



Future Land Use > Low Density Residential

LDR

Use Characteristics

Neighborhoods with moderate to larger lot sizes compared to the overall density in the city. LDR areas tend to emphasize single-family development or other housing types with similar characteristics.

- Similar density and scale duplex or attached housing arrangements are permitted.
- Civic uses, such as places of worship, are generally allowed, with special reviews for higher intensity civic uses like schools.
- Existing neighborhood-scale commercial that provides service to neighborhood residents can remain.
- New non-residential uses that serve the immediate neighborhood can be permitted through special review and approval to consider scale, design, and character that complements low density residential uses.

General Intensity

- 2-6 dwelling units per acre.

Form

- Developments should provide connectivity within and between developments for vehicles and pedestrians. The framework of streets and open spaces should create a sense of neighborhood.
- Smaller lots and duplex/attached housing should be encouraged more at the transition points to other more intense uses or districts.
- Non-residential uses are most appropriate at street intersections or transition points to other more intense uses or districts.

Compatibility (See Compatibility Design Guides for further aid)

- Compatible with most single-family detached housing.
- Traffic and higher intensity uses are directed away from LDR areas and towards major streets.



Future Land Use > Medium Density Residential

MDR

Use Characteristics

Neighborhoods that incorporate a mix of housing types, including single-family detached, single-family attached, townhouses, duplexes, and small-lot single-family.

- Limited medium-scale multifamily development may be allowed with a special review.
- Civic uses, such as places of worship, are generally allowed, with special reviews for higher intensity civic uses like schools.
- Existing neighborhood-scale commercial that service area residents can remain.
- New non-residential uses that serve the immediate neighborhood can be permitted through special review or approvals that consider scale, design, and character to complement medium-density residential uses.

General Intensity

- 5-12 dwelling units per acre.

Form

- Creates a high level of connectivity between and within developments.
- Connections to neighborhood commercial services and civic destinations should provide a sense of neighborhood.
- Developments should have a common scale and maintain the identity of individual units. Duplexes, townhomes, and small-scale multifamily are more appropriate at transition points to other more intensive districts.

Compatibility (See Compatibility Design Guides for further aid)

- Compatible with single-family detached, attached housing, and townhome developments.
- Traffic and higher intensity uses should be directed toward higher traffic volume routes.
- Compatibility happens through increased attention to traffic circulation, parking, site and building design, and operations.
- For new development areas that incorporate a mix of development types –
 - › Local street systems is used within the neighborhoods.
 - › MDR uses along collector streets start the transition to commercial or high-density residential areas.
 - › Transitions to higher intensity uses occur at street lines.



Future Land Use > Mixed-Use

MU

Use Characteristics

Vibrant urban areas that can include a mix of commercial, office, service, limited production light industrial, and medium to high density residential uses.

- A mix of complementary uses, including multifamily housing, schools, mid-sized parks and churches, commercial, and mixed-use structures.
- **Detached single-family housing is generally not appropriate.** However, these uses may be appropriate along A Avenue with a medium density scale that transitions from non-residential uses to surrounding neighborhoods.
- Limited light industrial uses can be allowed with special permitting. Usually, these uses serve the community and are not meant for regional export production. Design should consider lot size, loading traffic, noise, and buffering from adjacent uses. Examples might include microbreweries, maker spaces, coops, art studios with heavier production equipment, etc.
- Amenities such as parks, plazas, and quality streetscapes should be more prevalent than in MDR and HDR areas.

General Intensity

- 7-12+ dwelling units per acre.

Form

- A high-connectivity transportation network to expand viable locations for commercial uses and allow multiple access points and route choices between uses.
- As compared to MDR and HDR areas, Mixed-Use areas encourage closer proximity between transportation, housing, and non-residential uses.

Compatibility (See Compatibility Design Guides for further aid)

Achieved through increased attention to traffic circulation, parking, site and building design, and on-site operations. Examples include:

- Land uses are sometimes mixed within one structure, resulting in complementary and alternating times of use to share parking.
- Different land use types are positioned to create a smooth internal transition from lower to higher intensity uses. However, this transition happens over a shorter distance than in MDR and HDR areas.
- **Larger commercial, office, or limited light industrial uses should cluster around arterials.**
- Smaller commercial uses are appropriate on any street provided that the development intensity smoothly transitions to other areas.



Future Land Use > Commercial

COM

Use Characteristics

Includes various commercial uses, including auto-oriented developments, retailers, multi-use centers, restaurants, and other services.

- Office, retail, and service-oriented commercial.
- Limited heavy commercial that has outdoor storage (subject to standards for screening, traffic circulation to arterial or collector streets, and noise).
- High density residential uses may occur in a mixed-use environment, but commercial remains the dominant use. Upper-story residential is allowed.

General Intensity

- 12+ dwelling units per acre (if provided).

Form

- May include freestanding structures, attached centers, and vertical configurations with limited height.

- **Commercial uses should consider their surroundings**, provide pedestrian walkways through parking areas, seek pedestrian connections between adjacent properties, and maximize positive interactions between different uses.

Compatibility (See Compatibility Design Guides for further aid)

Typically situated on arterial or collector streets, at higher traffic intersections, and in established commercial areas. Commercial uses should:

- More often feature unobtrusive monument signs over pole signs.
- Integrate landscaping into street frontages and site designs.
- Minimize the number of driveway access points from major streets.
- **Direct traffic away from adjacent residential areas**, including shielding parking areas, outdoor storage, and loading areas.



Future Land Use > Mixed Light Industrial

LI

Use Characteristics

Areas of manufacturing, production, or heavier commercial uses.

- Uses include indoor production operations that may have higher outdoor loading and truck traffic levels for warehousing purposes.
- A variety of uses such as warehousing, distribution, office/industrial flex space, home improvement stores, and light manufacturing.

General Intensity

- 12+ dwelling units per acre if permitted with a master planned mixed-use development.

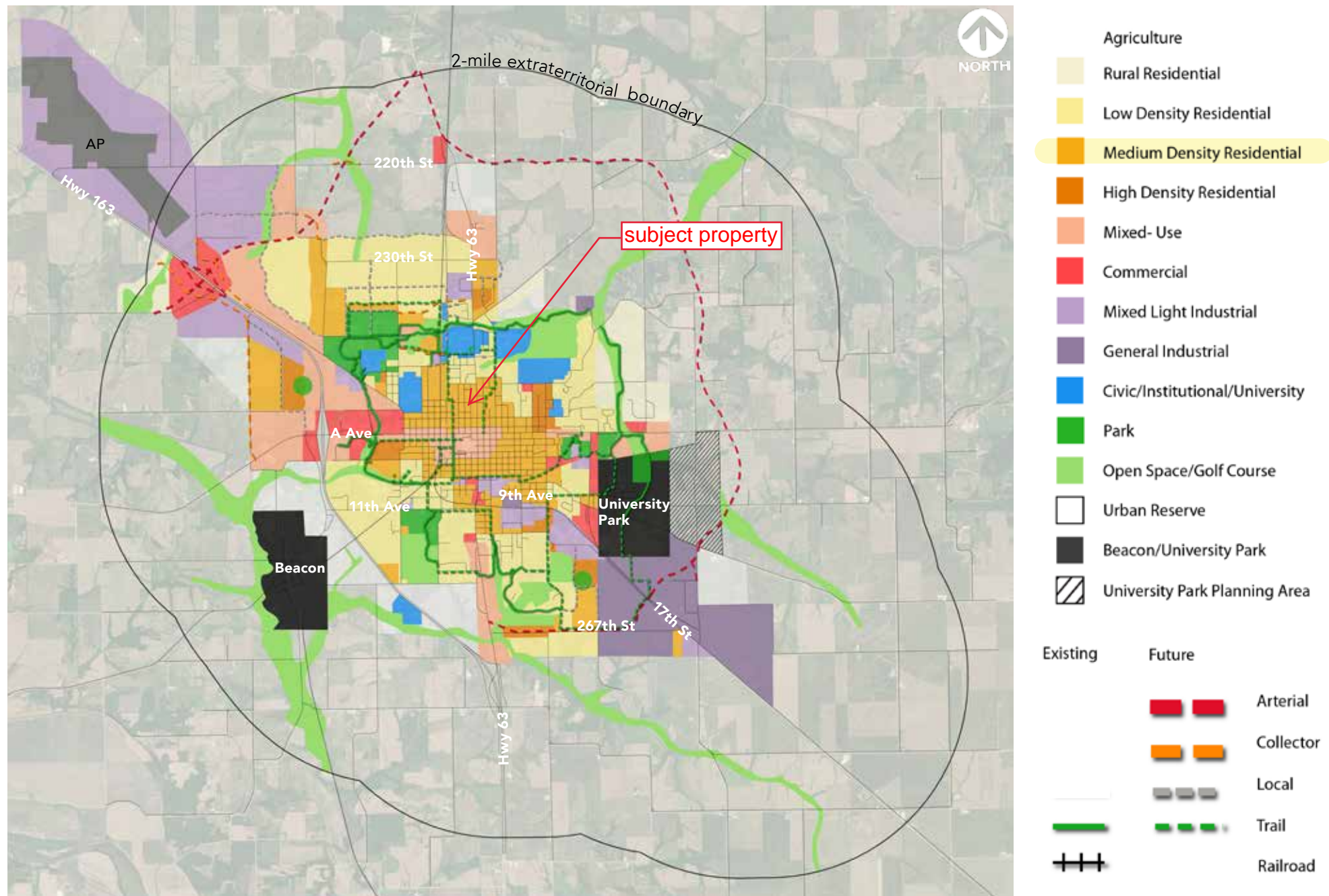
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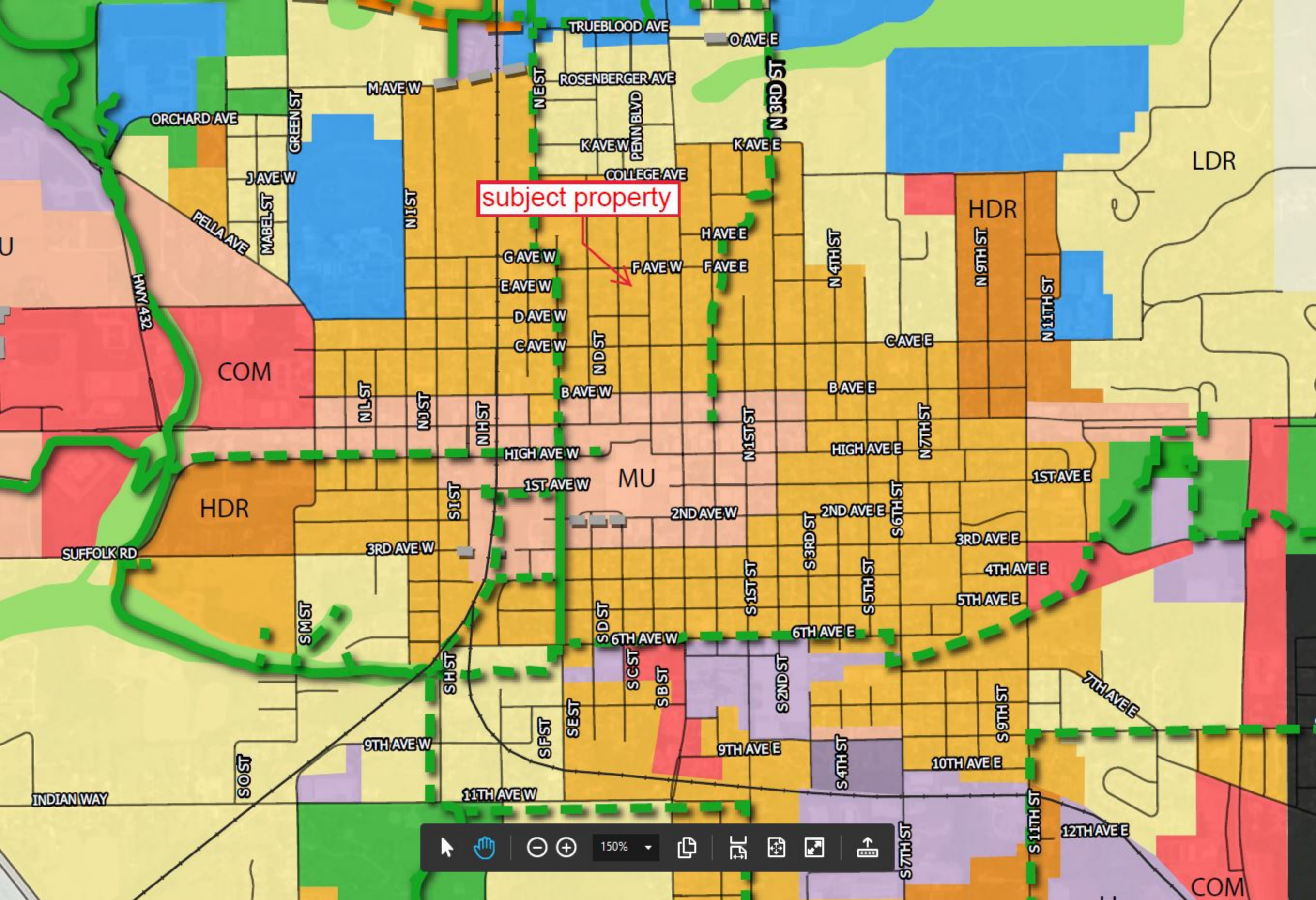
- Areas should strongly emphasize quality design and landscaping standards because these areas usually need to be on major transportation routes or could be close to neighborhoods.
- Transportation routes should enhance connectivity, efficiency, and service capacity.

Compatibility (See Compatibility Design Guides for further aid)

Development that abuts a LI boundary, whether inside or outside the boundary, should be held to higher design standards to ensure compatibility between uses and possible adjacent residential uses.

Map 3.1: Future Land Use Map





subject property

TRUEBLOOD AVE

O AVE E

ROSENBERGER AVE

K AVE W

K AVE E

COLLEGE AVE

ORCHARD AVE

M AVE W

N 3RD ST

J AVE W

PELLA AVE

MABEL ST

N 1ST ST

PENN BLVD

N 3RD ST

LDR

subject property

HAVE E

HDR

G AVE W

HAVE E

F AVE W

FAVE E

N 4TH ST

N 9TH ST

N 11TH ST

E AVE W

D AVE W

C AVE W

C AVE E

COM

NL ST

NJ ST

NH ST

ND ST

N 1ST ST

N 7TH ST

B AVE W

B AVE E

HIGH AVE W

HIGH AVE E

MU

1ST AVE W

2ND AVE W

1ST AVE E

SUFFOLK RD

3RD AVE W

2ND AVE W

2ND AVE E

3RD AVE E

4TH AVE E

5TH AVE E

SM ST

SI ST

1ST AVE W

N 1ST ST

2ND AVE E

S 6TH ST

1ST AVE E

SD ST

6TH AVE W

S 1ST ST

6TH AVE E

3RD AVE E

4TH AVE E

5TH AVE E

SC ST

SB ST

S 2ND ST

S 5TH ST

3RD AVE E

4TH AVE E

5TH AVE E

9TH AVE W

SF ST

SE ST

9TH AVE E

S 2ND ST

S 4TH ST

10TH AVE E

S 9TH ST

7TH AVE E

INDIAN WAY

SO ST

11TH AVE W

9TH AVE E

S 4TH ST

10TH AVE E

S 9TH ST

12TH AVE E



S 7TH ST

S 11TH ST

COM

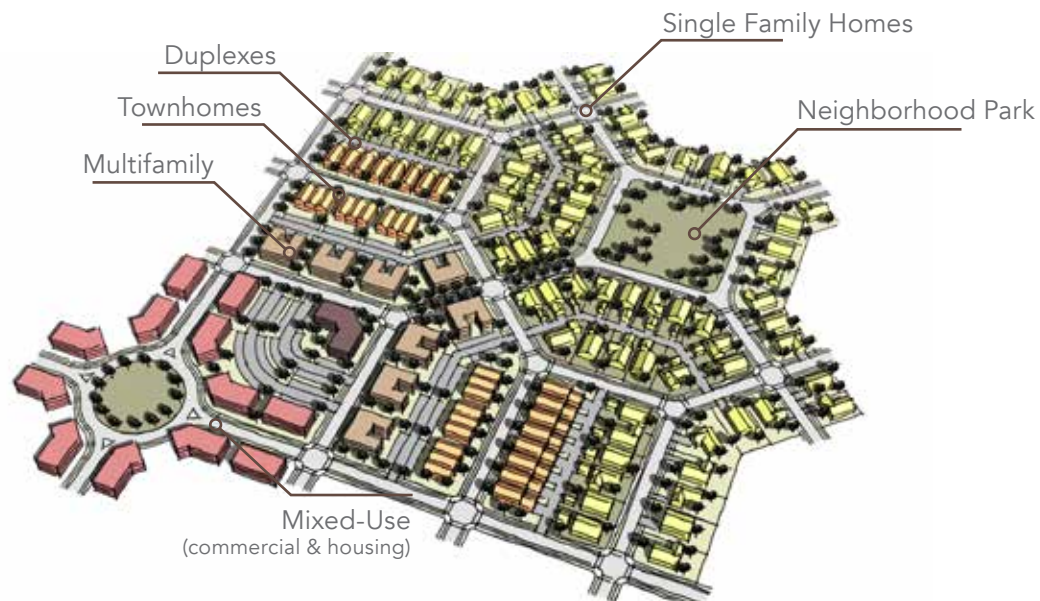
Compatibility Defined

One of the most important concerns in land use planning is the relationship between different uses and their relative compatibility with each other. In areas where densities are low, compatibility is usually achieved using spacing between buildings and by congregating similar uses together. This simple method is easy to administer and understand. However, it can lead to some undesirable conditions such as increased commute times and less walkable neighborhoods.

Compatibility in mixed-use districts and contexts can be attained in a more nuanced way by focusing more on the performance (effects) of various uses and designing land use regulations that allow for more integration of uses. If carefully done, the integration of uses can be achieved to create transportation efficiencies and walkable neighborhoods, all while preserving privacy, security, and aesthetics.

The Plan Osky future land use districts exist on a continuum of intensity and, therefore, have a continuum of compatibility methods. As land uses become more intense and uses become more integrated, compatibility methods focus less on spacing and congregating similar uses and more on performance-based methods that directly address issues such as noise, traffic, privacy, and aesthetics.

It is important to remember that while many areas allow mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements for higher impact uses are an important part of the land use system proposed in this plan.



Future Land Use Districts Compatibility Criteria

The district compatibility descriptions provide a basis to inform development decisions and site requirements. Because Plan Osky promotes a mixing of uses in many areas and contexts, the following compatibility guides further clarify the level of design required between adjacent future land use districts. **Creating new conflicts should be avoided moving forward.** Existing conflicts should be encouraged to change over time as property turns over. The compatibility of each pairing is rated 1 to 5:

5: Completely compatible.

4: Basically compatible. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.

3: Potential conflicts. Conflicts may be resolved or minimized through project design. Traffic and other external effects should be directed away from lower intensity uses. Landscaping, buffering, and screening can be a method to minimize negative effects.

2: Significant conflict. Major effects must be strongly mitigated to prevent influences on adjacent uses. A site plan is preferred in all cases to assess project effects and define development design.

1: Incompatible. In general, proposed uses with this level of conflict will not be permitted. Any development proposal requires a site plan and extensive documentation to prove that external effects are fully mitigated.

/// This chart should be used to assess the relationship between land uses and provide a basis for development proposal review in conjunction with the compatibility design guides

Figure 3.2: Future Land Use Compatibility

DISTRICT	AG	P, OS	RR	LDR	MDR	HDR	MU	COM	LI	GI	CIV
Agriculture (AG)	-	4	4	3	3	3	3	3	4	4	*
Parks and Open Space (P) (OS)		-	4	4	5	5	5	4	3	2	*
Rural Residential (RR)			-	5	4	3	3	3	3	2	*
Low-Density Residential (LDR)				-	5	4	3	2	2	1	*
Medium-Density Residential (MDR)					-	5	4	3	2	1	*
High-Density Residential (HDR)						-	5	3	3	2	*
Mixed-Use (MU)							-	4	3	2	*
Commercial (COM)								-	4	3	*
Mixed Light Industrial (LI)									-	4	*
General Industrial (GI)										-	*
Civic (CIV)											-

*Case-by-case basis. Refer to the district that the proposed civic use most aligns with

Compatibility Design Guides

There are many ways to achieve compatibility between different land uses, as the previous pages describe. Each future land use district describes broad compatibility guidance for all uses in each district. The following section provides more detailed guidance for the compatibility pairings to ensure specific types of development flow with adjacent uses and the visions of Plan Osky.

These guidelines are applicable during land use changes, zoning reviews, site plan reviews, and for higher intensity project elements.

Environmental Features

- In sensitive areas, allow minor encroachments of residential zoning for existing uses and limit allowances for new development without specific plans to locate structures outside of sensitive areas to retain the natural, aesthetic, and environmental value of these features.
- Build around natural water flows rather than rerouting water and wetland areas.
- Encourage landscaping that more slowly filters rainwater and reduces the amount of pollutants entering streams and waterways.

Service Facilities

- Shield functional utility fixtures as much as possible when visible from the right-of-way. Options include landscaping, placement, art, and even creative paintings on the fixtures.
- Use stormwater detention and retention areas as opportunities for plant diversity, neighborhood paths, and features of development.

Undeveloped Fringe Areas

- In undeveloped areas designated for future residential uses, require bulk standards that prevent or discourage the development of rural subdivisions but still maintain agricultural possibilities until residential development.
- Permit land divisions only to allow splitting off an existing home site or farmstead from a farm area.
- Limit high intensity agricultural and extraction uses that may prevent future neighborhood development.

Integrating Mobility

- Ensure there are accessible pedestrian paths to the entrances of all buildings from parking areas or sidewalks.
- Require infill and new development to connect to existing sidewalk or path systems.
- Require enhanced street crosswalk treatments along designated trail paths on the Future Land Use map.
- Use a complete streets approach to the design of all streets which includes pedestrian paths buffered from traffic, streets that are not overly wide, and consideration of on-street protections for bikes and other self-propelled modes.
- Ensure there is more than one street ingress and egress to subdivisions, large site developments, and neighborhoods. Neighborhoods with a high degree of connectivity can improve emergency response times as well as offer alternative routes for motorists and pedestrians.

Community Corridors

- Respect existing businesses and historic character of major corridors, like A Avenue.
- Allow increases in the number of people living in and immediately around major corridors.
- Create environments on major corridors that allow people to comfortably walk, bike, or use other active modes to travel. This includes sidewalks and shared use paths that continue to the entrances of residences, restaurants, businesses, and public spaces.
- Allow and encourage transitions of underused parking lots, vacant sites, obsolete buildings, and marginal uses that do not contribute to the character of these corridors.
- Maintain local street connections to major corridors that offer alternative routes.
- Manage the size and visibility of commercial signage along corridors and focus signage toward the major corridor.
- Limit and consolidate driveways when possible through access management policies.
- Keep drive-through lanes on the side or rear of buildings to maintain the character of the street corridor.



A bioswale example of how parking lots can be design to manage stormwater and water quality

Residential Neighborhoods

- Make smooth transitions in scale and intensity of uses from pre-existing contexts to higher intensity development. Use prevailing density as the guide for redevelopment but allow for building variations to fit infill lots.
- Phase out small obsolete industrial clusters in primarily non-industrial areas, as identified on the Future Land Use map.
- Maintain street trees and landscaping features for a pedestrian friendly environment. Plant street trees with street extensions. Ensure diversity to protect the longevity of tree coverage.
- For high density development, avoid secluded developments from adjacent areas. Instead of large campus style sites, encourage integration through multiple vehicle access points, walkways to adjacent areas and within the site, and parking lots shielded behind buildings. Locate buildings along collector and arterial streets if possible.
- Avoid monotony in multifamily building design and architectural features. Encourage design with variation in porches, facade articulation, and building placement.
- Avoid long cul-de-sacs or the number of cul-de-sacs in one neighborhood. Reserve pedestrian accessways at the end of cul-de-sacs that are wide enough to allow a paved pedestrian path when possible to logically connect to other neighborhoods, parks, or open spaces.
- Have sidewalks on both sides of the street in all neighborhoods if not prevented by environmental features.
- Use the Future Land Use map to ensure most residents have access to neighborhood services within a reasonable walking distance.

- If neighborhoods are developed under Homeowner Association subdivisions, ensure that off-street paths across the subdivision allow public access.

Mixed-Use Areas and Sites

- For mixing uses across a site, focus uses with higher traffic volumes and activity along intersections or higher volume streets. Transitions to lower trafficked uses can be made gradually or more abruptly through public environments like public open spaces, interior streets or drive aisles with a residential street character, and trail and greenway corridors that separate residential and commercial uses.
- Orient commercial and residential service areas toward each other, or locate commercial service areas in places that avoid impacts on neighboring residential development.
- Use mixed-use areas as opportunities to create walkable environments with buildings closer to the street, parking in the rear, and shorter block lengths.
- Taller buildings should be oriented on collector or arterial streets. Larger setbacks may be appropriate if taller buildings are next to one-story residential uses.
- Place lower density residential farther away from main streets and closer to pre-existing neighborhoods.
- Share off-street parking spaces between uses whenever possible. Shared parking can occur between residential and non-residential uses. Avoid creating oversized parking lots.



An example of using parks and open spaces to transition between different housing arrangements



An example of using street trees to create street character and buffers from pedestrian areas



An example of using building design to incorporate commercial uses into residential contexts