

EXHIBIT 1 – PROPOSED AMENDMENT (2 pages)

Proposed Language – Purple

Existing Language – Black

Proposed Removals – ~~Strikethrough~~

Table 17-2.2.040.D Lot and Development Standards for Residential Zones

Standard	R1 Zone	R2 Zone	R3 Zone	R5 Zone
<p>Residential Density, per section 17.2.2.060 (Dwelling Units per net acre) – minimum and Maximum</p> <p><i>*Duplexes in the Residential Zone Shall be Calculated as 1 DU for purposes of meeting maximum density standards</i></p>	<p><i>Min 4 DU and a Max 8 DU per net buildable acre</i></p>	<p><i>Min 6 DU and a Max 12 DU per net buildable acre</i></p>	<p><i>Min 8 DU and a Max 24 DU per net buildable acre</i></p>	<p><i>Min 6 DU and a Max 24 DU per net buildable acre</i></p>
<p>Minimum Lot Area (square Feet)</p> <p>Single-Family, not attached</p> <p>Duplex (per duplex)</p>	<p>5,000sf</p>	<p>3,600sf</p>	<p>3,000sf</p>	<p>3,000sf</p>
<p>Minimum Lot Width</p> <p>Single-Family, not attached</p> <p>Corner Lot</p> <p>Interior Lot</p> <p>Duplex (per duplex)</p> <p>Corner Lot</p> <p>Interior Lot</p>	<p>60ft</p> <p>50ft</p> <p>60ft</p> <p>60ft</p> <p>50ft</p>	<p>50ft</p> <p>46ft</p> <p>56ft</p> <p>50ft</p> <p>46ft</p>	<p>48ft</p> <p>44ft</p> <p>56ft</p> <p>48ft</p> <p>44ft</p>	<p>48ft</p> <p>44ft</p> <p>50ft</p> <p>48ft</p> <p>44ft</p>
<p>Lot Coverage. Maximum Lot Coverage (foundation plane area as % of site area)</p> <p>Single-Family, not attached</p> <p>Duplex (per duplex)</p>	<p>40%</p> <p>60%</p>	<p>50%</p> <p>60%</p>	<p>50%</p> <p>75%</p>	<p>50%</p> <p>75%</p>
<p>Build-To Line Maximum (feet):</p> <p><u>Applies to New Buildings Only, except does not apply to detached single-family dwellings and duplexes:</u></p>	<p><i>Not Applicable</i></p>	<p>20 ft; may be increased when pedestrian</p>	<p>20 ft; may be increased when pedestrian</p>	<p>20 ft; may be increased when pedestrian</p>

<p>1) At least one primary building entrance shall be built no farther from the street right-of-way than the build-to line; except that where a greater setback is required for a Planned Street Improvement, the build-to line increases proportionately.</p> <p>2) The City may also approve exceptions to the build-to line through Site Design Review where pedestrian amenities are provided between a primary building entrance and the street right-of-way. (See also Section 17-3.2.050 Civic Space and Pedestrian Amenities.)</p>		<p>amenities are provided between a primary building entrance and street</p>	<p>amenities are provided between a primary building entrance and street</p>	<p>amenities are provided between a primary building entrance and street</p>
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