Chapter 13A-23 – COMMERCIAL, OFFICE, HOSPITAL, INDUSTRIAL, TRANSIT CORRIDOR, & MULTIFAMILY DEVELOPMENT STANDARDS

13A-23-01 Purpose and Applicability 1
A. Purpose
B. Scope
C. Applicability
D. Applicability of Other Code Chapters

13A-23-02 Ancillary Uses 1

13A-23-03 General Commercial and Industrial Development Standards 1
A. Site Plan Review Required
B. Architectural Design Standards
C. CPTED (Crime Prevention Through Environmental Design) Principles
D. General Building Locations and Setbacks

13A-23-04 Lot Size and Width 4

13A-23-05 Public Improvements 5
A. General
B. Other Off-Site Improvements
C. Compliance with City Specifications

13A-23-06 Parking Lots and Loading Areas 5
A. General
B. Parking Areas, Development, and Maintenance

13A-23-07 Screening at Boundaries of Residential Districts 5
A. Masonry Wall
B. Height
C. Grade
D. Signs are Prohibited
E. Materials
F. Other

13A-23-08 Storage and Display Areas 6
A. Storage Areas
B. Outdoor Displays
C. Traffic Safety
D. Distance From Residential

13A-23-09 Trash Enclosure Areas 7
A. Design Standards
B. Enclosures and Gates

C. Screening
D. Location
E. Setbacks
F. Access

13A-23-10 Roof-mounted Mechanical Equipment 8
A. Screened
B. Engineered

13A-23-11 Lighting 8
A. Spotlights
B. Light Spill
C. Appropriate Lighting
D. Site Drawings

13A-23-12 Utilities 8

13A-23-13 General Maintenance 9

13A-23-14 Grading and Drainage 10
A. Approval
B. Adjoining Lots
C. Natural Grade
D. Sensitive Area

13A-23-15 Reciprocal Access 10

13A-23-16 Alcohol Beverages – Distance Requirements 10
A. Location Restricted for On-Premise Consumption, State Store, or Package Agency
B. Reduced Distance Review
C. Definitions for Alcohol Beverage Proximity Restrictions

13A-23-17 Drive-Up and Drive-Thru Windows (Food and Nonfood Uses) 11
A. Adjacent to Residentially Zoned Property
B. Stacking (Queuing) Spaces
C. Placement of Building
D. Speaker Boxes

13A-23-18 Automotive Service Stations (Include Stand Alone Gas Stations and Convenience Stores with Gas Pumps) 12
A. Purpose
B. Site Organization
C. Special Requirements
D. Pump Island Design
E. Architectural Design
F. Speaker Boxes

13A-23-19 Automotive Service and Repair Facilities.....14
A. Purpose
B. Site Organization
C. Architectural Design

13A-23-20 Automotive Service and Repair Facilities Uses Within 300 Feet of a Residential District.....15

13A-23-21 Extended Hours Within 250 Feet of a Residential District 15

13A-23-22 Industrial Uses Within 300 Feet of a Residential District 15

13A-23-23 Additional Specific Nonresidential Development Standards Unique to Each Individual District 15
A. Regional Commercial District (RC)
B. Community Commercial District (CC)
C. Neighborhood Commercial District (CN)
D. Limited Commercial District (LC)
E. Professional Office District (PO)
F. Industrial Development District (ID)
G. Transit Corridor (TC)
H. Research and Development District (RD)

13A-23-24 Planned Commercial Center Development Standards..... 17
A. Site Plan Review
B. General Site Design
C. Architectural Design and Standards
D. Landscaping
E. Lighting
F. Signs
G. Grading

13A-23-25 Industrial or Research Park Standards..... 18
A. Industrial Environmental Standards
B. Locations Where Determinations Are to Be made for Enforcement of Environmental and Performance Standards
C. Compliance With Other Regulations

13A-23-26 Mixed-Use Development Standards 21
A. Purpose
B. Procedures
C. Land Coverage
D. Uses Allowed
E. Development Standards
F. Environmental Concerns
G. Requirements Unique to Residential Uses
H. Service Areas

Chapter 13A-23 – COMMERCIAL, OFFICE, HOSPITAL, INDUSTRIAL, TRANSIT CORRIDOR, & MULTIFAMILY DEVELOPMENT STANDARDS

13A-23-01 Purpose and Applicability

A. **Purpose.** The commercial, office, industrial district, and transit corridor development standards are intended to provide a set of standards whereby developments can be designed into well planned commercial and industrial centers using the latest industry ideas and techniques.

B. **Scope.** This Chapter establishes performance and development standards to encourage and facilitate orderly growth and well planned development within the City. These standards are intended to ensure good building and overall site design, good architectural design and visual appearance, street layout, parking design, pedestrian design, appropriate fencing, buffering, and screening as well as compliance with the district regulations and other provisions of this Code relating to public health, safety, and general welfare of the overall community. The standards set forth within this Chapter shall be interpreted to be the minimum standards within the district unless otherwise stated.

C. **Applicability.** Uses permitted and conditional shall conform to the development standards provided in this Code and to the application procedures for the development.

D. **Applicability of Other Code Chapters.** Uses permitted and conditional under this Chapter shall also conform to the applicable development standards provided elsewhere in this Code. Uses shall also conform to any overlay zone requirements that are applicable. Uses permitted as an administrative conditional use or nonadministrative conditional us shall also comply with the requirements for Conditional Use Permits.

13A-23-02 Ancillary Uses

All permitted, administrative conditional land uses, and nonadminstrative conditional land uses within each district may conduct ancillary uses provided such use is not regulated by other sections or is listed as a prohibited land use in the district. Certain ancillary uses may be allowed if determined to be compatible with the primary use as determined by the Director.

13A-23-03 General Commercial and Industrial Development Standards

Development shall occur according to the following general standards and requirements as well as the development requirements listed in the individual districts. In all cases, the more restrictive development standards shall govern.

A. **Site Plan Review Required.** Site plan review with City staff is required of all new, modified, and expanded development projects. Additionally, the site plan may be required to be reviewed by the Planning Commission as may be specified within a zoning district or if the necessity is determined by the Director.

B. **Architectural Design Standards.** All retail commercial, office, industrial, institutional, and Transit Corridor developments shall follow all applicable standards listed in the Architectural Design Standards adopted by the City.

C. **CPTED (Crime Prevention Through Environmental Design) Principles.** The developer is required to consider the basic principles of CPTED when designing the site plan, landscape plan, and architectural design for a project. Use of the CPTED principles is strongly encouraged in the interest of the future security of the project from both the owner as well as the customer's standpoint. The concept of CPTED is based upon the theory that the proper design and effective use of the built environment can lead to the reduction in the incidence and fear of crime and be an improvement in the quality of life.

The following principles should be taken into account in the design of all buildings and developments:

1. **Natural Surveillance.** Physical design that keeps potential intruders under the perception of continual watch, using "eyes on the street", e.g., view to streets, driveways, and parking lots, and visual permeability in architecture, lighting, and landscaping.

2. **Natural Access Control.** Physical design that guides the mobility of people and decreases crime opportunity and increases perception of risk to potential offenders.

3. **Territorial Reinforcement.** Physical design that encourages users of property to develop ownership over it, developing space with an easily discernable purpose, using symbolic barriers such as low lying fences/walls, landscaping and signage, eliminating ambiguous spaces, encouraging easy maintenance, and discouraging crime.

4. **Management and Maintenance.** Responsibility for managing and maintaining the property. Show that someone cares about seeing that the property is in a presentable appearance and is secure for the customers that use the facility.

5. **CPTED Landscaping Standards.** These should be used including planting shrubs with a maximum height of 2-3 feet and trees with proper ground clearance of 7 feet above walkways and sidewalks, and 14 feet above vehicular travel and parking lanes. This shall be accomplished through proper pruning practices, not by clear cutting, topping trees, or other "pruning for exposure" techniques.

6. **Public Safety.** In order to encourage public safety through natural surveillance, natural access control, and territorial reinforcement, solid windowless walls are not permitted adjacent to streets, pedestrian areas, and open space amenities.

    a. Symbolic barriers such as low lying fences/walls, landscaping, and signage shall be used to discourage crime and to promote safety.

    b. Ground floor parking garages shall not be permitted immediately adjacent to streets unless permitted by the Planning Commission.

    c. Developments shall have street side building elevations with extensive windows, balconies, decks, or landscape terraces being encouraged.

D. **General Building Locations and Setbacks.** In addition to the specific building setback requirements listed in each individual district, the following general standards shall apply:

1. No building shall be closer than 6 feet from any private road, driveway, or parking spaces in order to allow areas adjacent to the building for foundation landscaping and buffering of pedestrian walkways. Exceptions may be made for any portion of the building that contains a drive-up window.

2. The public right-of-way boundary shall be considered the front property line of a lot. Where a lot is bordered on two or more sides by a public right-of-way boundary, all such sides shall be considered as front property lines.

3. In all cases, the area between the front property line and the building shall be known as the front yard.

4. **Table of Minimum Building Setbacks.** (All measurements are in feet and all front setbacks are measured from the top back of curb.)

District	Front Standard Setback	Side, Shared Party Walls Allowed	Side, No Shared Walls	Side, Abut, Residential *	Rear Standard	Rear Abut Residential District *
Regional Commercial District	39	Y	10	30	20	30
Community Commercial District	39	Y	10	30	29	30
Neighborhood Commercial District	39	Y	10	30	20	30
Boulevard Commercial District	39	Y	10	30	10	30
Regional Commercial-PUD	39	Y	0	0	0	0
Limited Commercial District	39	Y	10	30	10	30
Professional Office District	39	Y	10	30	30	30
Industrial District	39	Y	10	30	1	30
Research and Development District	24	Y	10	10	20	20
Mixed Use District	20	Y	10	15	15	30
* Exception: For commercial developments with a dedicated open space (canal, trail, etc.), between the proposed development and an adjacent residential district, the setback can be reduced to a minimum of 10 feet from the commercial developments property line rather than the typical 30 feet.						

Notes:

1. **BC District** - When the development abuts a residential district, the rear setback shall be a minimum of 30 feet.
2. **RD District**
   a. **Front Yard.** All buildings shall be set back at least 24 feet from all public streets. There shall be no parking between the building and a public street. Said area shall be landscaped or developed into a pedestrian plaza, e.g., fountain, seating, landscape planters, etc.
   b. **Rear Yard.** Unless nonresidential uses are developed conjointly, buildings shall be set back at least 20 feet from rear property lines.

5. **Table of Maximum Building Heights.** All building heights are measured in feet and are measured to the peak of the roof [if pitched] or to the top of the roof parapet [if flat]. If the building is located upon a slope, then the base measurement point is taken from the average finished grade.

District	Building Height	Max Height within 250' of Residential District
Regional Commercial District	See Note #1 Below	
Neighborhood Commercial District	40	40
Community Commercial District	35	35
Boulevard Commercial District	50[2]	40
Limited Commercial District	40	40
Professional Office District	25	25
Industrial District	80	40
Research and Development District	80	80
Mixed Use District	40	40

Notes:

1. **RC District** – Buildings may be built to a maximum height of 75 feet. Buildings where appurtenances are constructed for the purpose of mitigating noise and/or light may be built to a maximum of 115 feet. For those developments where any portion of a building is within 100 feet of an R-1 residential district boundary, they may be erected to a maximum height of 40 feet. An additional height bonus of one additional foot of height for each additional 2 feet of setback from the required minimum setback may be granted up to a maximum height of 60 feet for any portion of the building within the 100 foot buffer area. Maximum building height shall be measured from average finished grade to the top of the roof.
2. **BC District** - No building shall exceed a height of 40 feet from average finished grade to the peak of the roof line, except that an additional height bonus is allowed at a rate of one additional foot of height for each additional foot of setback (in excess of 39 feet) to a maximum height of 50 feet.
3. **ID District** – Buildings shall be erected to a height no greater than 80 feet for any part of the building intended for human occupancy.
4. **RD District** – Any portion of a building within 100 feet of an R-1 residential district boundary may be erected to a maximum height of 40 feet to the peak of the roof. An additional height bonus of 1 foot per additional 2 feet from the required setback may be granted up to a maximum height of 80 feet for any portion of the building beyond the 100 foot buffer area.
5. **MU/PO District**. Actual building height may exceed the height limitation in the building height matrix if the required building setbacks (front, side, and rear) are increased by a ratio of 1 foot of height for every 2 feet of additional setback. The height may be increased up to a maximum of 40 feet to the peak of the roof. If additional height is desired, the development must include all of the following five additional design criteria:
   a. **Open Space.** The increase in height creates additional usable open space that would otherwise not be available if additional height is not granted.
   b. **Landscaping.** Additional landscape elements (either hardscape or greenscape) soften the appearance of the building and provide additional buffer areas adjacent to a residential district.
   c. **Aesthetics.** The proposed building design and architecture are distinctive, unique, and compatible with the immediate surroundings (both manmade and natural).
   d. **Impact on Residential Areas.** The proposed building height provides for a reduced impact on adjacent residential districts, e.g., varied building setback, unique roof line, residential appearance, etc.
   e. **Gathering Place/Plaza.** The increased height creates a unique people place that will create local interest. Such places might include a fountain, a pedestrian plaza, usable landscaping, etc.

13A-23-04 Lot Size and Width

Lots shall be of sufficient size and width to assure compliance with all requirements of this Chapter.

13A-23-05 Public Improvements

A. **General.** The developer of the project shall only be responsible for the cost of system improvements that are roughly proportionate and reasonably related to the service demands and needs of such development activity.

Improvements that are designed to provide services for development resulting from development activity shall include but are not limited to: curb, gutter, sidewalk, streetlight, drive approaches, waterways, road base, asphalt, striping, streetscape, storm drainage, fire hydrants, copper laterals, piping of irrigation ditches and flood control systems, fencing of canals, extension of water lines, appurtenances and sewer lines, removal of utility lines out of the right-of-way with the exception of traditionally buried lines such as sewer, water, and natural gas transmission lines, etc.

B. **Other Off-Site Improvements.** The developer may also be responsible for other off-site work, such as participation in the cost of such items as traffic lights and traffic medians that are related to the impacts created by a particular project.

C. **Compliance with City Specifications.** All required improvements shall be designed and installed by the developer according to applicable City standards.

13A-23-06 Parking Lots and Loading Areas

A. **General.** There shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity, minimum off-street parking space with adequate provision for ingress and egress in accordance with the requirements herein.

B. **Parking Areas, Development, and Maintenance.** Every parcel of land used as a public or private parking area, including a commercial parking lot for automobiles, open air sales lot, etc. shall be developed and maintained consistent with the approved site plan for the project.

13A-23-07 Screening at Boundaries of Residential Districts

A. **Masonry Wall.** For commercial and industrial developments abutting residential districts (except recognizable holding zones for future commercial or industrial development), an opaque masonry wall shall be installed and maintained along all district boundaries, other than streets, where the premises abut areas zoned for residential uses.

Acceptable construction materials for walls shall be brick, stone, precast concrete panel, concrete block, or such other masonry materials as the Director may approve. Concrete panels and posts must be reinforced with rebar and wire as determined by the Chief Building Official.

B. **Height.** Except where otherwise provided, the opaque masonry wall shall be a minimum of 8 feet in height. If requested by the adjacent residents, the Planning Commission may approve a lower wall based upon unusual circumstances, e.g., views, landscaping, etc. A lower height wall may be required adjacent to a front property line for sight distance and traffic safety.

C. **Grade.** Where there is a difference in elevation on opposite sides of the wall, the height of the required wall shall be measured from the highest elevation.

D. **Signs are Prohibited.** No signs or sign supports other than directional signs shall be permitted on any required wall.

E. **Materials.** Acceptable construction materials for walls shall be brick, stone, precast concrete panel, concrete block, or such other masonry materials as the Director may approve. Concrete panels and posts must be reinforced with rebar and wire as determined by the Chief Building Official.

F. **Other.** Under special conditions where it has been determined that the development may create unique impacts on an adjoining residential district, e.g., hillside developments, developments adjacent to dedicated open space, the Director shall review and may approve other methods of screening such as bermed landscaping, open style fencing, screen height, placement of screen, or other types of screening.

13A-23-08 Storage and Display Areas

A. **Storage Areas.** Storage areas, including but not limited to areas containing vehicle storage, merchandise, or equipment, etc., shall be paved with hard surface paving (unless otherwise approved by the Director) and screened with decorative opaque fencing and landscaping. Each wall or fence shall be at least 6 feet in vertical height or equal in height to the material to be screened and shall be sufficient to screen facilities from view of a public street and neighboring lots.

B. **Outdoor Displays.** Outdoor displays in front of buildings and within parking lots, e.g., lawnmowers, trailers, tires, garden supplies, plants, sheds, fencing, building materials, and general merchandise, shall only be displayed in front of buildings and within parking lots as shown on the approved site plan for the development. Said displays shall not block pedestrian walkways and shall maintain all required parking, access, and circulation requirements as established in Chapter 13A-24 and maintain a minimum setback of 40 feet from driveways.

1. **Display Area**. Vehicles, equipment and other merchandise for sale or rent may only be displayed within the required front landscape setback upon the approval of the Director only on concrete or decorative brick paver display pads that is to be shown on an approved site plan for the development.

2. **Display Pad Standards**

   a. No more than two display pads are allowed within the required front landscape area for each 100 feet of owned or leased property street frontage, i.e., >150 feet of frontage would allow up to three display pads, but ≤150 feet would be limited to two display pads.

   b. Display pads may cover up to a maximum of 25% of the required front landscape area and shall not be more than 2 feet in height above the sidewalk grade.

   c. All display pads shall have landscaping to surround the pads on the front (facing the street) and both sides to a width not less than 5 feet. Landscaping shall consist of additional combinations of shrubs and ground covers to enhance and soften the pad appearance.

d. All displays shall be kept within approved display pads.

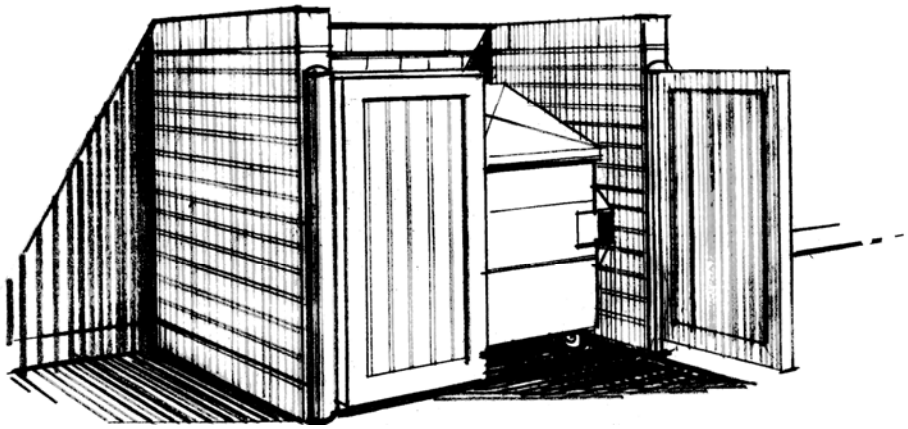
C. **Traffic Safety.** No outside displays (either permanent or temporary) shall be permitted to block required driveways, traffic visibility, traffic and parking aisles, parking spaces, public rights-of-way (including sidewalks), nor be located upon any landscaped area (other than on approved display pads).

D. **Distance from Residential.** No outdoor storage shall be located within 30 feet of any district zoned for residential use.

13A-23-09 Trash Enclosure Areas

A. **Design Standards.** Enclosures shall be provided for all garbage and/or recycling containers (dumpsters), and design of said enclosure shall be consistent with applicable City standards.

B. **Enclosures and Gates.** Enclosure material shall be composed of solid masonry, a minimum 6 foot high, compatible with adjacent buildings with opaque gates to be closed when not in use. Gates shall be made of solid material for durability.



Chapter 23 - Figure 1 – Trash Enclosure

C. **Screening.** Each enclosure and its gates shall be equal in vertical height to the trash dumpster to be screened and be sufficient to screen said facilities from view from public and private roads and neighboring lots.

D. **Location.** No dumpster shall be permitted in the required front building setback nor shall it block required driveways, traffic and parking aisles, parking spaces, or sidewalks.

E. **Setbacks.** No dumpster shall be located within 5 feet of any side or rear commercial property line or 10 feet of any side or rear property line adjacent to a residential district.

F. **Access.** Public roads shall not be used directly for refuse collection.

13A-23-10 Roof-Mounted Mechanical Equipment

A. **Screened.** All roof-mounted mechanical equipment and vents (including swamp coolers) shall be screened entirely from view from adjacent public rights-of-way and properties. This may be accomplished using one or more of the following alternatives:

1. A separate continuous screening system.

2. Groupings of pieces of mechanical equipment with an architecturally designed screening system that blends with the architectural design and materials of the proposed building.

3. Extension of the building's parapet walls to screen the equipment from public view.

NOTE: Line of sight drawings will not be accepted as proof of roof equipment screening.

B. **Engineered.** All roof-mounted mechanical equipment (including its height above the roof) and the proposed screening system shall be shown to scale on the building's structural plans and approved by the Director prior to issuance of a building permit. Said roof screen systems shall also be designed, structurally engineered, and stamped by a licensed engineer for drifting snow and wind loads, and approved by the City.

13A-23-11 Lighting

A. **Spotlights.** Reflectors, spotlights, floodlights, and other sources of illumination may be used to illuminate buildings, landscaping, signs, parking, and loading areas provided they are equipped with proper lenses or other devices concentrating the illumination upon the building, landscaping, signs, parking, and loading areas.

B. **Light Spill.** No unshielded lights, reflectors, spotlights, strobe lights, or search lights shall be so located that they are pointed towards or are directly visible from public rights-of-way. All lighting shall be shielded and directed downward to avoid light spill beyond the property line. Unshielded, exterior wall mounted floodlights (wall packs) are prohibited. Intensities shall be controlled so that neighboring areas will not be adversely affected by glare or excessive light.

C. **Appropriate Lighting.** Pole mounted fixtures are required for parking lot lighting. Lighting of pedestrian pathways is also required. The use of "color corrected" energy efficient (white light) light fixtures is required. Lighting of buildings and site identification signs are permitted.

D. **Site Drawings.** Design and location of standards and fixtures shall be specified on the site development drawings.

13A-23-12 Utilities

All utility lines shall be placed underground in designated easements. No pipe, conduit, cable, line for water, gas, sewage, drainage, steam, electricity, or any other energy or service shall be installed on a permanent basis above ground. However, back flow devices have to be installed above ground. Therefore, no pole or other support structure shall be erected, altered, or replaced upon any lot (outside of

any building) above the surface of the ground except for hoses, movable pipes used for irrigation or other purpose during construction.

A. Transformers shall be grouped with other utility meters where possible. Gas meters, electric service meter panels, electric service entrance equipment, and other utility boxes shall be grouped together, where possible, and attached to the side of the buildings and shall be painted to match the adjacent building wall.

B. Each contractor and owner/developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility. Prior to construction, contact must be made with "Blue Stakes" to identify underground utility lines.

C. Where overhead poles exist, service lines to new developments must be placed underground from the nearest overhead service pole.

D. This section does not require removal of any existing electrical transmission facilities and electrical distribution lines in excess of 69 KV, nor does it restrict the repair, minor relocation, and maintenance of any such existing facilities except that the developer shall be responsible for the removing of utility poles out of the public right-of-way that may be left in the right-of-way after public improvements associated with the project are completed. All utility lines associated with the preexisting utility pole(s) and distribution lines 69 KV or less shall be placed underground across the frontage of the development.

E. For developments with frontages of 500 feet or less, the owners or developers of the property may, at the City's option and upon approval from the Director, pay to the City a fee in lieu of burying existing overhead facilities across the frontage. The fee shall be deposited into a restricted capital projects' account to pay the cost of burial at that site in the future. The amount of the fee shall be set by the City Council based upon an evaluation of reasonable burial costs.

F. Actual tree spacing during site plan review may be adjusted, as necessary, to match existing streetscape or to adapt to unique on-site conditions that would justify such, e.g., topography, street lights, power lines and poles, and other utilities. In some cases, street trees may need to be placed behind sidewalks, or eliminated, in order to accommodate on-site conditions. Parkstrips on arterial and collector streets should accommodate street trees, street lights, and other needed utilities. Street trees should be placed such that the street lighting system functions properly and achieves the desired result.

G. All utility boxes, e.g., transformers, switch gear, telephone, cable TV, back flow preventers, etc., shall be shown on the site plan and utility plan and shall be placed a minimum of 5 feet from any sidewalk or parking lot curbing. Said utility boxes shall not be located within any required traffic sight triangle(s), as determined by the City Transportation Engineer, and shall be screened from view with appropriate landscaping or architectural elements compatible in material and color with the primary structure. Each box shall be shown in its exact location and shall be noted with its exact height, width, and length.

13A-23-13 General Maintenance

Property (including all buildings, landscaping, fences, walls, drives, walkways, parking lot surfacing and striping, signs, or other structures) shall be maintained in good repair and in accordance with the approved

site plan for the project. Roads and pavements shall be kept true to line and grade and in good repair. Drainage ditches shall be kept clean and free of any obstructions.

13A-23-14 Grading and Drainage

A. **Approval.** A site plan with grading, drainage, and clearing plans (including proposed vegetation removal) shall be approved by the Director before any such activities begin.

B. **Adjoining Lots.** Drainage shall not be allowed to flow upon adjoining lots unless an easement for such purpose has been granted by the owner of the lot upon which the water flows.

C. **Natural Grade.** Lot grading shall be kept to a minimum. Where possible, roads and development shall be designed for preservation of the natural grade.

D. **Sensitive Area.** Grading shall not occur on any land where the natural slope is equal to or in excess of 30% in accordance with the provisions of the Sensitive Area Overlay Zone.

13A-23-15 Reciprocal Access

Provisions for creating and recording reciprocal access and common driveways are required between all abutting developments in planned commercial centers and between abutting, separately owned commercial developments, unless not found to be practical by the Director in consultation with the City Engineer. This will provide for a continuous flow of vehicles from one parking lot to another and prevent the need for unnecessary ingress and egress to the public street.

13A-23-16 Alcoholic Beverages – Distance Requirements

A. **Location Restricted for On-Premise Consumption, State Store, Package Agency, Dining Club, Equity Club, Fraternal Club, or Social Club.** Any establishment requesting to be licensed for the on-premise consumption of alcoholic beverages, a State store, or a package agency will not be located in proximity of a school, church, public library, public park or public playground unless that establishment is able to comply with all provisions of Section 32A of the Utah Alcoholic Beverage Control Act.

B. **Reduced Distance Review.** If a State Store, Package Agency, Dining Club, Equity Club, Fraternal Club, or Social Club is requesting to be licensed for the sale and/or consumption of alcoholic beverages, and that establishment will be located within the prescribed proximity to a school, church, public library, public park, or public playground as described in Section 32A of the Utah Alcoholic Beverage Control Act, the Planning Commission may reduce the distance requirement from a church, public library, or a public park as part of a variance request to be supplied to the Utah Alcoholic Beverage Control Commission.

C. **Definitions for Alcoholic Beverage Proximity Restrictions.** For the purposes of this Section, only the following terms shall have these definitions:

1. **Church.** Any building set apart for worship, in which religious services are held, clergy is associated, and that is tax exempt under the laws of Utah.

2. **School.** Any building (public or private) used primarily for the general education of minors.

13A-23-17 Drive-Up/Drive-Thru Windows (Food and Nonfood Uses)

The following regulations shall apply to all drive-up/drive-thru window uses (including food service, service retail, general retail, and financial services).

A. **Adjacent to Residentially Zoned Property.** Drive-up/drive-thru windows shall not be located directly adjacent to residentially zoned property. Drive-up/drive-thru windows and their stacking lanes shall be separated from residentially zoned properties by an intervening building (when located on the same side of the street as the drive-thru use) or separated by a major arterial road.

B. **Stacking (Queuing) Spaces.** Stacking lanes shall be provided for all drive-up/drive-thru service windows.

1. **Minimum Queuing Spaces Required.** The following number of queuing spaces shall be provided per lane (these are in addition to the required parking space for each use):

   a. Drive-thru Restaurants – a minimum of 9 spaces (5 spaces before the order board, 3 spaces before the pick-up window, and 1 dedicated space beyond the pick-up window for customer waiting for food pick up).
   b. Financial Institutions – a minimum of 3 spaces in each teller lane.
   c. Pharmacy – a minimum of 2 spaces in each lane.
   d. Dry Cleaners – a minimum of 2 spaces.
   e. Coffee Kiosks – a minimum of 3 spaces for each service window.
   f. Thrift Shop Drop-Off – a minimum of 5 spaces for each drop off lane.

2. **Queuing Design Standards**

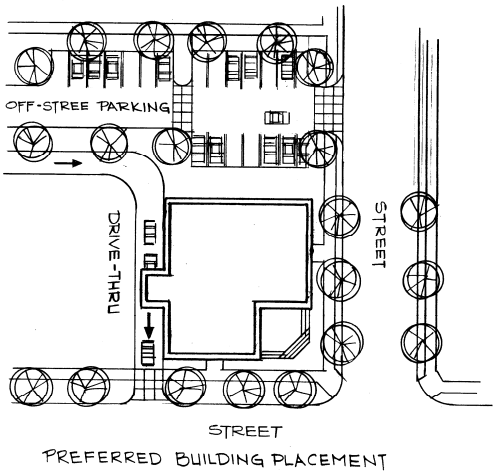
   a. Queuing lanes shall not be allowed to wrap around the front of the main building entrance doors nor block required back out areas for adjacent parking spaces unless there is no other alternative for location of the building and drive-thru lane(s) on the site.
   b. Queuing lanes are strongly discouraged between the building and the street unless there is no alternative for location of the building and drive-thru lane(s) on the site.
   c. All drive-thru queuing areas shall also provide a separate escape lane.

3. **Maximum Queuing Lanes.** Queuing lanes shall be limited to a maximum of the following number of lanes per business use (including ATM lanes):

   a. Drive-Thru Restaurants – 2 lanes.
   b. Financial Institutes – 6 lanes.
   c. Pharmacy – 2 lanes.
   d. Dry Cleaners – 1 lane.
   e. Coffee Kiosks – 2 lanes (one on each side of the building).
   f. Thrift Shop Drop Off – 3 lanes.

C. **Placement of Building.** It is strongly encouraged to place the building adjacent to public streets to enhance the building site. Placement of the building beyond the required setback lines is discouraged and must be specifically approved by the Planning Commission if no other viable alternative exists.

D. **Speaker Boxes.** Speaker boxes designed to communicate from the ordering window/menu board shall not be audible on any residential property adjacent to the business and shall comply with applicable noise ordinances.



Chapter 23 - Figure 2 – Drive Thru Design Example

13A-23-18 Automotive Fuel Service Stations (includes Stand Alone Gas Stations and Convenience Stores with Gas Pumps)

A. **Purpose.** To mitigate adverse impacts on adjoining streets and properties caused by auto fuel service stations which are intense uses characterized by large areas of paving which permit vehicles to maneuver freely.

B. **Site Organization**

1. **Spatial Relationship.** Structures on the site should be spatially related, e.g., buildings should be organized into a simple cluster.

2. **Building Locations.** Service station buildings, e.g., convenience store structures should be located on the corner of the property with the pump islands located to the interior of the site to give the facility a good architectural presence from the street(s).

3. **Driveways**

   a. Driveway cuts shall be limited and located as far from the intersection as possible and are required to be shared with adjacent uses and/or properties, where possible, to eliminate traffic conflicts at intersections.

   b. Driveways shall be designed and located to ensure a safe and efficient movement of traffic and pedestrians on and off the site.

c. No more than one two-way driveway shall be permitted per 100 lineal feet of street frontage.

4. **On-Site Vehicle Storage.** Storage is not allowed.

C. **Special Requirements**

1. **Patron Vehicle Servicing.** Areas should be provided on self-service station sites to allow patrons to service their vehicles with air and water. These facilities should be located where they do not obstruct circulation patterns of the site.

2. **Car Washes (Accessory To An Automotive Service Station)**

a. Car wash structures will not be permitted within 50 feet of residential developments.

b. Automatic car wash facilities should provide areas for vacuuming and drying of vehicles upon exiting the car wash structure. These areas shall be located where they do not obstruct circulation patterns of the site.

c. A minimum of 8 feet of space shall be provided between the exit of the car wash structure and any cross driveway to allow for sight distance of vehicles in the crossing driveway.

D. **Pump Island Canopy Design**

1. **Setbacks.** Fuel pump island canopies located at service stations shall be set back a minimum of 20 feet from all front property lines.

2. **Vehicle Stacking.** Each pump island should generally include stacking space for a minimum of two vehicles (total of 40 feet) on site so that driveways within the site or adjacent street areas are not utilized for waiting customers. Pump island stacking shall not encroach upon required parking space back out areas (24 feet minimum) or 2-way driveways for general site circulation (24 feet minimum).

3. **Lighting.** All canopy illumination and lighting directed toward the ground shall be recessed into the canopy.

4. **Vertical Clearance.** There shall be a minimum clearance of 13.5 feet to the bottom of the canopy above grade.

5. **Height.** Vertical canopy fascia utilized for signage may not exceed 4 feet in height, and the height to the top of the vertical fascia may not exceed 20 feet from grade unless otherwise approved by the Director.

E. **Architectural Design**

1. All building elevations shall comply with applicable City standards.

2. The length of pump canopies shall be minimized as much as possible. If the site allows, pump canopies shall be broken up into two separate locations. This reduces the effect of pump canopies dominating other buildings on the site.

3. Pump island structural columns and canopy fascia shall use the same architectural materials as the main building, e.g., stone, brick, etc., and shall run from ground level to the bottom of the canopy.

4. Gas tank vents shall be an integral part of the building design in terms of form, color, and texture.

F. **Speaker Boxes.** Speaker boxes designed to communicate from pump islands shall not be audible on any residential property adjacent to the business and shall comply with the applicable noise ordinances.

13A-23-19 Automotive Service and Repair Facilities

A. **Purpose.** To mitigate adverse impacts on adjoining streets and properties caused by auto service and repair facilities which are intense uses where the business is engaged in the repair or maintenance of motor vehicles, trailers, and similar mechanical equipment.

B. **Site Organization**

1. **Spatial Relationship.** Structures on the site should be spatially related, e.g., buildings should be organized into a simple cluster.

2. **Building Locations.** Service station buildings, e.g., should be located in a manner which gives the facility a good architectural presence from the street(s).

3. **Driveways**

a. Driveway cuts shall be limited and located as far from the intersection as possible and are required to be shared with adjacent uses and/or properties, where possible, to eliminate traffic conflicts at intersections.

b. Driveways shall be designed and located to ensure a safe and efficient movement of traffic and pedestrians on and off the site.

c. No more than one two-way driveway shall be permitted per 100 lineal feet of street frontage.

4. **On-Site Vehicle Storage.** No more than four (4) vehicles, trailers, etc., in addition to those vehicles stored fully within the confines of a building, may be stored on-site. Vehicles being stored shall only be vehicles in for repair. Long term storage (over 10 business days) is not allowed. Areas in which autos, trailers, etc. are stored must be screened by a wall or opaque fencing with a minimum height of 6 feet. Vehicle storage and wall or fence enclosures are not allowed within the front setback of the facility.

C. **Architectural Design**

1. All building elevations shall comply with applicable City standards.

2. Vehicle storage and wall or fence enclosures are not allowed within the front setback of the facility.

13A-23-20 Automotive Service and Repair Facilities Uses Within 300 Feet of a Residential District

Any industrial use located within 300 feet of a residential district shall require a separate nonadministrative conditional use approval from the Planning Commission.

13A-23-21 Extended Hours Within 250 Feet of a Residential District

Any commercial use located within 250 feet of a residential district where such commercial use desires to operate after 10:00 p.m. and/or before 6:00 a.m. shall require separate Conditional Use approval from the Planning Commission.

13A-23-22 Industrial Uses Within 300 Feet of a Residential District

Any industrial use located within 300 feet of a residential district shall require a separate nonadministrative conditional use approval from the Planning Commission.

13A-23-23 Additional Specific Nonresidential Development Standards (Standards Unique to Each Individual District)

A. **Regional Commercial District (RC).** No additional development standards are required in the RC District (other than all general Commercial, Office, and Industrial Development Standards contained in this chapter).

B. **Community Commercial District (CC).** No additional development standards are required in the CC District (other than all general Commercial, Office, and Industrial Development Standards contained in this chapter).

C. **Neighborhood Commercial District (CN).** No additional development standards are required in the CN District (other than all general Commercial, Office, and Industrial Standards contained in this chapter).

D. **Limited Commercial District (LC)**

1. **Mixed-Use Concept.** The concept of mixed-use is allowed in the LC District and represents a departure from traditional zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible.

a. **Residential Uses.** Residential dwellings are allowed only on sites of sufficient size to assure adequate site development and a satisfactory and safe residential environment.

b. **Objective.** Where residential uses are included, the objective of the mixed-use concept is to create self-contained communities in which residents may walk to work, to shopping, and to recreational facilities.

2. **Nonresidential Use Location.** Nonresidential uses shall be placed at the front of the property. Parking shall be placed at the rear or side of the building.

3. **Architectural Design.** Buildings shall be designed to be architecturally compatible with the adjacent residential district.

4. **Hours of Operation.** No retail use shall operate after 10:00 p.m. nor open before 6:00 a.m. A nonretail use could apply for a Conditional Use Permit for extended hours before 6:00 a.m. or after 10:00 p.m.

E. **Professional Office District (PO)**

1. **Ancillary Retail Commercial Uses.** May be allowed in PO Districts at the following ratios:

a. No more than 50% of a shared use building.
b. No more than 10% of a primary use for a stand alone project and must be part of a complex of office buildings. Said retail use shall not be developed prior to the first office building.

Architectural Design. Developments adjacent to residential districts shall have a residential look to enhance compatibility with the adjacent neighborhood. See Chapter 37, Section Three, Part H of this title.

F. **Industrial District (ID)**

No loading or unloading may be performed on any public right-of-way or private right-of-way. No loading docks shall face rights-of-way unless approved by the Director because of site constraints. The Director shall require screening including landscaping or walls or a combination of walls and landscaping to mitigate the impacts of loading docks facing rights-of-ways.

G. **Transit Corridor (TC)**. No additional development standards are required in the TC District other than all general commercial, office, industrial, and Transit Corridor development standards contained in this title.

H. **Research and Development (RD)**

1. **Parking.** Parking terraces and underground parking is strongly encouraged and shall be required for structures of five stories or more. The parking terrace may be constructed in subsequent phases with the approval of a development agreement between the developer and the City. The signed development agreement shall be recorded and shall be binding on all future developers and property owners of said property.

Surface parking (permanent or temporary) may be allowed in addition to a parking structure where it can be shown that the phasing plan, size, and scope of the project would require some surface parking, e.g., stand along restaurant, bank, etc.

2. **Development Standards**

a. **Planned Research, Development, or Office Park.** Regardless of the size and ownership of individual parcels, a "Planned Research, Development, or Office Park" master site plan must be submitted for review and approval by the Planning Commission showing all phases of the development including the parking structure, if required. The Plan must show both existing and reasonably projected development on adjoining properties, determined through consultation with adjoining owners.

(1) The intent of the above is to achieve a consistent overall planned development with consistent site standards when the project area is completely built out.

(2) Expansion of existing developments not previously having a "Planned Research, Development, or Office Park" approval shall require Planning Commission approval at the time of expansion.

(3) The physical separation of pedestrian and vehicular traffic is encouraged.

b. **Specific Ancillary Uses.** Enclosed storage may be allowed only as a subordinate function of the primary use of the development upon review by the Director.

13A-23-24 Planned Commercial Center Development Standards

In addition to all other development standards listed in this Chapter and elsewhere in this Code, all planned commercial centers shall be developed in compliance with the following additional development standards.

A. **Site Plan Review.** A master development site plan for a planned commercial center shall be reviewed and approved by the Planning Commission.

B. **General Site Design**

1. A planned commercial center shall be designed as an integrated complex of leasable or individually owned spaces in a single building, group of buildings, or parcels.

2. Regardless of ownership, a planned commercial center site plan shall show the relationship of all proposed and future buildings and pads to all parking facilities, pedestrian walkways, landscape areas, service entrances, and abutting streets.

C. **Architectural Design and Materials**

1. All planned commercial centers shall comply with applicable City standards.

2. A common theme of architectural design and materials, approved by the Planning Commission, shall be followed for the overall project that will include all attached, detached, and/or freestanding pad buildings.

D. **Landscaping**

1. **Landscape Design.** A consistent landscaping design shall be developed for an overall planned commercial center that includes all pads and freestanding buildings.

2. **Frontage.** Where a planned commercial center abuts a public street right-of-way, there shall be a minimum of at least 15 feet of landscaping along the perimeter, exclusive of required driveways.

E. **Lighting.** A consistent lighting plan and light design including light heights, standard design, and color as well as light intensity shall be established for an overall planned commercial center.

F. **Signs.** A sign theme, consistent with Chapter 13A-26, shall be submitted which requires approval from the Planning Commission at the time of review of a planned commercial center that covers all signage on the site including all center identification signs as well as a theme for all tenant signs.

G. **Grading.** Grading of an overall planned commercial center shall be done in such a way as to allow all buildings, pads, and other out building sites to be tied together with reciprocal access driveways both on and off the site unless not found to be practical by the Director in consultation with the City Engineer.

13A-23-25 Industrial or Research Park Standards

A. **Industrial Environmental Standards**

1. **Finding of Dangerous or Objectionable Elements.** No land or building devoted to industrial uses shall be used or occupied in any manner so as to create dangerous, injurious, noxious, or otherwise objectionable fire, explosive, or other hazard; noise or vibration, smoke, dust, odor, or other form of air pollution; heat, cold, dampness, glare, electrical, or other disturbance; liquid or solid refuse or waste; or other substance, condition, or element, in such a manner or in such an amount as to affect adversely the surrounding area or adjoining premises.

2. **Performance Standards Review.** In addition to meeting requirements for potential dangerous or objectionable elements, the application for industrial use shall include a description of the proposed machinery, projects, and processes to be located at the development.

   If the proposed use may cause the emission of dangerous or objectionable elements, the application may be referred for investigation and report to one or more expert consultants qualified to advise as to whether a proposed use will conform to the applicable environmental and performance standards specified in this Code. The cost of such expert report shall be borne by the applicant.

   Within 20 days after receiving the aforesaid application or report, if a report was required, the City shall determine whether reasonable measures are proposed to be employed to assure

compliance with the applicable environmental performance standards. On such basis, the City may authorize or refuse to authorize issuance of permits or may require a modification of the proposed plans, construction specifications, device or operation and shall so inform the Chief Building Official.

3. **Continued Compliance.** Any permit so authorized and issued shall evidence only that reasonable measures are proposed to be taken. It shall not relieve the applicant of the responsibility of meeting all performance and environmental standards when the plant is actually in operation; and, in case of a failure to perform in accordance with the standards, whatever additional devices or modifications in process shall be necessary to achieve full compliance with the standards are required to be made and shall be the sole responsibility of the applicant.

4. **Continued Enforcement.** The Director shall investigate any purported violation of environmental or performance standards; and if necessary for such investigation, may request that the City employ qualified experts. If the City finds that a violation has existed or does exist, the Director shall cause notice to be served stating that compliance with the environmental or performance standards must be achieved within a specified period of time or the plant will be shut down.

   Should the violation of environmental or performance standards pose an immediate threat to public health, convenience, or welfare, the Mayor may order the offending plant to cease operation until proper steps are taken to correct the conditions which cause the violation.

   The services of any qualified experts employed by the City to advise in establishing a violation shall be paid by the violator if said violation is established.

B. **Locations Where Determinations Are to Be Made for Enforcement of Environmental and Performance Standards.** The determination of the existence of dangerous and objectionable elements shall be made at any point provided. However, measurements having to do with noise, vibration, odors, or glare shall be taken at the lot line of the establishment or use.

1. **Standards for Dangerous and Objectionable Elements (including but not limited to)**

   a. **Noise.** No use shall emit or cause the emission of sound from a stationary source such that one hour equivalent sound level (Leq) of resultant sound measurement at the lot line of the establishment or use exceeds by 6 dBA or more, the one hour equivalent sound level (Leq) caused by ground transportation as estimated for that point of measurement and that time of day, pursuant to FHWA-RD-77-108 Highway Traffic Noise Prediction Mode, or by other techniques at least as accurate as those set out in FHWA-RD-77-108. The sound level measuring instrumentation shall conform with ANSI S1.4-1971 Type 1, and the measurement procedure shall be compatible with that according to ANSI S1.13-1977, with the following adjustments:

      (1) **Adjustment for Temporal and Tonal Characteristics of Sound.** If the sound has a pronounced audible tonal quality such as a whine, screech, buzz, or hum; or if the sound has an audible cyclic variation in sound level such as beating or other amplitude modulation, 5 dBA shall be added to the measured sound level to allow for increased subjective response to the sound.

(2) **Quasi-Steady Impulsive Sound.** Where the sound is of a repetitive impulse nature so that a steady reading is obtained using the "slow response" setting on the sound level meter, than 10 dBA shall be added to the measured value to allow for the increased subjective response to the sound.

(a) An adjustment may be made under only one of the sub-paragraphs 13A-23-23(A) and (B). In a case where both paragraphs apply, then paragraph A takes precedence.

(b) No use shall emit or cause or permit the emission of sound of an impulsive nature from a stationary source such that it results in an impulsive sound level at a point of measurement in excess of 80 dBA or in a one hour equivalent level (Leq) exceeding that one hour equivalent (Leq) level caused by ground transportation as estimated for that point of measurement and that time of day, pursuant to FHWA-RD-77-108 or equivalent method.

b. **Vibration.** No vibration (other than from transportation facilities or temporary construction work) shall be permitted which is discernible without instruments at the property line of the industrial use.

c. **Odors.** No emission of odorous gases or other odorous matter shall be permitted in such quantities as to be readily detectable when diluted in the ratio of one volume of odorous air to four volumes of clean air at the property line of the industrial use or at the point of greatest concentration. Any process which may involve the creation or emission of any odors shall be provided with a secondary safeguard system so that control will be maintained if the primary safeguard system should fail.

d. **Glare.** No direct or sky-reflected glare, whether from flood lights or from high temperature processes such as combustion or welding or otherwise, shall be permitted to be visible at the property line of the industrial use. This restriction shall not apply to signs or lighting of buildings or grounds for advertising or protection otherwise regulated by the provisions of this Code.

e. **Fire and Explosion Hazards.** All activities involving, and all storage of flammable and explosive materials, shall be provided at any point with adequate safety devices against the hazard of fire and explosion and adequate fire fighting and fire suppression equipment and devices standard in the industry. Burning of waste materials in open fires is prohibited.

f. **Air Pollution.** No particulate or gaseous pollutants shall be emitted into the air in violation of the Utah State Air Conservation Act, its amendments, or resulting regulations.

g. **Liquid or Solid Wastes.** No discharge at any point into a public sewer, private sewage system, stream, ditch, canal, or into the ground shall be allowed contrary to the Utah State Water Pollution Control Act, its amendments, the subsequent Wastewater Disposal Regulations, or the Utah Code on Solid Waste Disposal Regulations.

C. **Compliance With Other Regulations.** All uses must meet any other applicable regulations.

13A-23-26 Mixed-Use Development Standards

A. **Purpose.** This Chapter is established to provide a zone to be used near City transportation corridors that allows a mix of specific land uses that are typically found separately in 'mutually exclusive' zoning districts. Mixed-use represents a departure from characteristic zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible.

The intent of this zone is to create self-sustaining walkable neighborhoods in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. They shall provide convenient pedestrian commercial services, employment opportunities, and shall be located in areas with existing, or probable future, multiple transportation choices. Design standards include requirements that help provide a true 'neighborhood' by stipulating various mix of uses, 'built to' lines, compact building design, preservation of open space, pedestrian friendly streets and streetscape, parking concealment, architectural control, and maintenance. Proposed developments with increased land intensity and housing density but without the above 'walkable' elements are unacceptable and will not be approved.

B. **Procedures**

1. All exterior building elevations visible from adjacent properties or streets may, upon the Director's request, be reviewed and approved by the Planning Commission.

2. Prior to the Planning Commission taking action, plans must be submitted in accordance with the zoning ordinance.

3. All submissions shall be made well in advance of planned construction for proper coordination and feedback, and shall be reviewed at a City Development Review meeting and/or respective architectural review meeting before submittal to the Planning Commission.

4. For a typical building project, 12 copies of the required information must be submitted for complete review and approval by the Planning Commission. One copy will remain on file with the City, and the second copy will be returned with comments. All communication with the Planning Commission shall be directed to the Director.

5. The owner's representative, for on-going coordination with the Planning Commission, must also be identified including address and telephone number.

C. **Land Coverage.** It is the intent to create efficient usage of land within the Mixed-Use District by controlling the intensity of different types of land uses while providing sufficient size to create a walkable neighborhood.

1. Coverage for both buildings and paved areas (parking, loading, and circulation) shall not exceed 85%, thereby reserving a minimum of 15% for landscaped areas and open space.

2. Parking terraces and underground parking is strongly encouraged. Surface parking (permanent or temporary) may be allowed in addition to, or in lieu of a parking structure, upon the approval of the Planning Commission, where it is screened from streets and where it can be shown that

the phasing plan, design, size, and scope of the project substantially provides a walkable community.

D. **Uses Allowed.** In order to achieve an overall 'walkable' development, appropriate land uses, pedestrian connections, cross-easements, common driveways, consistent site standards, etc., must be coordinated, even though properties may be individually owned. In order to encourage pedestrian activity and to improve air quality, drive-thru windows are not permitted in conjunction with uses such as fast food restaurants, dry cleaners, banks, etc.

1. **Location Restrictions.** Mixed-use developments shall be located along transportation corridors and other locations where 'walkable' components, i.e., housing choices, convenient commercial, employment, community facilities, transportation linkages, park or other open space, schools, churches, are already present, planned, or where the size and scale of development is such that said components can be provided within the project itself.

   The actual blend of 'vertical' and/or 'horizontal' mixed-use development shall be presented in the proposed plan. Where size and scale permit, housing units shall include a mix of housing types, housing size, and number of bedrooms, encouraging neighborhoods with a mix of family cycles and incomes.

2. **Ancillary Uses.** All permitted and conditional land uses within the MU zone may conduct ancillary uses, as specifically defined in the Definitions chapter of the Land Development Code, Revised Ordinances of the City, provided such use is not regulated by other sections or is listed as a prohibited land use in this zone.

E. **Development Standards.** The following standards are to be considered as applying specifically to development in the Mixed-Use (MU) District in addition to general standards provided elsewhere in this Code.

1. **Mixed-Use Master Plan.** The Plan must show all phases of the development, including any phasing plans, and both existing and reasonable projected development on adjoining properties, determined through consultation with City staff and adjoining property owners.

   a. The intent of the above is to achieve a consistent overall mixed-use development with uniform and compatible site standards when the project area is completely built out. Standards that will be applied to a Master Plan are set forth in this Chapter.

   b. Remnant parcels left from old developments, rebuilds of existing parcels, or pads within existing center developments, are required to make reasonable compliance with mixed-use development standards through consultation with the Director.

2. **Parcel Size.** Parcels shall be at least two acres to assure compliance with building setbacks, landscaping, access, parking, and walkability standards.

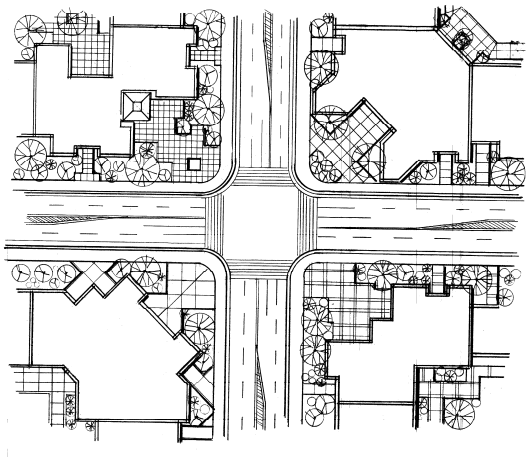
3. **Building Placement and Massing**

   a. **Setbacks.** Building facades shall comprise at least 70% of each street edge identified as "build-to lines". To meet this requirement, building facades must be 0-5 feet from streetside (typically inside edge of sidewalk) where build-to lines are drawn. Awnings and

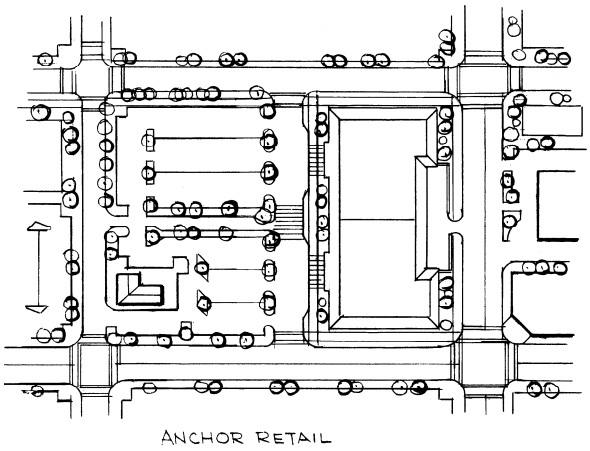
architectural features may project beyond build-to lines, as approved by the Planning Commission. Streetside setback variations may be used when an activity related to pedestrian use is maintained, i.e., special landscaping, outside seating for a restaurant. Recessed plazas, courtyards, and trellises are encouraged.

b. Zero lot line side setbacks with attached structures, in compliance with the International Building Code, may be required except for necessary driveway access, pedestrian access, open space, and landscape areas. Rear setbacks shall be of sufficient depth to allow proper parking and landscaped areas to the rear of the buildings. Unless otherwise approved by the Planning Commission, rear yards and the rear of buildings shall not directly abut streets. If the rear of building is approved adjacent to a street, pedestrian access and street oriented building treatment must be adequately addressed.

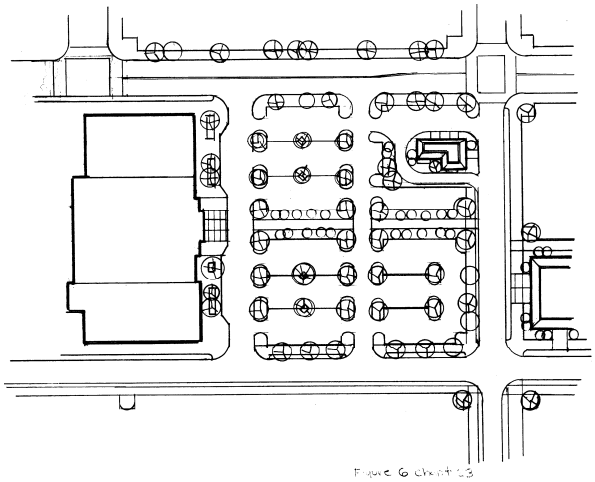
c. **Building Orientation.** The entrances of all retail, civic, residential, and office buildings shall front onto streets with the exception of center block residences (which still must front pedestrian ways) and anchor stores greater than 30,000 square feet in size. Secondary entries may be required at the rear of street facing buildings. Where possible, like land uses shall face like land uses or open space, i.e., retail across the street from retail, town homes from town homes, etc. Loading docks and service areas must be screened from streets and adjacent properties through architectural design and landscaping. Anchor store entrances must be connected to adjacent streets via landscaped, public accessible walkways. Access from parking areas may be via mid-block passageways or "paseos" to the street.



Chapter 23 - Figure 3 – Building Massing Adjacent to Streets – Encouraged



Chapter 23 - Figure 4 - Building Massing Adjacent to Streets – Encouraged



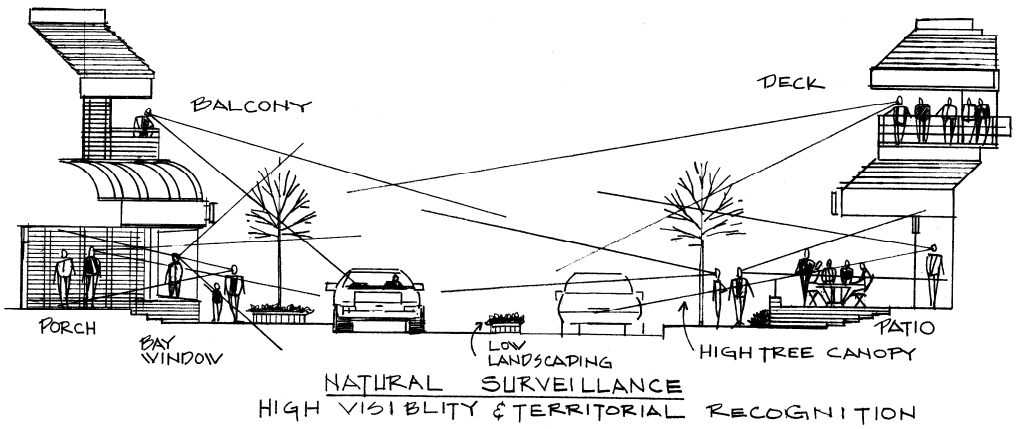
Chapter 23 - Figure 5 – Walkways Through Parking Lots - Encouraged

d. **Building Height.** Buildings at built-to lines shall have a minimum and maximum height as indicated on the table by building type, with height to be measured in accordance with the City's adopted ordinances and standards. Buildings of greater height than allowed in the table below may be approved by the Planning Commission on a limited basis, based upon the size, scale, topography, and uniqueness of the development. Approved structures with additional height may be required to include suitable "step-back" architecture and other architectural features which are of pedestrian scale on street level.

Land Use	Commercial, Office & Vertical Mixed-Use	Condos, Town-homes, Garden Apartments	Single Family, Twin Homes & Quads	Civic Uses & Other Stand Alone Uses
Minimum Building Height	Two stories	Two Stories	One Story	One Story

e. **CPTED (Crime Prevention Thru Environmental Design).** Where practically possible, CPTED principles shall be used in the design and layout of buildings, streets, accesses, and open space areas. Design shall promote natural surveillance, access control, territorial reinforcement, sense of ownership, management, and maintenance. CPTED landscaping guidelines shall be used, including planting shrubs with a maximum height of 2-3 feet and trees with a proper ground clearance 6-8 feet above walkways and 8-10 feet above vehicular travel and parking lanes.

In order to encourage public safety through natural surveillance, natural access control and territorial reinforcement blank walls are not permitted adjacent to streets, pedestrian areas, and open space amenities. Symbolic barriers, such as low lying fences/walls, landscaping and signage shall be used, as appropriate, to discourage crime and to promote safety. Ground floor parking garages are not permitted immediately adjacent to streets. Developments shall have street side building elevations with extensive windows, balconies, decks, or landscape terraces being encouraged.



Chapter 23 - Figure 6 – CPTED Natural Surveillance

4. **Land Use Impact and Buffering.** Landscape buffers are preferred over fences and walls where a separation is desirable. A visually open look should be encouraged between compatible uses. Visual screening which creates 'outdoor rooms' is often more important than a physical separation. Fences or walls, if determined to be necessary or desirable, must be reviewed for their effectiveness in protecting private space while not creating isolated uses or dead space void of natural surveillance. Fences or walls shall be compatible in color, texture, and design in relationship to building materials. In order to mitigate any negative impacts, the Director, may modify building setbacks and heights and require additional architectural and/or landscape elements, as needed, between uses, within or without a mixed-use development.

5. **Architectural Design and Materials.** Design and materials shall comply with the Architectural Design Standards.

6. **Signage.** Proper design and placement of signs and their lighting is critical and shall be compatible with structures and uses. Mixed-use developments shall have a sign theme which

promotes mixed-use compatibility. Permitted signs within the MU zone shall be in compliance with the City Sign Ordinance except that freestanding and off-premise signs or billboards shall not be permitted. Wall signs, projecting wall signs, and window signs, approved as part of a sign theme, are encouraged.

Where approved, a monument sign must comply with Chapter 13A-26. The lettering font style for tenant identification shall be the same for all tenants. Monument signs shall be constructed with the materials similar to that of the main building. Monument signs may not extend into the required sign visibility triangle unless otherwise approved by the Director.

7. **Open Space.** Usable open space shall be provided within the mixed-use development and is dependent upon size, scale, and nature of the development as determined by the Director. Approved open space may include, but is not limited to, commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts, and trail connections. A 'village green,' as a common area, may be required adjacent to mass transit connections or other significant activity. Building materials used within open space areas shall be related to the materials of adjacent buildings and shall be a nonskid finish. Design shall encourage comfortable and safe pedestrian use including landscaping, seating areas, and lighting, as appropriate.

   Areas of environmental concern or interest may be required to be preserved, e.g., drainages, steep slopes, connections to trail systems, and water features. Unless otherwise specified through special agreement or understanding with the City, all open space areas shall be maintained by property owners or homeowner associations.

8. **Landscaping.** Landscaping guidelines are established to improve and then maintain site qualities while minimizing alteration, removal, or degradation of approved landscaping. Landscaping, in general, shall follow CPTED (Crime Prevention Through Environmental Design) principles.

   a. Landscaping in accordance with the plans submitted must be installed within 30 days following the occupancy of the site or as otherwise approved by the Director as seasonal conditions may dictate.

   b. Future development areas or land area not occupied by buildings, structures, hard surfacing, vehicular driveways, or pedestrian walkways shall be kept in a weed free condition or landscaped.

   c. The developer shall bond for such landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the City for street improvements.

   d. **Plant Materials**

      (1) 60% medium size trees; deciduous trees with a caliper from 2-3 inches, and evergreen trees with a height from 5-8 feet. 40% small size trees and shrubs in a combination with deciduous trees with a caliper of 1½ to 2 inches and evergreen trees with a minimum height of 4 feet. Where possible, a 50/50 mix of deciduous and evergreen trees and shrubs shall be used for on-site landscaping.

(2) Street trees with a minimum 2 inch caliper shall be installed along all public rights-of-way by the developer. The species type, location, and spacing of trees shall be as shown on the approved landscape plan in compliance with designated streets within the City Streetscape Plan. For streets not specified in the Streetscape Plan, the following trees may be used as part of an approved landscape plan, depending upon space requirements:

Bur Oak	(Quercus macrocarpa)
Flowering Pear	(Pyrus calleryana 'Redspire') (Pyrus calleryana 'Aristocrat')
Hedge Maple	(Acer campestre)
Little Leaf Linden	(Tilia cordata 'Greenspire') (Tilia cordata 'Rancho')
London Plane	(Platanus acerifolia 'Bloodgood')
Norway Maple	(Acer platanoides 'Cleveland') (Acer platanoides 'Columnare') (Acer platanoides 'Emerald Queen') (Acer platanoides 'Schwedleri') (Acer platanoides 'Deborah') (Improved Schwedleri)
Red Maple	(Acer rubrum 'October Glory') (Acer rubrum 'red Sunset')
Red Oak	(Quercus rubrum)
Redmond Linden	(Tilia euchlora 'Redmond')
Sycamore Maple	(Acer pseudoplatanus)

(3) For planted medians and accent trees, both on site and at intersections, the following trees may be used:

Bechtel Crab	(Malus ioensis 'Klehms Improved')
Crimson King Maple	(Acer platanoides 'Crimson King') (Acer platanoides 'Royal Red')
Flowering Plum	(Prunus cerasifera 'Blireiana')
Kwansan Cherry	(Prunus serrulata 'Kwanzan')
Washington Hawthorn	(Crataegus phaenopyrum)

e. **Installation.** It shall be the responsibility of the developer to grade, place topsoil, seed, sod, install sprinkler irrigation systems, and properly plant trees, shrubs, and other approved plant materials.

f. **Maintenance.** It shall be the responsibility of the developer and/or property association to properly maintain landscaped areas including watering, mowing, pruning, fertilizing, and the removal and replacement of dead plant materials in a timely manner.

g. **Vegetation Modification/Removal.** Pruning vegetation for 'exposure' which results in unnatural plant specimens is prohibited. Necessary vegetation removal shall be replaced with equal or better quality plant materials. Trees that are out of necessity removed shall be

replaced with trees with (minimum 2" caliper) and at maturity shall achieve comparable or superior size and quality. Street trees replacement shall be in compliance with the City's Streetscape Plan unless otherwise approved by the Director.

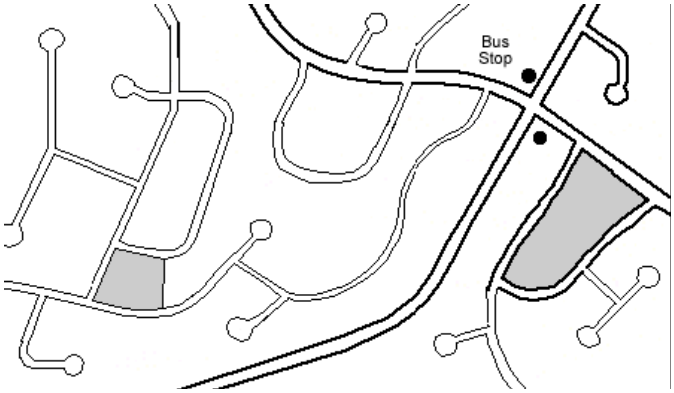
h. **Utility Connections.** When disturbances are made to existing landscaped areas, the existing landscaping must be replaced to its previous condition. Other modification of landscaped areas shall require approval by the Director.

9. **Outdoor Lighting.** The lighting of streets, pedestrian areas, parking lots, and open space is required. Exterior wall mounted floodlights are expressly prohibited. Indirect lighting, bollard lighting, and landscape lighting is encouraged. Lighting of a building and site identification signs are permitted as allowed elsewhere in this Code.

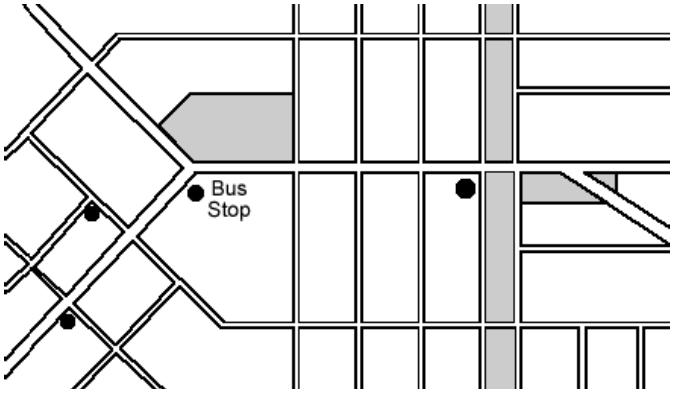
   Design and location of standards and fixtures shall be specified on the site development drawings. Intensities shall be controlled so that 'safety' lighting is provided while neighboring areas are protected from glare or excessive direct light. Street light design fixtures shall be of pedestrian scale and be installed as required by applicable City policy.

10. **Streets and Pedestrian Ways**

    a. **Streets.** All accesses within a mixed-use development shall have connectivity with existing and future street patterns. A grid street pattern or modified grid pattern is required. Cul-de-sac streets will not be approved unless it can be demonstrated that no other practical way exists to make connectivity. In order to uphold and enhance traditional neighborhood development principles, private streets are discouraged and gated communities are prohibited.



Chapter 23 - Figure 7 – Disconnected Street System - Discouraged



Chapter 23 - Figure 8 - Connected Modified Grid System - Encouraged

b. **Widths.** Street widths shall comply with applicable City standards. In general, streets shall be designed to meet the level of travel and service while incorporating principles of traffic calming and pedestrian compatibility, i.e., tree lined streets with pedestrian ways and linkages, decreasing the need for pavement width by spreading traffic through a grid or modified street hierarchy system.

c. **Sidewalks and Walkways.** The design of pedestrian ways may include a solitary meandering pathway or trail, a 'pedestrian street' and the many possible designs in between. Walkways and connections to trail systems shall be incorporated into the project. Choice of appropriate pedestrian access will be made based upon the scale and type of mixed-use project being proposed and by the way uses are intermingled. The standard 10 foot cross-section (5 foot parkstrip, 5 foot sidewalk) is a minimum, while a wider parkstrip and/or sidewalk may be required depending upon the land use and the desired effect. All streets shall have sidewalks and curbside streetscape.

Pavers, borders, and other sidewalk design materials with compatible colors shall be used as needed in order to break up expanses of hard-surfacing and to encourage pedestrian interest and activity.

In 'vertical mixed-use' areas, a minimum of 8-foot sidewalks are required in order to enhance street and land use connectivity. Portions of the parkstrip may be paved to accommodate street furniture, leaving tree wells for street trees. Street furniture, including but not limited to, benches, trash receptacles, artwork, drinking fountains, bike racks, and newspaper racks, if allowed, may be required depending upon the nature of approved uses. Street furniture requirements shall include an overall design theme for compatibility.

d. **Crosswalks.** Extensive use of crosswalks shall be incorporated within the project at intersections, mid-blocks, within parking lots, or other needed pedestrian connections. A pedestrian inconvenience distance of 150 feet should be used as a guideline. Crosswalks shall be so configured to be a design feature of the development, i.e., heavy painted lines, pavers, edges, and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian designs shall be used to shorten walking distances across open pavement. Planted medians shall be used in appropriate areas to encourage walking and to act as a 'refuge' for crossing pedestrians.

11. **Other Forms of Transportation.** All forms of transportation shall be considered within and without the mixed-use development with the intent to improve convenience and reduce automobile trips. All forms of transportation should be encouraged including bus, bicycle, and pedestrian. Access connections shall be required where deemed essential to provide circulation or access to churches, schools, playgrounds, shopping centers, transportation, and other community facilities.

    Appropriate bus turnouts and stops shall be coordinated and planned as part of the development review process. Based upon land use and the level of demand, bicycle parking shall be provided in appropriate locations, i.e., visible from store fronts and entrances to office buildings and residential structures.

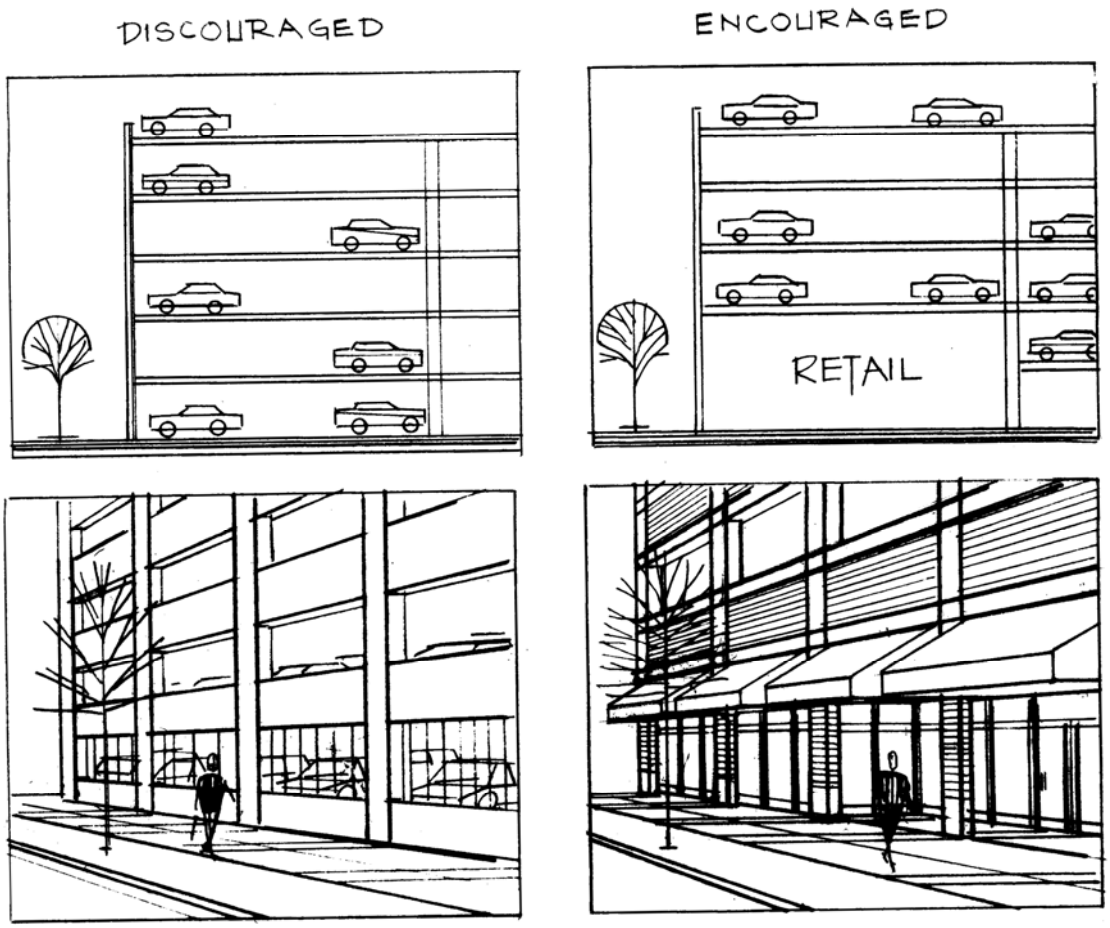
12. **Parking Areas.** Parking areas shall be addressed in the design process since they present a three-dimensional appearance when occupied.

    a. **Location.** Location of parking shall be determined not only from its visual relationship to the building and site, but also as it relates to safe convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by the Director on the basis of the following factors:

        (1) Type of land use and structure.
        (2) Building height and configuration.
        (3) Relationship to other buildings, both horizontally and vertically.
        (4) Natural land features such as slopes and vegetation.
        (5) Physical features such as rail lines, canals, and controlled ingress and egress.
        (6) Visibility from vehicular approaches and distant highways.
        (7) Safe pedestrian connections to buildings, walkways, open space, and streets.

    b. **Outdoor Rooms.** Where possible, parking lots shall be broken up and planned as ‘outdoor rooms’ through the use of buildings, walkways, open space, and landscape design. When approved, larger parking lots shall be broken up with substantial tree and ground cover. Large parking lots should be broken up into ‘rooms’ of no more than 300 parking stall through the use of connecting walkways.

c. **Parking Structures.** Underground parking, deck or terrace parking, and parking garages are encouraged and may be required in conjunction with structures of three stories or more. Said structures shall have architectural treatments compatible with adjoining buildings. Parking structures shall be designed around natural light with 'safety' lighting added as needed. Landscaping, within and without, may be required to enhance compatibility and safety.



Chapter 23 - Figure 9 – Parking Structure Design

F. **Environmental Concerns**

1. Building, landscape, and solar design should be adjusted, where possible, to be compatible with the local climate. Such design should include, but may not be limited to, window placement, building recesses, overhangs, trellises, awnings, porches, and landscape placement planned in such a way to enhance livability and reduce energy costs.

2. The use of lighter colored building materials, i.e., roof tops, fences/walls, and extensive deciduous and evergreen tree cover, shall be incorporated into developments in order to reduce the urban heat island effect. Where possible, streets, driveways, parking lots, etc., should use

concrete or other materials which absorb less sunlight. Parking lot landscaping shall be provided at the ratio of at least one tree per six parking stalls.

3. Where possible, drought resistant ground covers, shrubs, and trees shall be incorporated into the landscape to reduce water usage and storm runoff. Extensive areas of grass or other high water use plants without a public purpose are discouraged.

G. **Requirements Unique to Residential Uses.** The following shall apply to residential uses:

1. **Multifamily Residential.** Multifamily residential uses shall comprise a variety of types of housing, fulfilling housing needs with a wide assortment of housing options and shall be designed using Traditional Neighborhood Development (TND) design principles. The number of bedrooms per unit and other housing design options shall be varied in proportions to assist in providing suitable housing for a market range of household incomes, family size, and life cycles. The site plan design of multifamily development shall conform to requirements heretofore presented. Setbacks shall be determined by the Planning Commission based upon acceptable layout and design.

a. **Required Standards.** The following TND standards shall be required for multifamily residential:

(1) Properly designed off-street surface parking hidden from streets, parking terraces, or underground parking. Garage units associated with multifamily development should be rear loaded. Where only front loaded garages are possible, they shall be subservient to the residential structure.

(2) Roofs with a 4/12 pitch or greater.

(3) Dwelling and garage gables facing streets or alleys.

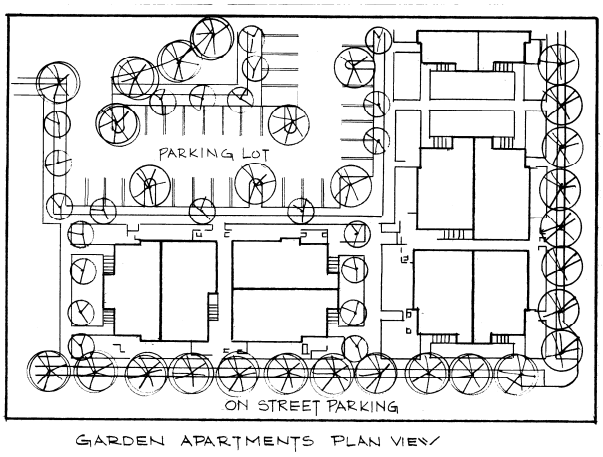
(4) Extensive windows facing streets, alleys, and pedestrian connections.

(5) Covered entrance porches.

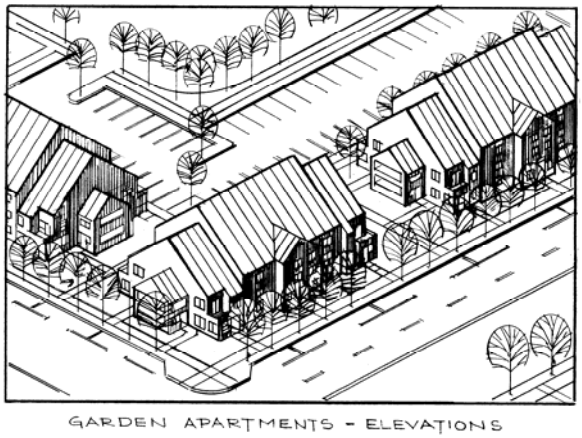
(6) Entry sidewalks that connect directly to public sidewalks.

b. **Encouraged Standards.** The following TND standards for multifamily residential shall be encouraged:

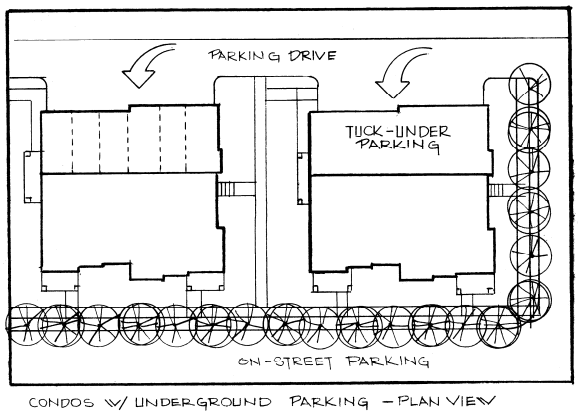
(1) Multilevel structures.
(2) Dormers and/or shutters and other window treatments.
(3) Streetside balconies/decks.
(4) Streets which de-emphasize the need and speed of automobiles.
(5) Other pedestrian oriented design.



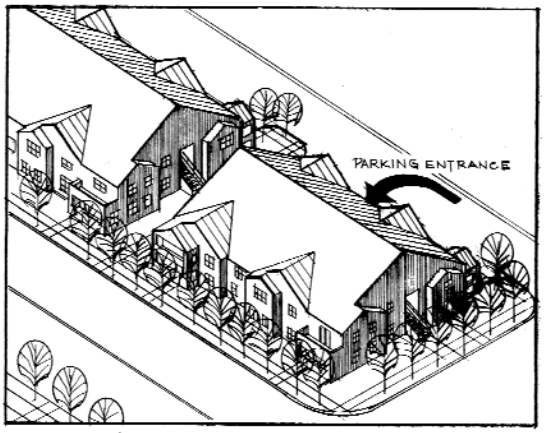
Chapter 23 - Figure 10 - Garden Apartments – Plan View



Chapter 23 - Figure 11 - Garden Apartments – Elevations

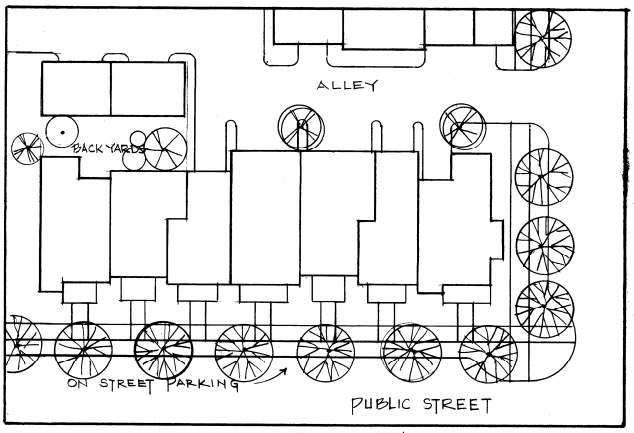


Chapter 23 - Figure 12 - Condos w/ Underground Parking – Plan View



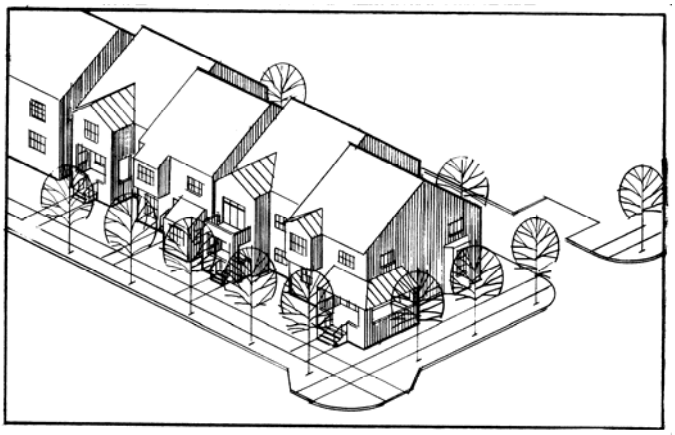
CONDOS W/ UNDERGROUND PARKING - ELEVATIONS

Chapter 23 - Figure 13 - Condos w/ Underground Parking – Elevations



TOWNHOMES - PLAN VIEW

Chapter 23 - Figure 14 - Townhomes B Plan View



TOWNHOMES - ELEVATIONS

Chapter 23 - Figure 15 - Townhomes – Elevations

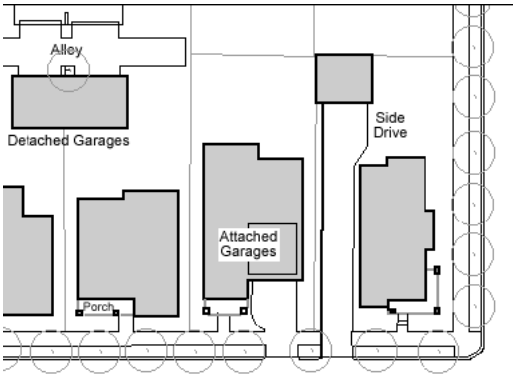
2. **Single Family Residential.** Single family residential uses, if approved, shall be designed using Traditional Neighborhood Development (TND) design principles. Front setbacks shall range between 12 and 20 feet typically measured from the inside edge of sidewalk to the porch. Front loaded garages shall be subservient to the dwelling and shall not have a setback less than 18 feet. Side and rear setbacks shall be determined by the Planning Commission based upon acceptable subdivision layout and design.

   a. **Required Standards.** The following TND standards shall be required for single family residential:

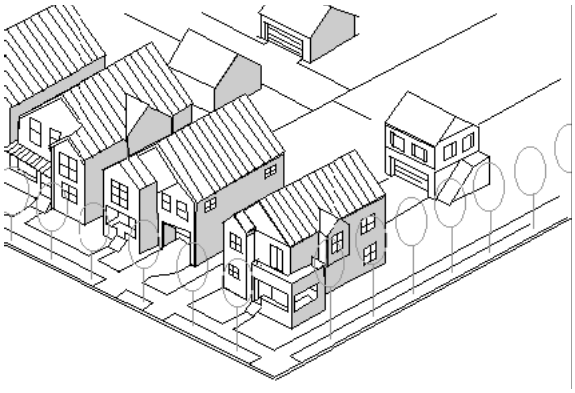
      (1) Subservient garages, e.g,, back loaded detached with alley access, front loaded detached, attached but setback from the front line of the home by at least 5 feet, side entry attached, or a combination of the above.
      (2) Roofs with a 4/12 pitch or greater.
      (3) Dwelling and garage gables facing streets and alleys.
      (4) Covered open front porches comprising at least 50% of the front elevation (not including the garage), in no case being no less than 15 feet in width.
      (5) Entry sidewalks that connect directly to public sidewalks.

   b. **Encouraged Standards.** The following TND standards for single family residential shall be encouraged:

      (1) Two-story dwellings.
      (2) House dormers and/or shutters and other window treatments.
      (3) Streetside balconies/decks.
      (4) Wrap-around porches, particularly on corner lots.
      (5) Streets which de-emphasize the need and speed of automobiles.
      (6) Other pedestrian oriented design.



Chapter 23 - Figure 16 - Single Family Residential – Plan View



Chapter 23 - Figure 17 - Single Family Residential – Elevations

H. **Service Areas.** Loading and refuse collection areas must be screened from public view. These areas are not permitted between buildings and streets unless they can be adequately screened through landscaping and architectural design. Streets shall not be used directly for commercial loading, unloading, or refuse collection. Building and improvements upon lots must be designed to properly accommodate loading, unloading, and refuse collection. Screen walls and enclosures shall be constructed with materials compatible with the structures they serve. Loading and refuse collection areas shall be properly maintained in a debris-free condition. Except for approved and screened RV storage lots associated with a residential use, storage areas, including the storage of materials, merchandise, pallets, etc., shall be within buildings.