

Hello Eric,

Regarding parking.

Require way less and let people in fill. Its the biggest hurdle to development.

It especially does not seem equitable that multifamily dwellings require 1 or 1.25 parking spots per dwelling unit in the higher density areas and that the single family and duplex lots which tend to be in areas with more available street space require 2 spots per dwelling unit. We should maximize street parking in residential areas so people don't have to pave more private land for parking. Also it would be helpful to allow for tandem parking in RA RB and RC for off street parking and to allow for flexibility between landowners to allow for shared drives, access, and parking.

Also please consider adjusting the form based code Detached Frontage to allow for connected row housing, townhomes or some sort of PUD option. It's too restrictive the way it is outlined and doesn't make sense for Malletts Bay Ave because of the elevations and lack of sidewalks on the east side of the street.

Thanks for your consideration. Another thought regarding specifically the Residential districts.

For the 4 and 6 unit buildings in Residential districts I would suggest that you consider allowing more density like an additional unit for every 3 bedroom added per "lot". I don't think there are that many lots that will accommodate loads of extra units and if so you are more likely to get the 3 bedroom units added faster. 50% 3 bedroom units is a tough mark to hit financially and with the sqft needed. Also anything you can do to make 4 units more appealing is likely to get more smaller developers going forward because they are able to be financed conventionally fixed over 30 years instead of commercially over 20 years reredited every 5 or 10 years which adds more uncertainty for smaller builders and investors.