the architectural character of the development. It specifies design principles and concepts to be used with the project. Examples of building materials, finishes, details and signs are depicted to ensure high quality and consistent design standards. The character of the community will be largely set though regulating the architectural character within the community. A pattern book depicting architectural styles, themes, design elements, materials, colors, and standards is being utilized to ensure conformance with a particular style while providing alternative choices to ensure the architecture of the overall development is diverse and interesting.

Workforce Housing shall be as follows:

1690-2350 S. Congress Avenue SAD
Residential developments must include a minimum of 10 percent Workforce Housing Units consisting of moderate income workforce units as defined by Article 4.7 Family/Workforce Housing as modified by the terms of this approval.
If the development contains a mix of different types of units, (e.g. condominium, townhouse, detached, etc.), the proportion of workforce units by bedroom count must be approximately the same (within 10%) as the proportion of market rate units by bedroom count to total market rate units regardless of type of unit.
Moderate income household. A household with a gross, combined income between 81 percent and 140 percent of the Palm Beach County Adjusted Median Income (as defined by the Florida Housing Finance Authority) for a 2-person household for 1 BR units, for a 3-person household for 2 BR units and for 4-person+ household for 3 BR+ units.
For moderate income households, the maximum price shall be established by the Community Improvement Department based on a formula that considers the prevailing mortgage interest rates.

Performance Standards for Site Plan

The intent of the standards is to mitigate the impacts of the additional density both internal and external to the site. The performance standards are as follows:

- a) The traffic circulation system is designed to control speed and reduce volumes on the interior and exterior street network. This can be accomplished through the use of traffic calming devices; street networks consisting of loops and short segments; multiple entrances and exits into the development; and similar measures that are intended to minimize through traffic and keep speeds within the development at or below 20 m.p.h.
- b) Buildings are placed throughout the development in a manner that reduces the overall massing and provides a feeling of open space.

- c) Where immediately adjacent to residential zoning districts having a lower density, building setbacks and landscape materials along those adjacent property lines are increased beyond the required minimums in order to provide a meaningful buffer to those lower density areas.
- d) The development offers a varied streetscape and building design. For example, setbacks are staggered and offset, with varying roof heights (for multi-family buildings, the planes of the facades are offset to add interest and distinguish individual units). Building elevations incorporate diversity in window and door shapes and locations; features such as balconies, arches, porches, courtyards; and design elements such as shutters, window mullions, quoins, decorative tiles, etc.
- e) A number of different unit types, sizes and floor plans are available within the development in order to accommodate households of various ages and sizes. Multi-family housing will at a minimum have a mix of efficiency, one, two and three bedroom units with varying floor plans. The development is designed to preserve and enhance existing natural areas and/or water bodies. Where no such areas exist, new areas which provide open space and native habitat are created and incorporated into the project.
- f) The project provides a convenient and extensive multi-use bicycle/pedestrian network, and access to available transit.
- g) In the event, residential dwellings units are proposed within the commercial parcel(s), any residential development shall be integrated within the commercial utilizing shared parking, pathways, open spaces and architecture in such a way as to create a one viable mixed use development.