

Mixed Use District Standards – Suggested Modifications

Element	Intent	Current Standards	Suggested Modifications
Building & Site Design Standards			
<p><i>Transparency/windows</i></p> <p><i>Other enhancements</i></p>	<ul style="list-style-type: none"> • Create “active”, inviting pedestrian-oriented storefront /streetscape • Other enhancements allow options other than windows and doors to create street level façade and streetscape activation 	<p><i>Transparency/windows:</i></p> <ul style="list-style-type: none"> • C-5, B-4: first floor windows & doors required on up to 3 street elevations; 50% on primary, 25% on secondary and third street elevations • LX: ground level street elevation must include: 30% windows (75% transparent) • HX-R: similar to C-5 for non-residential; 25% ground level windows required on residential <p><i>Other enhancements:</i></p> <ul style="list-style-type: none"> • C-5, B-4: no options for other enhancements • LX: If less than 50% windows/entries, must include two other elements (e.g., wall design; outdoor seating area; or permanent art) 	<ul style="list-style-type: none"> • Establish consistent standard in all mixed use districts (LX, C-5, B-4, HX-R) • Clarify where activation is required on ground level portion of façade (area 2-10 ft above grade) • Clarify primary façade designation determined by issuing authority and generally consists of façade facing street with highest level of pedestrian orientation • Primary façade: <ul style="list-style-type: none"> ○ 50% activation required. ○ 30% must consist of transparent windows or doors ○ 20% may consist of at least 2 “other” elements (e.g., art, display boxes) • Other street façades: <ul style="list-style-type: none"> ○ 25% total activation consisting of transparent windows or doors, with following exceptions: <ul style="list-style-type: none"> ▪ Activation may consist of “other” elements where storage, loading, “back of house” areas preclude transparent windows • Modify list of “other” activation elements
<p><i>Street entrances open to public (non-residential only)</i></p>	<ul style="list-style-type: none"> • Create “active”, inviting pedestrian-oriented storefront /streetscape 	<ul style="list-style-type: none"> • C-5, B-4, & LX: at least one entry on any street elevation, open to public during business hours [same language in both] 	<ul style="list-style-type: none"> • DELETE REQUIREMENT <ul style="list-style-type: none"> ○ Difficult to achieve on sites with multiple street frontages (typical in suburban setting) ○ Can be security issue
<p><i>Canopy/awnings</i></p>	<ul style="list-style-type: none"> • Guard against use of awnings to cover large portion of façade (doubles as exterior building material) • Aesthetics – limit awning placement and wall coverage 	<ul style="list-style-type: none"> • C-5, B-4, HX-R, & LX: cannot extend above first floor of building or more than 15 feet above grade [same in all] 	<ul style="list-style-type: none"> • Address in Section 19.63.08 Exterior Building Materials. <ul style="list-style-type: none"> ○ Apply to non-residential districts ○ Allow X% of building elevation to consist of awnings similar to existing provision for “architectural trim” materials (limited to 15%) • Delete from individual zoning district requirements

Element	Intent	Current Standards	Suggested Modifications
Building street setback	<ul style="list-style-type: none"> • Create space for landscaping, public sidewalk easement, and outdoor seating 	<ul style="list-style-type: none"> • C-5: 20 ft min/20 ft max • LX: 10 ft (or easement width) min/20 ft max 	<ul style="list-style-type: none"> • See modifications noted in table Sec. 21.301.02(e) Commercial and Industrial Zoning District Setbacks • Revise all C-5 setbacks to be consistent with LX • Qualify that in Penn American District C-3 and C-4 setbacks are same as C-5 • Revised B-4 street setback to be consistent with LX
Building stepback	<ul style="list-style-type: none"> • To enhance pedestrian scale and avoid a canyon effect and minimize shadows 	<ul style="list-style-type: none"> • Only required on designated “pedestrian street segments” • C-5 & LX: portion of building taller than distance between building and street centerline (up to 80 ft) must be stepped back. • 25% of block face can encroach into step back area • Step back ratio is 1:1 slope 	<ul style="list-style-type: none"> • Retain existing stepback requirement, but only apply to buildings or portions of building over 4 stories in height.
Parking placement/ Corner sites	<ul style="list-style-type: none"> • To minimize parking lots adjacent to key street frontages (typ suburban character) • To create street enclosure in key areas (e.g., intersection corners) • To improve streetscape appearance and sense of urban character 	<ul style="list-style-type: none"> • C-5, B-4: Parking must be located behind building w/in 200 ft of an intersection on collector and arterial streets. • LX: Parking cannot be closer to street than building. Allows exemption via PD approval 	<ul style="list-style-type: none"> • Further analyze current 200 ft corner dimension to determine if shorter length could achieve desired intent • Retain/clarify parking prohibited between buildings and street • Consider differentiating between primary and secondary street frontages on intersections • Be more restrictive on primary frontages; allow greater parking frontage on secondary street subject to new screening standards • Allow and clarify alternative means to create enclosure at corners w/o buildings (fencing, walls, screens, or hedge + overstory trees)
Parking street setback	<ul style="list-style-type: none"> • To screen parking from street view • Provide space for street landscaping 	<ul style="list-style-type: none"> • C-5, B-4, C-4, C-3 = 20 ft minimum • LX: parking setback cannot be less than building setback = 10 ft minimum/20 ft maximum • HX-R – surface parking lots prohibited (except for phased via PD) 	<ul style="list-style-type: none"> • Add new subpoint to Sec. 21.301.06(c)I – noting reduced setbacks may be allowed in urban districts (PAD, SLD) subject to special screening standards in Sec. 19.52 • Revised Sec. 19.52 to add special screening standards in “urban” districts where setback less than 20 ft

Element	Intent	Current Standards	Suggested Modifications
Parking Flexibility Standards – Section 21.301.06(e)			
<i>General</i>			<ul style="list-style-type: none"> • Revise language to state “Issuing Authority” rather than “City Council” can approve parking flexibility. <ul style="list-style-type: none"> ○ Reflect recent procedural changes that give PC or Staff approval authority on certain application types
<i>TDM</i>	<ul style="list-style-type: none"> • Reward for efforts to incent routine employee use of alternative travel modes 	<ul style="list-style-type: none"> • 10% reduction with Tier 1 TDM plan approval 	<ul style="list-style-type: none"> • NC
<i>Transit linkages</i>	<ul style="list-style-type: none"> • Recognition that close proximity to transit can reduce reliance on vehicular access 	<ul style="list-style-type: none"> • Requires parking/transportation study and City Council approval 	<ul style="list-style-type: none"> • NC
<i>Shared parking</i>	<ul style="list-style-type: none"> • Recognition that adjacent uses with differing peak use times can utilize same parking supply 	<ul style="list-style-type: none"> • Must be located w/in 500 ft of use. • Must demonstrate no conflict is use hours • May require parking study. • Requires legally binding consent and agreement. 	<ul style="list-style-type: none"> • NC
<i>Proof of parking</i>	<ul style="list-style-type: none"> • Recognition that parking demand may be less than assumed by code rate 	<ul style="list-style-type: none"> • Must demonstrate required parking can be provided if needed. • May require parking study. • Requires legally binding agreement. 	<ul style="list-style-type: none"> • NC
<i>On-street parking</i>	<ul style="list-style-type: none"> • On-street parking may be counted toward required off-street parking 	<ul style="list-style-type: none"> • Requires City Council approval. • May require parking study. 	<ul style="list-style-type: none"> • NC
<i>PD approval</i>	<ul style="list-style-type: none"> • Allows flexibility via PD approval 	<ul style="list-style-type: none"> • Code already allows option to use PD approach to achieve code flexibility. 	<ul style="list-style-type: none"> • Revise language to note that parking flexibility may be approved through variance or as part of PD.

Commercial and Industrial Zoning District Setbacks.

Zoning District	Along Public Street		Rear	Side	Abutting Property Used and Zoned Residential
	Minimum	Maximum	Minimum	Minimum	Minimum
B-1	35 ft.	NA	15 ft.	10 ft.	50 ft.
B-2	35 ft.	NA	15 ft.	10 ft.	50 ft.
B-4	20 ft. 10 ft. (or width of required public easement)	40 ft.	15 ft. 30 ft. for buildings over 4 stories in height	10 ft. 20 ft. for buildings over 4 stories in height	50 ft.
C-1	35 ft.	NA	30 ft. 40 ft. for buildings over 4 stories in height	20 ft. 30 ft. for buildings over 4 stories in height	50 ft.
C-2	35 ft.	NA	30 ft. 40 ft. for buildings over 4 stories in height	20 ft. 30 ft. for buildings over 4 stories in height	50 ft.
C-3 See Note (1)	35 ft.	NA	30 20 ft. 40 30 ft. for buildings over 4 stories in height	20 ft. 30 ft. for buildings over 4 stories in height	50 ft. NA
C-4 See Note (1)	35 ft.	NA	30 20 ft. 40 30 ft. for buildings over 4 stories in height	20 ft. 30 ft. for buildings over 4 stories in height	50 ft.
C-5	20 ft. 10 ft. (or width of required public easement)	20 ft.	30- 20ft. 40 ft. for buildings over 4 stories in height	20 ft. 30 ft. for buildings over 4 stories in height	50 ft. NA
CX-2	20 ft	NA	20 ft	20 ft	NA
LX	10 ft. (or width of required public easement)	20 ft.	10 ft.	10 ft.	NA

Notes:

(1) In Penn American District setbacks in C-3 and C-4 zoning districts are same as C-5 district
