

33.562.300 Northwest Master Plan

EXHIBIT C

This section would be deleted, as it has been made redundant by more comprehensive provisions developed for the entire plan district as part of the *Northwest District Plan*. The Northwest Master Plan provisions were developed as part of the recent Northwest Transition Zoning Project (adopted in August 2001) as an interim strategy to accommodate CNF's desire to begin long-range planning for their properties and a zone change from IG1 to EXd. As alluded to in the purpose statement, the Northwest Master Plan section was intended to be modified or deleted after the *Northwest District Plan* project developed a more comprehensive policy and regulatory framework for the Transition Subarea. The new plan district provisions make the Northwest Master Plan requirements unnecessary.

The focus of the Northwest Master Plan was on provisions for transportation review, restoration of street connections, design review, and retail limitations. These elements are addressed by various components of the *Northwest District Plan*, including:

- The Northwest District Master Street Plan, which shows the preferred street system and additional street connections for the area. New Title 17 requirements, adopted as part of the TSP, require new development to adhere to adopted street plans.
- Plan district provisions that limit the scale of commercial development in much of the Transition Subarea to 45 feet (compared to the EX base zone limit of 65 feet) and that provide incentives for residential development would limit the potential for peak hour traffic impacts associated with large office uses.
- Retail limits would apply throughout the EX zone within the Transition Subarea.
- The Design Review Overlay would apply, and language to be used in design review has been developed that addresses the desired architectural character of the plan district (see Chapter IV of this plan, "Desired Characteristics and Traditions," and Chapter IX, "Community Design Guidelines Amendments").
- New development standards for main streets and limits on surface parking lots would ensure that future development of the area where the Northwest Master Plan now applies, which centers around NW 21st Avenue, will be integrated into the established main street development pattern of the neighborhood.
- Northern portions of the Transition Subarea, as well as a nearby area along the north side of NW Vaughn Street, would receive a *Comprehensive Plan* map designation of EX, but would remain zoned IG1. Zone changes for properties in these areas would require complete transportation analysis as part of quasi-judicial rezoning requests.
- The Transportation and Parking Policy section includes projects, programs, and activities that promote alternative modes of transportation and reduce reliance on (and impacts associated with) automobile use.