



REQUEST FOR ACTION

Appeal No. CD2026-001AP by Regency Consolidated Residential, LLC

MEETING DATE:

June 3, 2026

ORIGINATING DEPT:

Community Development

AGENDA SECTION:

Public Hearings

PRESENTER:

Elliot Mohler

Action Requested:

Adopting a Resolution denying Appeal No. CD2026-001AP by Regency Consolidated Residential, LLC.

Report Narrative:

The applicant has proposed a redevelopment of the property located at 310 11th Ave NW. The proposal is for a multi-story apartment building with two levels of underground parking and includes eight surface parking spaces situated between the building and the street. Per UDC Section 60.400.080J “Design and Location of Vehicle Parking”, subsection 5.b indicates “For all other uses [uses excluding single-family detached or attached housing] in an Agricultural, Residential, MX-T, MX-D, and MX-S districts, off-street parking areas shall not be located between the front building façade and the adjacent street frontage”.

Section 60.400.080J intends to reduce pedestrian and vehicle conflicts and to enhance street activation. Locating parking to the rear or side of buildings, rather than between the building façade and the street, is widely recognized by organizations such as the American Planning Association and the Urban Land Institute as a key strategy for improving pedestrian safety, reducing vehicle conflicts, and creating active, walkable streets.

During staff’s review, the applicant asserted that an elevated amenity deck should be considered the building’s front façade, thereby placing the parking outside the restricted area. Staff determined that the amenity deck is an architectural feature—not a façade as defined by the UDC—and that the true front façade is the exterior wall of the structure visible from the public street. Because the parking is positioned in front of that wall, staff concluded it does not comply with Section 60.400.080J.

The applicant subsequently appealed the Community Development Director’s interpretation of Section 60.400.080J. The appeal centers on whether the amenity deck meets the UDC definition of “façade” and whether the parking should therefore be allowed in its proposed location.

Policy Considerations & DEI Impact:

Street activation is an urban design and land use planning principle that promotes pedestrian activity, public safety, and a vibrant public realm, as mentioned within the City’s Comprehensive Plan and administered through the Unified Development Code. Buildings oriented toward the street with active facades, entrances, transparent windows, and pedestrian-scaled design elements contribute to an engaging streetscape that encourages walking, social interaction, and economic activity. In contrast, development patterns dominated by parking lots or inactive building edges along street frontages reduce visual interest, weaken the pedestrian environment, and increase potential conflicts between vehicles and pedestrians. Planning organizations such as the American Planning Association and the Urban Land

Institute have consistently identified active street frontages as essential components of walkable, mixed-use, and economically resilient communities. By emphasizing street activation, municipalities support safer transportation networks, strengthen neighborhood identity, and foster development patterns that reinforce long-term community vitality and investment.

Prior Legislative Actions & Community Engagement:

January 13, 2026: Neighborhood Information Meeting

May 22, 2026: Notices of public hearing sent to affected properties

Fiscal & Resource Impact:

All costs associated with the development are the responsibility of the developer.

Prepared By:

Elliot Mohler

Attachments:

[Community Development Memo - CD2026-001AP Bakery Flats](#)

[Notification Map - CD2026-001AP Bakery Flats](#)

[Site Location Map - CD2026-001AP Bakery Flats](#)

[Formal Appeal - CD2026-001AP Bakery Flats](#)

[Applicant Site Plan - CD2026-001AP Bakery Flats](#)

[Applicant Exhibit - CD2026-001AP Bakery Flats](#)