



**TO:** Denver City Council  
**FROM:** Kyle A. Dalton, AICP, Principal City Planner  
**DATE:** November 19, 2015  
**RE:** Denver Zoning Code – S-MX-\_A Zone District Series, DZC Text Amendment #5

### **Staff Report and Recommendation**

This amendment to the Denver Zoning Code (DZC) is sponsored by Community Planning & Development. A redline of the proposed amendment is available on the CPD website and is attached to this staff report.

Based on the review criteria for text amendments stated in the DZC, Section 12.4.11 (Text Amendment), CPD staff recommends that City Council approve this text amendment.

### **I. Summary and Purpose**

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The S-MX-\_A Zone District Series text amendment is intended to create new suburban neighborhood context zone districts that have a more urban, pedestrian-oriented character. This type of development is desirable in various suburban neighborhood context situations such as TOD Greenfield development and mixed-use, master planned communities. It may also be appropriate along suburban commercial corridors with higher pedestrian usage, connections to transit-oriented developments, and high frequency transit service. The proposed zone districts are S-MX-2A, S-MX-3A, S-MX-5A, S-MX-8A, and S-MX-12A. As compared to the existing series of S-MX zone districts, the proposed S-MX-\_A zone districts would have the following changes:

- Required build-to percentage would be increased from 50% to 60%;
- Required build-to range would be narrowed from 0'-150' to 0'-20';
- Surface parking between the building and the primary streets would not be allowed;
- An Entrance will be required to satisfy the pedestrian access requirement;
- Street Level Active Uses will be required for 40% of the width of the building meeting the required build-to; and
- Drive Thru building forms would be prohibited. However, drive-thru accessory uses would still be allowed in the General building form, where the building form standards improve the pedestrian environment.

Please see the attached redlined document for additional detail of the proposed changes.

## **II. Criteria for Review and CPD Analysis**

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The criteria for review of a proposed text amendment are found in Section 12.4.11.4 of the DZC. CPD analyzed the proposed text amendment for compliance with the review criteria stated below and finds that the proposed S-MX-\_A Zone District Series text amendment satisfies each of the criteria.

### **A. Text Amendment is Consistent with Adopted Plans**

The Text Amendment is consistent with the city's following adopted plans, strategies, and policies:

#### Denver Comprehensive Plan 2000:

##### Land Use

- Strategy 2-A: (*paraphrased*) [P]roposed revisions should ensure that the Denver Zoning Ordinance will be flexible and accommodating of current and future land use needs...
- Strategy 4-A: Encourage mixed-use, transit-oriented development that makes effective use of existing transportation infrastructure, supports transit stations, increases transit patronage, reduces impact on the environment, and encourages vibrant urban centers and neighborhoods.
- Strategy 4-B: Ensure that land-use policies and decisions support a variety of mobility choices, including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

##### Mobility

- Strategy 1-B: Promote public transit, both bus and rail, as a safe, attractive and convenient choice for people who might otherwise drive to employment, education, cultural, shopping or other destinations.
- Strategy 3-B: Promote transit-oriented development (TOD) as an urban design framework for urban centers and development areas. Development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area.

##### Denver's Legacies

- Strategy 2-B: Focus design standards and review efforts on new and evolving districts that are undergoing the most dramatic change. Periodically evaluate their need and effectiveness, recognizing that locations of review focus may change over time.
- Strategy 2-C: Identify community design and development issues, and target specific concerns with appropriate controls and incentives.
- Strategy 3-A: Identify areas in which increased density and new uses are desirable and can be accommodated.

The S-MX-\_A Zone District Series text amendment is consistent with the above-adopted plan policies because this update to Denver’s zoning regulations responds to new and emerging needs surrounding increased transit oriented development, particularly in greenfield and suburban areas. It promotes walkability and multi-modal options where desired but not currently at an urban density.

**B. Text Amendment Furthers the Public Health, Safety, and General Welfare**

This text amendment furthers the general public health, safety, and welfare of Denver residents, land owners, and businesses by providing clarity and predictability in the zoning regulations, by removing regulatory barriers to planned and desired private enterprise and redevelopment, and by overall continuing to implement the city’s adopted comprehensive, land use and transportation plans through regulatory changes.

**C. The Text Amendment Results in Regulations that are Uniform within Each Zone District**

This text amendment results in zoning regulations which are uniform in their application to buildings and land uses within each proposed zone district.

**III. Public Outreach and Comments**

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Below is a summary of the public outreach for this amendment:

- June 27, 2015:* CPD attended Inter-Neighborhood Cooperation (INC) Zoning and Planning Committee for a briefing
- July 24, 2015:* Public Review Draft posted to CPD website
- July 28, 2015:* Informational notice sent to Registered Neighborhood Organizations and City Councilmembers
- August 19, 2015:* Planning Board Informational Item
- September 1, 2015:* Email notice to all Registered Neighborhood Organizations (RNOs) and City Council members of scheduled Planning Board public hearing, with link to updated summary and redline draft.
- September 16, 2015:* Denver Planning Board public hearing
- September 23, 2015:* Email notice to all Registered Neighborhood Organizations (RNOs) and City Council members of scheduled Neighborhoods and Planning Committee meeting
- October 14, 2015:* Neighborhoods & Planning Committee Meeting
- October 27, 2015:* City Council staff sent email notice to all Registered Neighborhood Organizations (RNOs) and City Council members of scheduled City Council public hearing
- November 2, 2015:* CPD sent email notice to all Registered Neighborhood Organizations (RNOs) and City Council members of scheduled City Council public hearing
- November 23, 2015:* City Council final public hearing

On September 16, 2015, after a public hearing at which one member of the public spoke in favor of the text amendment, the Denver Planning Board recommended approval of this text amendment.

As of the date of this staff report, CPD has received two written public comments on this text amendment.

- John Sturtz, the contact person for the Virginia Village Neighborhood Association, a registered neighborhood organization, sent an email expressing a general comment. The email is attached to this report.
- Ferd Belz, a representative of L.C. Fulenwider, Inc., a property owner developing transit-oriented development at the Peña Boulevard station area, sent a letter expressing support for the proposed text amendment.

#### **IV. CPD Staff Recommendation**

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Based on the criteria for review as described above, CPD Staff recommends that the City Council approve this text amendment.

#### **Attachments**

- Redline Draft
- Comments:
  - John Sturtz
  - Ferd Belz

## DIVISION 2.3 CODE ORGANIZATION

### SECTION 2.3.1 ARTICLES 3 THROUGH 7: NEIGHBORHOOD CONTEXTS

The Code is organized such that each Neighborhood Context is a separate Article. The purpose is to provide, to the extent possible, all regulations applicable to that Neighborhood Context in one location of the Code. Each Neighborhood Context Article has the same Division headings to ensure consistency when referencing regulations between Articles. Each of the Division headings are described below.

#### 2.3.1.1 Neighborhood Context Description

Each Article provides a description of the Neighborhood Context. The description is organized to describe general character; street, block and access patterns; building placement and location; building height; and mobility. The description provides the basis for the context and form based regulations.

#### 2.3.1.2 Districts

- A. This Division establishes the menu of Zone Districts for the Neighborhood Context. There is a list of intent statements for each Zone District in the Context.
- B. Zone District Naming Convention: The Zone Districts for the Suburban, Urban Edge, Urban, General Urban and Urban Center Neighborhood Contexts follow a consistent naming convention, as follows:

FIRST LETTER	SECOND LETTERS	THIRD LETTER OR THIRD NUMBER	OCCASIONAL LAST NUMBER OR LETTER	EXAMPLES
<b>Neighborhood Context</b>	<b>Dominant Building Form and Character</b>	<b>Minimum Zone Lot Size in square feet or Maximum Building Height in stories</b>	<b>Special Purpose</b>	
S = Suburban E = Urban Edge U = Urban G = General Urban C = Urban Center	SU = Single Unit TU = Two Unit  TH = Town House RH = Row House MU = Multi Unit RO = Residential Office RX = Residential Mixed Use CC = Commercial Corridor MX = Mixed Use MS = Main Street	<u>Minimum Zone Lot Size</u> A = 3,000 B = 4,500 C = 5,500 D = 6,000 E = 7,000 F = 8,500 G = 9,000 H = 10,000 I = 12,000  <u>Heights</u> 2 = 2 stories 2.5 = 2.5 stories 3 = 3 stories 5 = 5 stories 8 = 8 stories 12 = 12 stories 16 = 16 stories 20 = 20 stories	When there is a number or letter at the end of the Zone District name, that is an indicator of special regulations. Refer to the Zone District regulations for more detail. Typically:  1 = Accessory dwelling units allowed throughout  2 = Accessory dwelling unit and duplexes allowed on certain corners  x = Special provisions tailored to that Zone District  <u>A = Special provisions, especially design standards or allowed building forms, tailored to that zone district</u>	U-SU-A: Urban Neighborhood Context, allows single units and the minimum zone lot size is 3,000 sf  U-SU-A1: Urban Neighborhood Context, allow single units, a minimum lot size of 3,000 sf and allows accessory dwelling units  G-MU-3: General Urban Neighborhood, allows up to multiple family uses with a maximum height of 3 stories  C-MX-5: Urban Center Neighborhood, allows a commercial and residential uses with a maximum height of 5 stories.

## DIVISION 2.5 ESTABLISHMENT OF ZONE DISTRICTS

The following are the Zone Districts organized by context:

### 2.5.1.1 Suburban, Urban Edge and Urban Neighborhood Context:

SUBURBAN NEIGHBORHOOD CONTEXT		URBAN EDGE NEIGHBORHOOD CONTEXT		URBAN NEIGHBORHOOD CONTEXT	
S-SU-A	Single Unit A	E-SU-A	Single Unit A	U-SU-A	Single Unit A
S-SU-D	Single Unit D	E-SU-B	Single Unit B	U-SU-A1	Single Unit A1
S-SU-Fx	Single Unit Fx	E-SU-D	Single Unit D	U-SU-A2	Single Unit A2
S-SU-F	Single Unit F	E-SU-Dx	Single Unit Dx	U-SU-B	Single Unit B
S-SU-F1	Single Unit F1	E-SU-D1	Single Unit D1	U-SU-B1	Single Unit B1
S-SU-lx	Single Unit lx	E-SU-D1x	Single Unit D1x	U-SU-B2	Single Unit B2
S-SU-l	Single Unit l	E-SU-G	Single Unit G	U-SU-C	Single Unit C
S-TH-2.5	Town House 2.5	E-SU-G1	Single Unit G1	U-SU-C1	Single Unit C1
S-MU-3	Multi Unit 3	E-TU-B	Two Unit B	U-SU-C2	Single Unit C2
S-MU-5	Multi Unit 5	E-TU-C	Two Unit C	U-SU-E	Single Unit E
S-MU-8	Multi Unit 8	E-TH-2.5	Town House 2.5	U-SU-E1	Single Unit E1
S-MU-12	Multi Unit 12	E-MU-2.5	Multi Unit 2.5	U-SU-H	Single Unit H
S-MU-20	Multi Unit 20	E-RX-5	Residential Mixed Use 5	U-SU-H1	Single Unit H1
S-CC-3x	Commercial Corridor 3x	E-CC-3x	Commercial Corridor 3x	U-TU-B	Two Unit B
S-CC-3	Commercial Corridor 3	E-CC-3	Commercial Corridor 3	U-TU-B2	Two Unit B2
S-CC-5x	Commercial Corridor 5x	E-MX-2x	Mixed Use 2x	U-TU-C	Two Unit C
S-CC-5	Commercial Corridor 5	E-MX-2A	Mixed Use 2A	U-RH-2.5	Row House 2.5
S-MX-2x	Mixed Use 2x	E-MX-2	Mixed Use 2	U-RH-3A	Row House 3A
<a href="#">S-MX-2A</a>	<a href="#">Mixed Use 2A</a>	E-MX-3A	Mixed Use 3A	U-RX-5	Residential Mixed Use 5
S-MX-2	Mixed Use 2	E-MX-3	Mixed Use 3	U-MX-2x	Mixed Use 2x
<a href="#">S-MX-3A</a>	<a href="#">Mixed Use 3A</a>	E-MS-2x	Main Street 2x	U-MX-2	Mixed Use 2
S-MX-3	Mixed Use 3	E-MS-2	Main Street 2	U-MX-3	Mixed Use 3
<a href="#">S-MX-5A</a>	<a href="#">Mixed Use 5A</a>	E-MS-3	Main Street 3	U-MS-2x	Main Street 2x
S-MX-5	Mixed Use 5	E-MS-5	Main Street 5	U-MS-2	Main Street 2
<a href="#">S-MX-8A</a>	<a href="#">Mixed Use 8A</a>			U-MS-3	Main Street 3
S-MX-8	Mixed Use 8			U-MS-5	Main Street 5
<a href="#">S-MX-12A</a>	<a href="#">Mixed Use 12A</a>				
S-MX-12	Mixed Use 12				
S-MS-3	Main Street 3				
S-MS-5	Main Street 5				

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## DIVISION 3.2 DISTRICTS (S-SU-, S-TH-, S-MU-, S-CC-, S-MX-, S-MS-)

### SECTION 3.2.1 DISTRICTS ESTABLISHED

To carry out the provisions of this Article, the following Zone Districts have been established in the Suburban Neighborhood Context and are applied to property as set forth on the Official Map.

#### Suburban Neighborhood Context

S-SU-A	Single Unit A
S-SU-D	Single Unit D
S-SU-F	Single Unit F
S-SU-Fx	Single Unit Fx
S-SU-F1	Single Unit F1
S-SU-I	Single Unit I
S-SU-Ix	Single Unit Ix
S-TH-2.5	Town House 2.5
S-MU-3	Multi Unit 3
S-MU-5	Multi Unit 5
S-MU-8	Multi Unit 8
S-MU-12	Multi Unit 12
S-MU-20	Multi Unit 20
S-CC-3	Commercial Corridor 3
S-CC-3x	Commercial Corridor 3x
S-CC-5	Commercial Corridor 5
S-CC-5x	Commercial Corridor 5x
S-MX-2	Mixed Use 2
S-MX-2x	Mixed Use 2x
<u>S-MX-2A</u>	<u>Mixed Use 2A</u>
S-MX-3	Mixed Use 3
<u>S-MX-3A</u>	<u>Mixed Use 3A</u>
S-MX-5	Mixed Use 5
<u>S-MX-5A</u>	<u>Mixed Use 5A</u>
S-MX-8	Mixed Use 8
<u>S-MX-8A</u>	<u>Mixed Use 8A</u>
S-MX-12	Mixed Use 12
<u>S-MX-12A</u>	<u>Mixed Use 12A</u>
S-MS-3	Main Street 3
S-MS-5	Main Street 5



## SECTION 3.2.4 MIXED USE DISTRICTS (S-MX-2, -2X, ~~-2A~~, -3, ~~-3A~~, -5, ~~-5A~~, -8, ~~-8A~~, -12, ~~-12A~~)

### 3.2.4.1 General Purpose

- A. The Mixed Use Zone Districts are intended to promote safe, active, pedestrian-scaled, diverse areas and enhance the convenience and ease of walking, shopping and public gathering within and around the city's neighborhoods.
- B. The Mixed Use districts are appropriate along corridors, for larger sites and at major intersections.
- C. The building form standards of the Mixed Use Zone Districts balance the importance of street presence and provision of adequate parking through build-to requirements, Street Level activation and parking lot screening along the right-of-way. Standards offer predictable flexibility consistent with the variety of mixed use development found in the Suburban Neighborhood Context.
- D. The Mixed Use Zone District standards are also intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.

### 3.2.4.2 Specific Intent

- A. **Mixed Use – 2 (S-MX-2)**  
S-MX-2 applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 2 stories is desired.
- B. **Mixed Use – 2x (S-MX-2x)**  
S-MX-2x applies to small sites served primarily by local streets embedded within an existing or proposed neighborhood. These are typically one or two parcels and are limited to low scale building forms and low intensity uses.
- C. **Mixed Use – 2A (S-MX-2A)**  
S-MX-2A applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 2 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to low intensity uses and the low scale General building form to encourage a more pedestrian-oriented environment.
- D. **Mixed Use – 3 (S-MX-3)**  
S-MX-3 applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired.
- E. **Mixed Use – 3A (S-MX-3A)**  
S-MX-3A applies to areas or intersections served primarily by local or collector streets where a building scale of 1 to 3 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.
- F. **Mixed Use – 5 (S-MX-5)**  
S-MX-5 applies to areas or intersections served primarily by collector or arterial streets where a building scale of 1 to 5 stories is desired.
- G. **Mixed Use – 5A (S-MX-5A)**  
S-MX-5A applies to areas or intersections served primarily by collector or arterial streets where a building scale of 1 to 5 stories is desired. Design standards provide flexibility in building

siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

**H. Mixed Use – 8 (S-MX-8)**

S-MX-8 applies to areas or intersections served primarily by arterial streets where a building scale of 1 to 8 stories is desired.

**I. Mixed Use – 8A (S-MX-8A)**

S-MX-8A applies to areas or intersections served primarily by arterial streets where a building scale of 1 to 8 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

**J. Mixed Use – 12 (S-MX-12)**

S-MX-12 applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired.

**K. Mixed Use – 12A (S-MX-12A)**

S-MX-12A applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired. Design standards provide flexibility in building siting while supporting a consistent pattern of buildings placed closer to the street to offer an active street front. Sites are limited to the General building form to encourage a more pedestrian-oriented environment.

## **SECTION 3.2.5 MAIN STREET DISTRICTS (S-MS-3, -5)**

### **3.2.5.1 General Purpose**

- A. The Main Street Zone Districts are intended to promote safe, active, and pedestrian-scaled commercial streets through the use of shopfront and row house building forms that clearly define and activate the public street edge.
- B. The Main Street Zone Districts are intended to enhance the convenience, ease and enjoyment of transit, walking, shopping and public gathering along the city's commercial streets.
- C. The Main Street district standards are also intended to ensure new development contributes positively to established residential neighborhoods and character, and improves the transition between commercial development and adjacent residential neighborhoods.
- D. Main Street Zone Districts are typically applied linearly along entire block faces of commercial, industrial, main, mixed-use and residential arterial streets (as designated in Blueprint Denver) or, less frequently, on single zone lots at the intersection of local/collector streets within a residential neighborhood.
- E. In all cases, the Main Street Zone Districts should be applied where a higher degree of walkability and pedestrian activity is desired than required in a Corridor, Mixed Use, or Residential Mixed Use Zone District.
- F. In the Suburban Neighborhood Context, the Main Street Zone Districts may also be embedded within a larger commercial shopping center or mixed-use area to promote a pedestrian-active street front within a larger mixed use or commercial development.
- G. The Main Street Zone Districts are intended to promote an urban, mixed-use, built-to environment regardless of neighborhood context. Main Street buildings have a shallow front setback range. The build-to requirements are high and maximum building coverage is significant.

## SECTION 3.3.3 PRIMARY BUILDING FORM STANDARDS

### 3.3.3.1 Applicability

All development, except detached accessory structures, in all the Suburban Neighborhood Context Zone Districts.

### 3.3.3.2 General Standards

Combining standards from different building forms for the same structure is prohibited, except where expressly allowed.

### 3.3.3.3 District Specific Standards Summary

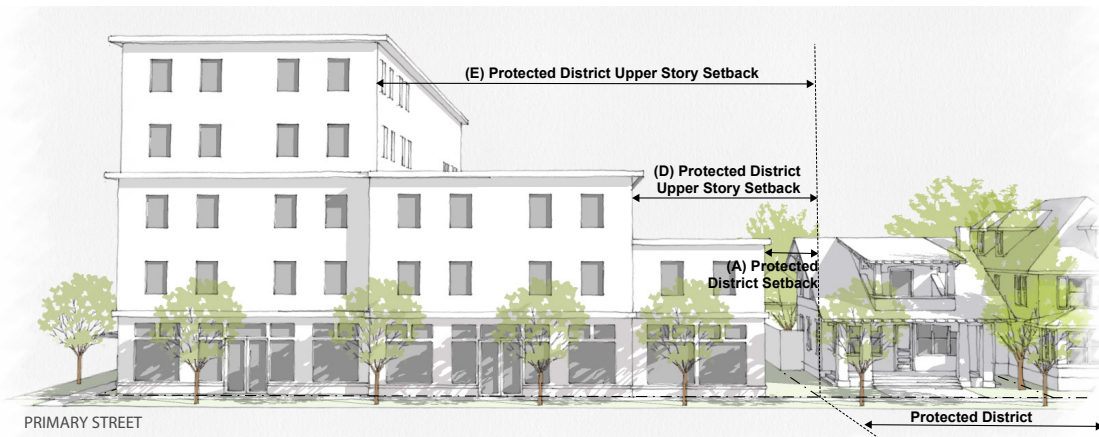
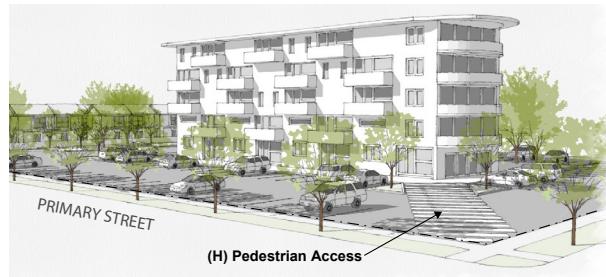
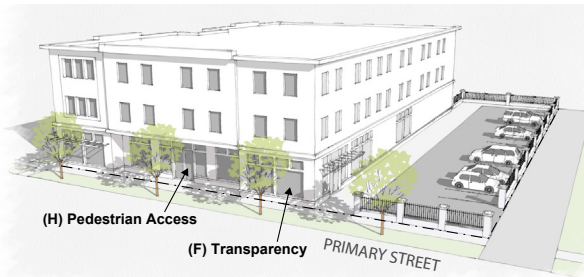
The maximum number of structures per zone lot and building forms allowed by Zone District is summarized below:

Suburban (S-) Neighborhood Context Zone Districts		Max Number of Primary Structures per Zone Lot	Building Forms													
			Suburban House	Urban House	Detached Acc. Dwelling Unit	Duplex	Tandem House	Town House	Garden Court	Row House	Courtyard Apartment	Apartment	Drive Thru Services	Drive Thru Restaurants	General	Shopfront
RESIDENTIAL ZONE DISTRICTS																
Single Unit (SU)	S-SU-A, -D, -F, -Fx, -I, -Ix	1*	■													
	S-SU-F1	1*	■		□		□									
Town House (TH)	S-TH-2.5	no max	■		■	■		■								
Multi Unit (MU)	S-MU-3, -5, 8, 12, 20	no max	■		■	■		■				■				
COMMERCIAL MIXED USE ZONE DISTRICTS																
Commercial Corridor (CC)	S-CC-3, -3x, -5, -5x	no max										■	■	■		
Mixed Use (MX)	S-MX-2x	no max													■	
	S-MX-2, -3, -5, -8, -12	no max										■	■	■		
	<u>S-MX-2A, -3A, -5A, -8A, -12A</u>	<u>no max</u>													■	
Main Street (MS)	S-MS-3, -5	no max										■	■			■

■ = Allowed □ = Allowed subject to limitations \*See Section 1.2.3.5 for exceptions

### H. General (1 of 23)

Not to Scale. Illustrative Only.



## GENERAL (1 OF 23)

	S-CC-3 S-CC-3x	S-CC-5 S-CC-5x
<b>HEIGHT</b>		
Stories (max)	3	5
Feet (max)	45'	70'
Feet, within 175' of Protected District (max)	na	na
Height Exceptions	See Section 3.3.7.1	

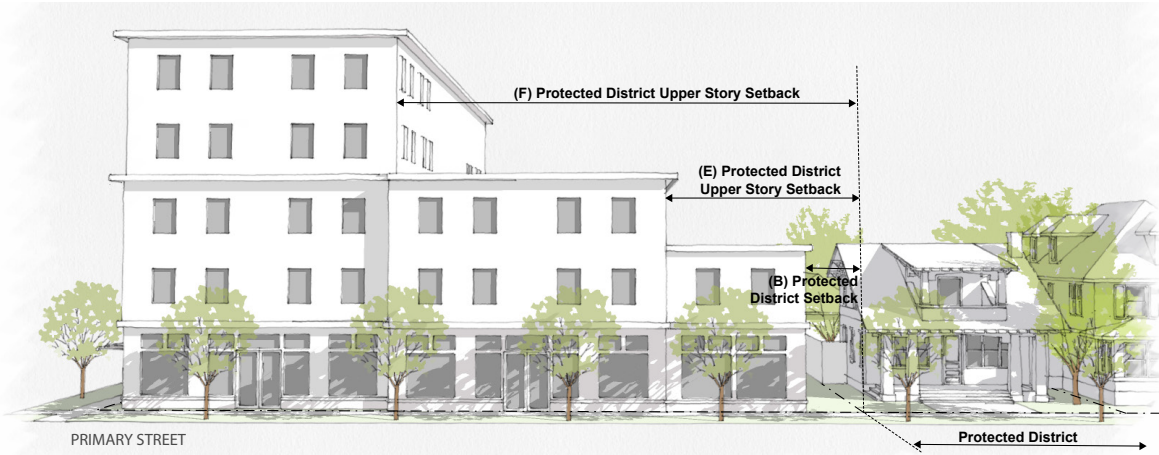
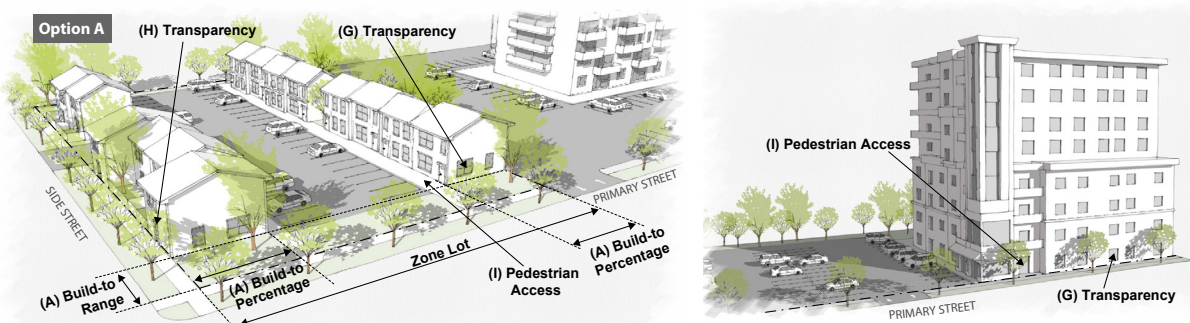
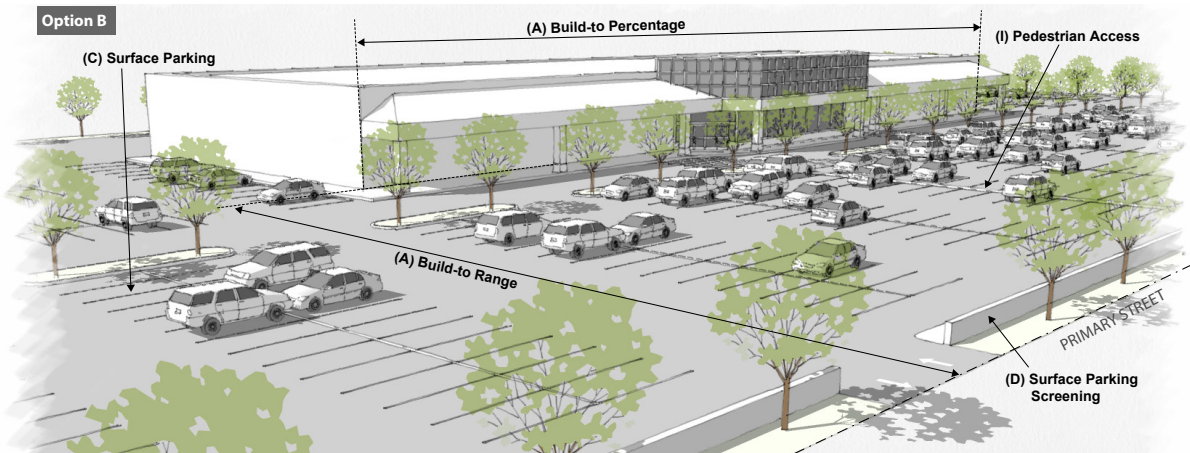
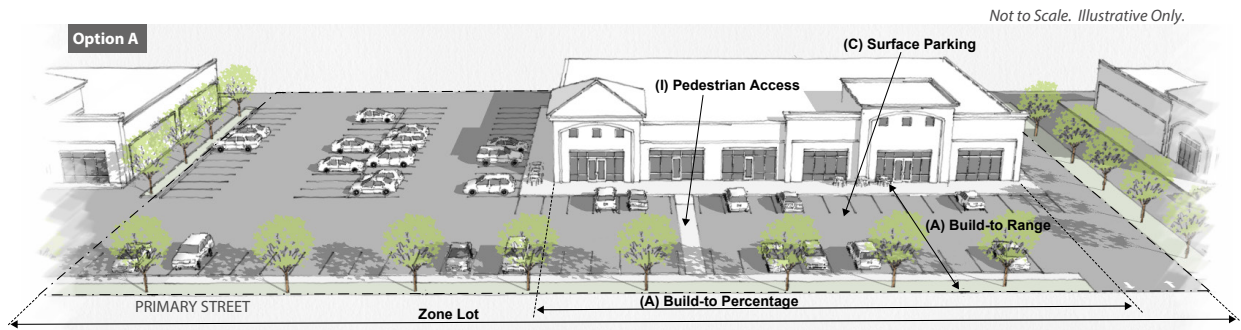
	S-CC-3, -3x, -5, -5x
<b>SITING</b>	
<b>SETBACKS</b>	
Primary Street (min)	0'
Side Street (min)	0'
Side Interior (min)	5'
<b>A</b> Side Interior, adjacent to Protected District (min)	10'
Rear (min)	0'
Rear, adjacent to Protected District, alley/no alley (min)	0'/10'
Setback Exceptions and Encroachments	See Sections 3.3.7.3 and 3.3.7.4
<b>PARKING</b>	
<b>B</b> Surface Parking between building and Primary Street/ Side Street	Allowed/Allowed
<b>C</b> Surface Parking Screening	See Article 10, Division 10.5
Vehicle Access, 3 or more side-by-side dwelling units in one structure	From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)
Vehicle Access, all other permitted uses	Access determined at Site Development Plan Review

	S-CC-3 S-CC-3x	S-CC-5 S-CC-5x
<b>DESIGN ELEMENTS</b>		
<b>BUILDING CONFIGURATION</b>		
<b>D</b> Upper Story setback above 27', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	15'/25'	20'/25'
<b>E</b> Upper story setback above 51', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	na	35'/40'
<b>STREET LEVEL ACTIVATION</b>		
<b>F</b> Transparency, Primary Street (min)	40%* Residential Only Buildings: 30%*	
<b>G</b> Transparency, Side Street (min)	25%*	
Transparency Alternatives	See Section 3.3.6.2	
<b>H</b> Pedestrian Access, Primary Street	Pedestrian Connection	
<b>USES</b>	All S-CC	

All permitted Primary Uses shall be allowed within this building form. See Division 3.4 Uses and Parking

\*Applies only to street-facing portions of building facade located within 80' of the Primary and/or Side Street

I. General (2 of 23)



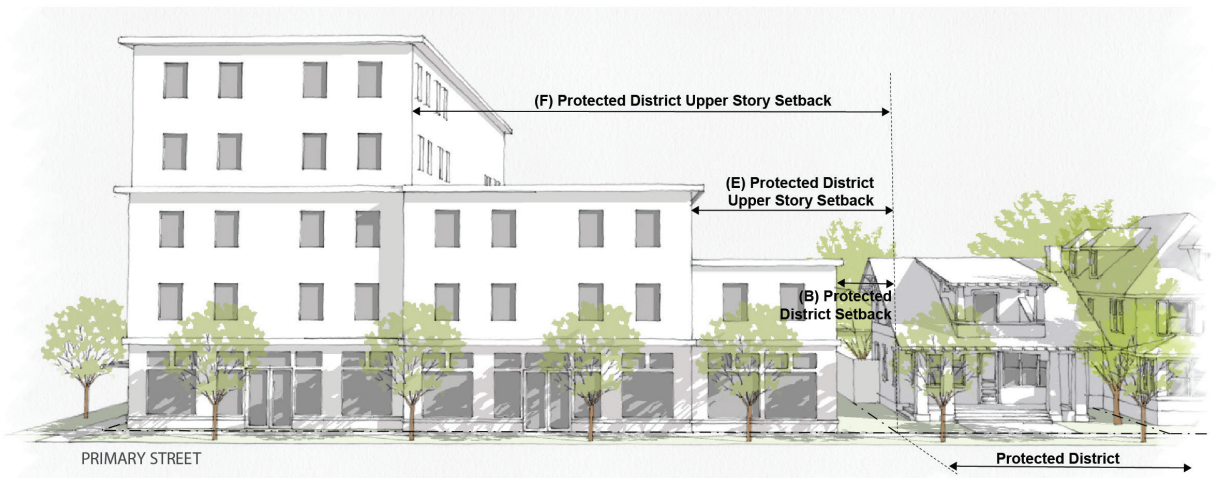
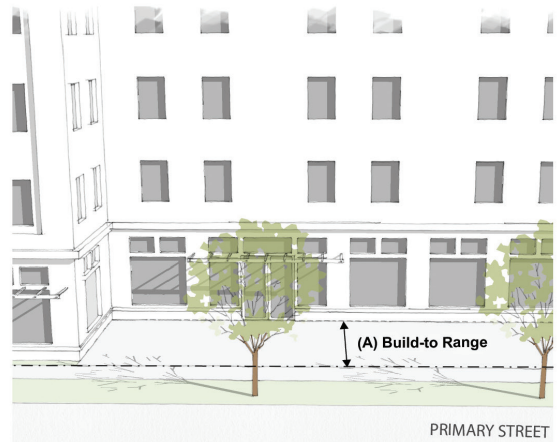
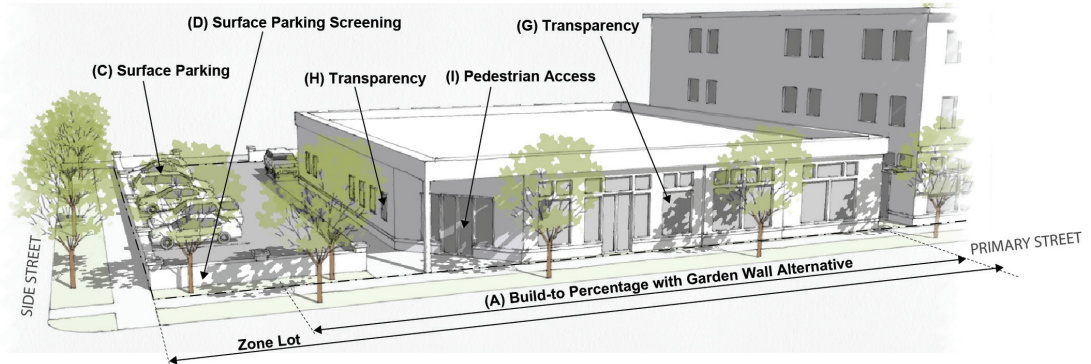
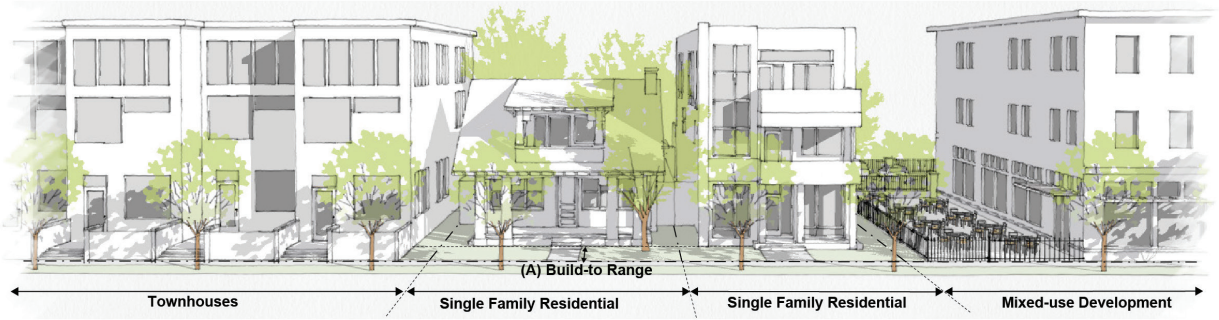
## GENERAL (2 OF 23)

<b>HEIGHT</b>		S-MX-2x	S-MX-2	S-MX-3	S-MX-5	S-MX-8	S-MX-12
Stories (max)		2	2	3	5	8	12
Feet (max)		35'	35'	45'	70'	110'	150'
Feet, within 175' of Protected District (max)		na	na	na	na	75'	75'
Height Exceptions		See Section 3.3.7.1					
<b>SITING</b>		All S-MX Option A			All S-MX Option B		
<b>RESTRICTION</b>		na			Allowed only if ground story is equal or greater than 20,000 square feet		
<b>REQUIRED BUILD-TO</b>							
<b>A</b>	Primary Street (min build-to % within min/max range)	50% 0'/80'			50% 0'/150'		
	Build-to Exceptions and Alternatives	See Sections 3.3.7.2 and 3.3.6.1			See Sections 3.3.7.2 and 3.3.6.1		
<b>SETBACKS</b>							
	Primary Street (min)	0'			0'		
	Side Street (min)	0'			0'		
	Side Interior (min)	0'			0'		
<b>B</b>	Side Interior, adjacent to Protected District (min)	10'			10'		
	Rear (min)	0'			0'		
	Rear, adjacent to Protected District, alley/no alley (min)	S-MX-2x: 0'/5' 0'/10'			S-MX-2x: 0'/5' 0'/10'		
	Setback Exceptions and Encroachments	See Sections 3.3.7.3 and 3.3.7.4			See Sections 3.3.7.3 and 3.3.7.4		
<b>PARKING</b>							
<b>C</b>	Surface Parking between building and Primary Street/ Side Street	Allowed/Allowed			Allowed, limited to two double loaded aisles within the Build-To range/Allowed		
<b>D</b>	Surface Parking Screening	See Article 10, Division 10.5			Garden Wall required within 0'/15' for 100% of the zone lot's Primary and Side Street frontages, excluding access points and portions of building within 0'/15'; following the standards of Article 10, Section 10.5.4.4		
	Vehicle Access, 3 or more side-by-side dwelling units in one structure	From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)					
	Vehicle Access, all other permitted uses	Access determined at Site Development Plan Review					
<b>DESIGN ELEMENTS</b>		S-MX-2x	S-MX-2	S-MX-3	S-MX-5	S-MX-8	S-MX-12
<b>BUILDING CONFIGURATION</b>							
<b>E</b>	Upper Story setback above 27', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	na	na	15'/25'	20'/25'	20'/25'	20'/25'
<b>F</b>	Upper story setback above 51', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	na	na	na	35'/40'	35'/40'	35'/40'
<b>STREET LEVEL ACTIVATION</b>							
<b>G</b>	Transparency, Primary Street (min)	40%*			Residential Only Buildings: 30%*		
<b>H</b>	Transparency, Side Street (min)	25%*					
	Transparency Alternatives	See Section 3.3.6.2					
<b>I</b>	Pedestrian Access, Primary Street	Pedestrian Connection					
<b>USES</b>		All S-MX					
All permitted Primary Uses shall be allowed within this building form See Division 3.4 Uses and Parking							

\*Applies only to street-facing portions of building facade located within 80' of the Primary and/or Side Street

**J. General (3 of 3)**

*Not to Scale. Illustrative Only.*





## GENERAL (3 OF 3)

<b>HEIGHT</b>	<b>S-MX-2A</b>	<b>S-MX-3A</b>	<b>S-MX-5A</b>	<b>S-MX-8A</b>	<b>S-MX-12A</b>
Stories (max)	<u>2</u>	<u>3</u>	<u>5</u>	<u>8</u>	<u>12</u>
Feet (max)	<u>35'</u>	<u>45'</u>	<u>70'</u>	<u>110'</u>	<u>150'</u>
Feet, within 175' of Protected District (max)	<u>na</u>	<u>na</u>	<u>na</u>	<u>75'</u>	<u>75'</u>
Height Exceptions	<u>See Section 3.3.7.1</u>				

<b>SITING</b>	<b>S-MX-2A, -3A, -5A, -8A, -12A</b>				
<b>REQUIRED BUILD-TO</b>					
<b>A</b> Primary Street (min build-to % within min/max range)	<u>60% 0'/20'</u>				
Side Street (min build-to % within min/max range)	<u>na</u>				
Build-to Exceptions and Alternatives	<u>See Sections 3.3.7.2 and 3.3.6.1</u>				
<b>SETBACKS</b>					
Primary Street (min)	<u>0'</u>				
Side Street (min)	<u>0'</u>				
Side Interior (min)	<u>0'</u>				
<b>B</b> Side Interior, adjacent to Protected District (min)	<u>10'</u>				
Rear (min)	<u>0'</u>				
Rear, adjacent to Protected District, alley/no alley (min)	<u>0'/10'</u>				
Setback Exceptions and Encroachments	<u>See Sections 3.3.7.3 and 3.3.7.4</u>				
<b>PARKING</b>					
<b>C</b> Surface Parking between building and Primary Street/ Side Street	<u>Not Allowed/Allowed</u>				
<b>D</b> Surface Parking Screening	<u>See Article 10, Division 10.5</u>				
Vehicle Access, 3 or more side-by-side dwelling units in one structure	<u>From Alley; or Street access allowed when no Alley present (Sec. 3.3.7.6)</u>				
Vehicle Access, all other permitted uses	<u>Shall be determined as part of Site Development Plan Review</u>				

<b>DESIGN ELEMENTS</b>	<b>S-MX-2A</b>	<b>S-MX-3A</b>	<b>S-MX-5A</b>	<b>S-MX-8A</b>	<b>S-MX-12A</b>
<b>BUILDING CONFIGURATION</b>					
<b>E</b> Upper Story setback above 27', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	<u>na</u>	<u>15'/25'</u>	<u>20'/25'</u>	<u>20'/25'</u>	<u>20'/25'</u>
<b>F</b> Upper story setback above 51', adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	<u>na</u>	<u>na</u>	<u>35'/40'</u>	<u>35'/40'</u>	<u>35'/40'</u>
<b>STREET LEVEL ACTIVATION</b>					
<b>G</b> Transparency, Primary Street (min)	<u>40%</u> <u>Residential Only Buildings: 30%</u>				
<b>H</b> Transparency, Side Street (min)	<u>25%</u>				
Transparency Alternatives	<u>See Section 3.3.6.2</u>				
<b>I</b> Pedestrian Access, Primary Street	<u>Entrance</u>				
<b>USES</b>					

(1) All permitted Primary Uses shall be allowed within this building form; and (2) 40% of the portion of the Street Level building frontage that meets the minimum Primary Street build-to requirement shall be occupied by Street Level active uses as described in Section 3.3.5.2.

### 3.3.4.3 Supplemental Standards

#### A. Additional Standards for Detached Accessory Structures in All Zone Districts

##### 1. Gross Floor Area

If an accessory use is operated partially or entirely in one or more detached accessory structures, the gross floor area of such detached accessory structures shall not exceed 10 percent of the area of the zone lot; provided, however, that this limitation shall not apply to detached accessory structures with vehicle access doors.

##### 2. Building Coverage

All detached accessory structures on a zone lot, together with the primary structure(s) on such zone lot, shall not exceed any maximum building coverage standard (taking into account any permitted exemptions) applicable in the subject Zone District for a particular primary building form (e.g., the suburban house, urban house, and duplex building forms are all subject to a maximum building coverage standard).

#### B. Additional Standards for Detached Structures Accessory to Single Unit Dwellings

##### 1. Required Building Materials

All detached structures accessory to primary single unit dwelling use shall be constructed of materials that are (1) compatible with the materials employed on the primary building, (2) durable, and (3) are not constructed from salvage doors, or other similar materials as designated by the Zoning Administrator.

##### 2. Access and Contiguity

Except when used for a permitted accessory dwelling unit, any residential floor area contained within a second story located above an attached accessory structure shall be contiguous to and accessed only through other residential floor area contained within the principal residential structure.

### 3.3.4.4 District Specific Standards Summary

The maximum number of structures per zone lot and building forms allowed by Zone District is summarized below:

Suburban (S-) Neighborhood Context Zone Districts		Max Number of Detached Accessory Structures per Zone Lot	Building Forms			
			Detached Accessory Dwelling Unit	Detached Garage	Other Detached Accessory Structures	Detached Accessory Structures
Single Unit (SU)	S-SU-A, -D, -F, -Fx, -I, -Ix	no max*		■	■	
	S-SU-F1	no max*	□	■	■	
Townhouse (TH)	S-TH-2.5	no max*	■	■	■	
Multi Unit (MU)	S-MU-3, -5, 8, 12, 20	no max*	■	■	■	
Commercial Corridor (CC)	S-CC-3, -3x, -5, -5x	no max				■
Mixed Use (MX)	S-MX-2x	no max				■
	S-MX-2, -3, -5, -8, -12	no max				■
	<u>S-MX-2A, -3A, -5A, -8A, -12A</u>	<u>no max</u>				<u>■</u>
Main Street (MS)	S-MS-3, -5	no max				■

■ = Allowed □ = Allowed subject to limitations \*One per dwelling unit for structures with vehicle access doors, See Section 1.2.3.5

## SECTION 3.3.5 SUPPLEMENTAL DESIGN STANDARDS

### 3.3.5.1 Rooftop and/or Second Story Decks

#### A. Intent

To protect the privacy of adjacent rear yards in low-scale residential neighborhoods.

#### B. Applicability

All S-SU and S-TH Zone Districts

#### C. Supplemental Design Standard

1. Rooftop and/or Second Story Decks are prohibited in the rear 35% of the zone lot depth.
2. The Zoning Administrator may prohibit other similar structures in the rear 35% of the zone lot depth, including detached or freestanding structures, but excluding the detached accessory dwelling unit building form where allowed, when the Zoning Administrator finds the structure would have similar adverse privacy impacts as the specifically prohibited Rooftop and/or Second Story Deck.

### 3.3.5.2 Street Level Active Uses in the S-MX-2A, -3A, -5A, -8A, -12A and S-MS Zone Districts

#### A. Intent

To promote activity on the street and sidewalk, enhance safety and encourage a vibrant urban environment.

#### B. Applicability

This Section 3.3.5.2 applies to the General building form in the S-MX-2A, -3A, -5A, -8A, -12A zone districts and the Shopfront building form in all the S-MS zone districts.

#### C. Street Level Active Uses

1. Street Level active uses include all permitted primary uses except the following:
  - a. Mini-storage Facility; or
  - b. Wholesale Trade or Storage, Light.
2. Street Level active uses include all permitted accessory uses except the following:
  - a. Car Wash Bay Accessory to Automobile Services or Hotel Uses; or
  - b. Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses.
3. Street Level active uses shall not include Parking Spaces or Parking Aisles.
4. Street Level active uses shall occupy Street Level floor area for a minimum depth of 15 feet (may include the depth of a recessed entrance allowed to meet minimum pedestrian access standards).
5. The length of any build-to alternatives permitted by Section 3.3.6.1 shall not apply toward the required percentage of Street Level building frontage that must be occupied by a Street Level active use.

## SECTION 3.3.6 DESIGN STANDARD ALTERNATIVES

### 3.3.6.1 Required Build-To Alternatives

#### A. Intent

To help define the public realm and enhance the visual quality of the built environment where it is not possible to do so with building facades.

TRANSPARENCY ALTERNATIVES						
ZONE DISTRICT	ZONE LOT LINE DESIGNATION	DISPLAY CASES AND AUTOMATED TELLER MACHINES (MAX)	WALL DESIGN ELEMENTS (MAX)	PERMANENT OUTDOOR EATING / SERVING AREAS (MAX)	PERMANENT ART (MAX)	COMBINATION OF ALTERNATIVES (MAX)
S-MS	Primary Street	40%	50%	60%	40%	50%
	Side Street	40%	50%	80%	40%	50%

\*Wall design elements that are applied to the entire length of the Street Level wall may count toward up to 100% of required side street transparency.

### 3.3.6.3 Pedestrian Access (Entrance) Alternatives

**A. Intent**

To provide a clear and obvious, publicly accessible route connecting the Primary Street to the primary uses within the building.

**B. Allowance**

In the S-MX-2A, -3A, -5A, -8A, -12A Zone Districts for all building forms, one of the following may be used as an alternative to a required Entrance, provided that the alternative meets the design standards described in Section 13.1.6.2.B.4:

1. Courtyard or Plaza
2. Covered Walkway

### 3.3.6.4 Attached Garage Alternative

**A. Intent**

To allow for an attached garage, designed as an integral part of the building’s facade, to project forward of a primary street facing facade when the design of the entire building de-emphasizes the garage entrance and function.

**B. Applicability**

Zone lots that meet both of the following may utilize this alternative:

1. Zoned S-SU, S-TH, or S-MU; and
2. Zone Lot Width along Primary Street is at least 100’

**C. Allowance**

An attached garage may be located closer to the minimum Primary Street setback line than the Primary Street facing facade(s) enclosing the primary use, if the attached garage complies with all of the following standards:

1. Garage doors shall not face the Primary Street (See Section 13.1.6.1.I);
2. Maximum 30’ width and maximum 12’ depth dimension for the portion of the attached garage projecting forward of the Primary Street facing facade;
3. The attached garage facade facing the Primary Street has similar architectural and material treatment as the other portions of the Primary Street facing facade.

### SECTION 3.4.4 DISTRICT SPECIFIC STANDARDS

KEY: \* = Need Not be Enclosed P = Permitted Use without Limitations L = Permitted Use with Limitations NP = Not Permitted Use  
 ZP = Zoning Permit Review ZPIN = Subject to Zoning Permit Review with Informational Notice ZPSE = Subject to Zoning Permit with Special Exception Review  
 When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

USE CATEGORY	SPECIFIC USE TYPE • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)	RESIDENTIAL PRIMARY USE CLASSIFICATION										APPLICABLE USE LIMITATIONS
		S-SU-Fx S-SU-1x	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5	
Household Living	Dwelling, Single Unit • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Dwelling, Two Unit • Vehicle: 1.25/unit • MS only: 1/unit • Bicycle: No requirement	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	\$11.2.2
	Dwelling, Multi-Unit • Vehicle - MS only: 1/unit • Vehicle: 1.25/unit • Bicycle: 1/ 5 units (80/20)	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	\$11.2.3
	Dwelling, Live / Work • Vehicle - MS only: 1/unit • Vehicle: 1.25/unit • Bicycle: 1/ 5 units (80/20)	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.2.4
Group Living	Assisted Living Facility • Vehicle: .75/unit • Bicycle: No requirement	NP	NP	P-ZPIN	P-ZPIN	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Community Corrections Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Nursing Home, Hospice • Vehicle: .75/unit • Bicycle: No requirement	NP	NP	NP	P-ZPIN	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Residence for Older Adults • Vehicle: .75/unit • Bicycle: No requirement	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	\$11.2.7
	Residential Care Use, Small or Large • Vehicle: .25/unit • Bicycle: No requirement	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	\$11.2.8
	Rooming and Boarding House • Vehicle - MS only: 2 / 1,000 ft <sup>2</sup> GFA • Vehicle: 5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	P-ZP	P-ZP	P-ZP	NP	NP	P-ZP	P-ZP	
	Shelter for the Homeless • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	L	L	L	L-ZPIN/L	L-ZPIN/L	L-ZPIN/L	L	L	L-ZPIN/L	L-ZPIN/L	\$11.2.9
Student Housing • Vehicle - MS only: 1/unit • Vehicle: 1.25/unit • Bicycle: 1/ 5 units (80/20)	NP	NP	NP	P-ZP	P-ZP	P-ZP	NP	P-ZP	P-ZP	P-ZP		
CIVIC, PUBLIC & INSTITUTIONAL PRIMARY USE CLASSIFICATION												
Basic Utilities	Utility, Major Impact* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	\$11.3.1
	Utility, Minor Impact* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.3.2

KEY: \* = Need Not be Enclosed P = Permitted Use without Limitations L = Permitted Use with Limitations NP = Not Permitted Use  
ZP = Zoning Permit Review ZPIN = Subject to Zoning Permit Review with Informational Notice ZPSE = Subject to Zoning Permit with Special Exception Review  
When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

USE CATEGORY	SPECIFIC USE TYPE • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)											APPLICABLE USE LIMITATIONS	
		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5		
Community/ Public Services	Community Center • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: 1 / 10,000 ft <sup>2</sup> GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.3.3
	Day Care Center • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	L-ZP	L-ZP	P-ZPIN	P-ZP	P-ZP	P-ZP	P-ZPIN	P-ZP	P-ZP	P-ZP	P-ZP	\$11.3.4
	Postal Facility, Neighborhood • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 20,000 ft <sup>2</sup> GFA (20/80)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Postal Processing Center • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	P-ZP	P-ZP	NP	NP	P-ZP	P-ZP		
	Public Safety Facility • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	\$11.3.5
	Hospital	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Correctional Institution	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Cultural/Special Purpose/Public Parks & Open Space	Cemetery*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Library • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Museum • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	NP	NP	NP	NP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	City Park*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Open Space - Recreation* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Open Space - Conservation* • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	

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USE CATEGORY	SPECIFIC USE TYPE • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)											APPLICABLE USE LIMITATIONS	
		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5		
Education	Elementary or Secondary School • Vehicle- High School: 2/1,000 ft <sup>2</sup> GFA • Bicycle - High School: 1/ 20,000 ft <sup>2</sup> GFA (0/100) • Vehicle- All Others: 1/1,000 ft <sup>2</sup> GFA • Bicycle-All Others: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.3.8
	University or College • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	NP	NP	NP	L-ZP	L-ZP	L-ZP	NP	L-ZP	L-ZP	L-ZP	L-ZP	§11.3.8; § 11.3.9
	Vocational or Professional School • Vehicle: 1/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/ 10,000 ft <sup>2</sup> GFA (0/100)	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.3.8
Public and Religious Assembly	All Types • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1 / 10,000 ft <sup>2</sup> GFA (0/100)	L-ZP	L-ZP	L-ZP	L-ZP	P-ZP	P-ZP	L-ZP	P-ZP	P-ZP	P-ZP	§ 11.3.10	
COMMERCIAL SALES, SERVICES, & REPAIR PRIMARY USE CLASSIFICATION													
Adult Business	All Types	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	See Section 9.4.4, Use Overlay Districts, for adult business use allowance in the UO-1 District.
Arts, Recreation & Entertainment	Arts, Recreation and Entertainment Services, Indoor • Vehicle - Artist Studio: 0.3/1000 ft <sup>2</sup> GFA • Vehicle - All Others - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle - All Others: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	P-ZP	P-ZP	L-ZPIN	L-ZP	P-ZP	P-ZP	P-ZP	§ 11.4.2
	Arts, Recreation and Entertainment Services, Outdoor* • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	L-ZPSE	L-ZP	NP	L-ZPSE	L-ZPSE	L-ZPSE	L-ZPSE	§ 11.4.3
	Sports and/or Entertainment Arena or Stadium*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	

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		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5		
Nonresidential Uses in Existing Business Structures In Residential Zones (All Uses Shall Be Parked According to the Parking Requirement Stated in this Use Table for the Specific Nonresidential Use)		L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	Not Applicable						\$11.4.5
Parking of Vehicles	Parking, Garage • No Parking Requirements	NP	NP	NP	P-ZP	P-ZP	P-ZP	NP	P-ZP	P-ZP	P-ZP	
	Parking, Surface* • No Parking Requirements	NP	NP	L-ZP	L-ZP	P-ZP	P-ZP	NP	NP	NP	NP	\$ 11.4.6
Eating & Drinking Establishments	All Types • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 5/1,000 ft <sup>2</sup> GFA • Bicycle: 1/5,000 ft <sup>2</sup> GFA (0/100)	NP	NP	NP	NP	P-ZP	P-ZP	L-ZPSE	L-ZP	P-ZP	P-ZP	\$ 11.4.8
Lodging Accommodations	Bed and Breakfast Lodging • Vehicle: 1/guest room or unit • Bicycle: 1/20,000 ft <sup>2</sup> GFA (60/40)	NP	NP	NP	NP	P-ZP	P-ZP	NP	P-ZP	P-ZP	P-ZP	
Lodging Accommodations	Lodging Accommodations, All Others • Vehicle: 1/guest room or unit • Bicycle: 1/20,000 ft <sup>2</sup> GFA (60/40)	NP	NP	NP	NP	P-ZP	P-ZP	NP	NP	P-ZP	P-ZP	
Office	Dental / Medical Office or Clinic • Vehicle: 2/1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (60/40)	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.4.9
	Office, All Others • Vehicle: 2/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (60/40)	NP	NP	NP	NP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	



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		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5	
Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair)	Animal Sales and Services, Household Pets Only • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	L-ZP	L-ZP	L-ZPIN	L-ZP	L-ZP	L-ZP	\$11.4.11; \$11.4.12
	Animal Sales and Services, All Others	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Body Art Establishment • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	NP	L-ZP	NP	NP	L-ZP	L-ZP	\$11.4.10 \$11.4.13
	Food Sales or Market • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	P-ZP	P-ZP	L-ZP	L-ZP	P-ZP	P-ZP	\$11.4.14
Retail Sales, Service & Repair (Not Including Vehicle or Equipment Sales, Service & Repair)	Liquor Store, Including Drug-stores Licensed to Sell Liquor • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	L-ZP	L-ZP	L-ZPIN	L-ZP	L-ZP	L-ZP	\$11.4.10 \$11.4.12
	Pawn Shop	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Retail Sales, Service & Repair -- Outdoor* • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	NP	L-ZP	L-ZPIN	L-ZPIN	NP	NP	\$11.4.10 \$11.4.14
	Retail Sales, Service & Repair - Firearms Sales • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	NP	P-ZP	NP	NP	NP	P-ZP	
Retail Sales, Service & Repair, All Others • Vehicle - MS only: 2/1,000 ft <sup>2</sup> GFA • Vehicle: 2.5/ 1,000 ft <sup>2</sup> GFA • Bicycle: 1/20,000 ft <sup>2</sup> GFA (20/80)	NP	NP	NP	NP	P-ZP	P-ZP	L-ZP	L-ZP	P-ZP	P-ZP	\$11.4.810	

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		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5		
Vehicle / Equipment Sales, Rentals, Service & Repair	Automobile Emissions Inspection Facility • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	P-ZP	P-ZP	NP	L-ZP	P-ZP	P-ZP	§11.4.18	
	Automobile Services, Light • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	L-ZP	L-ZP	NP	L-ZPSE	L-ZP	L-ZP	§11.4.19; §11.4.20	
	Automobile Services, Heavy • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP/ ZPSE	NP	NP	NP	L-ZP/ ZPSE	§11.4.19; §11.4.21	
	Automobile / Motorcycle / Light Truck Sales, Rentals, Leasing; Pawn Lot or Vehicle Auctioneer* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP	NP	NP	L-ZP	L-ZP	§11.4.22	
	Heavy Vehicle/ Equipment Sales, Rentals & Service* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	P-ZPSE	NP	NP	NP	NP		
<b>INDUSTRIAL, MANUFACTURING &amp; WHOLESALE PRIMARY USE CLASSIFICATION</b>													
Communications and Information	Antennas Not Attached to a Tower* • No Parking Requirements	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.5.2	
	Communication Services • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	S-CC-3x: L-ZP/ ZPSE S-CC-5x: P-ZP	L-ZPSE	NP	L-ZP/ZPSE	S-MX-3, 3A: L-ZP/ ZPSE All Others: P-ZP	S-MS-3: L-ZP/ ZPSE S-MS-5: P-ZP	§11.5.1	
	Telecommunications Towers* • No Parking Requirements	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	§11.5.2
	Telecommunications Tower - Alternative Structure* • No Parking Requirements	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	L-ZP/ ZPIN	§11.5.2
	Telecommunication Facilities - All Others* • No Parking Requirements	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	§11.5.2
Industrial Services	Contractors, Special Trade - General • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP	NP	NP	L-ZP	L-ZP	§11.5.3	
	Contractors, Special Trade - Heavy/ Contractor Yard*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP		

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		S-SU-Fx S-SU-lx	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I	S-SU-I
Industrial Services	Food Preparation and Sales, Commercial • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	L-ZP	L-ZP	L-ZPIN	L-ZPIN	L-ZP	L-ZP	§ 11.5.5
	Laboratory, Research, Development and Technological Services • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP	NP	NP	L-ZP	L-ZP	§11.5.6
	Service/Repair, Commercial • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP	NP	NP	L-ZP	L-ZP	§11.5.7
Manufacturing and Production	Manufacturing, Fabrication & Assembly -- Custom • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.5.8
	Manufacturing, Fabrication & Assembly -- General • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZP/ ZPSE	NP	NP	L-ZP/ ZPSE	L-ZP/ ZPSE	§11.5.9
	Manufacturing, Fabrication & Assembly -- Heavy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Mining & Extraction and Energy Producing Systems	Oil, Gas -- Production, Drilling*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Sand or Gravel Quarry*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Wind Energy Conversion Systems* • No Parking Requirements	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	§11.5.13
Transportation Facilities	Airport*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Helipad, Helistop, Heliport* • No Parking Requirements	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZP	L-ZP	L-ZPIN	L-ZPIN	L-ZP	L-ZP	§11.5.14
	Railroad Facilities*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Railway Right-of-Way* • No Parking Requirements	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	
	Terminal, Station or Service Facility for Passenger Transit System • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	§11.5.16
Terminal, Freight, Air Courier Services	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP		
Waste Related Services	Automobile Parts Recycling Business*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Junkyard*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Recycling Center	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Recycling Collection Station	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Recycling Plant, Scrap Processor	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Solid Waste Facility	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP		
Wholesale, Storage, Warehouse & Distribution	Automobile Towing Service Storage Yard*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Mini-storage Facility • Vehicle: 0.1/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	P-ZP	P-ZP	NP	NP	L-ZP	L-ZP	§11.5.23

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		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5		
Wholesale, Storage, Warehouse & Distribution	Vehicle Storage, Commercial* • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	L-ZPIN	NP	NP	NP	NP	NP	§11.5.24
	Wholesale Trade or Storage, General • Vehicle: .5/ 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	NP	P-ZPIN	NP	NP	NP	NP	NP	
	Wholesale Trade or Storage, Light • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	L-ZP/ ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	NP	NP	L-ZP/ZPIN/ ZPSE	L-ZP/ ZPIN/ ZPSE	NP	§11.5.26
<b>AGRICULTURE PRIMARY USE CLASSIFICATION</b>													
Agriculture	Aquaculture*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Garden, Urban* • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.6.2
	Husbandry, Animal*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
	Husbandry, Plant* Plant Nursery • Vehicle: .5 / 1,000 ft <sup>2</sup> GFA • Bicycle: No requirement	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.6.4
<b>ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION</b>													
Accessory to Primary Residential Uses (Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Unlisted Accessory Uses	L - Applicable to all Zone Districts										§11.7	
	Accessory Dwelling Unit	NP	S-SU-F1 only: L-ZP; All other: NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.7; §11.8.2
	Domestic Employee	L	L	L	L	L	L	L	L	L	L	L	§11.7; §11.8.3
	Garden*	L	L	L	L	L	L	L	L	L	L	L	§11.7; §11.8.4
	Keeping of Household Animals*	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	L / L-ZPIN	§11.7; §11.8.5
	Keeping and Off-Street Parking of Vehicles, Motorcycles, Trailers & Recreational Vehicles*	L	L	L	L	L	L	L	L	L	L	L	§11.7; §10.9
	Kennel or Exercise Run*	L	L	L	L	L	L	L	L	L	L	L	§11.7; §11.8.6
	Limited Commercial Sales, Services Accessory to Multi-Unit Dwelling Use	NP	NP	NP	L-ZP	Not Applicable - See Permitted Primary Uses						§11.7; §11.8.7	
	Second Kitchen Accessory to Single Unit Dwelling Use	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.7; §11.8.8
	Vehicle Storage, Repair and Maintenance*	L	L	L	L	L	L	L	L	L	L	L	§11.7; §10.9
Wind Energy Conversion Systems*	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	L-ZPIN/ ZPSE	Not Applicable - See Permitted Primary Uses						§11.8; §11.5.13		
Yard or Garage Sales*	L	L	L	L	L	L	L	L	L	L	L	§11.8; §11.8.9	

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USE CATEGORY	SPECIFIC USE TYPE • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)											APPLICABLE USE LIMITATIONS
		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5	

HOME OCCUPATIONS ACCESSORY TO PRIMARY RESIDENTIAL USES USE CLASSIFICATION

Home Occupations (Parking is Not Required for Home Occupations Unless Specifically Stated in this Table or in an Applicable Use Limitations)		L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	
Adult Care Home		L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.1
Animal Care Services		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.2
Artist Studio		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.3
Beauty Shop or Salon		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.4
Child Care Home, Small		L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.5
Child Care Home, Large		L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	§11.9; §11.9.3
Clock and Watch Repair		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.6
Craft Work		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.7
Custom Dress-making, Millinery, Tailoring, Sewing		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.8
Food Preparation		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.9
Foster Family Care		L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.10
Fresh Produce and Cottage Foods Sales*		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.11
Laundering and Pressing		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.12
Office, Non-Medical, Non-Dental		L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.13
Professional Studio		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.14
Rooming and/or Boarding		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.15
Tutoring Services		NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	§11.9; §11.9.4.16
Unlisted Home Occupations		NP	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	L-ZPIN	§11.9; §11.9.5

KEY: \* = Need Not be Enclosed P = Permitted Use without Limitations L = Permitted Use with Limitations NP = Not Permitted Use  
ZP = Zoning Permit Review ZPIN = Subject to Zoning Permit Review with Informational Notice ZPSE = Subject to Zoning Permit with Special Exception Review  
When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

USE CATEGORY	SPECIFIC USE TYPE • Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)											APPLICABLE USE LIMITATIONS
		S-SU-Fx S-SU-Ix	S-SU-A S-SU-D S-SU-F S-SU-F1 S-SU-I	S-TH-2.5	S-MU-3 S-MU-5 S-MU-8 S-MU-12 S-MU-20	S-CC-3x S-CC-5x	S-CC-3 S-CC-5	S-MX-2x	S-MX-2 S-MX-2A	S-MX-3 S-MX-3A S-MX-5 S-MX-5A S-MX-8 S-MX-5A S-MX-12 S-MX-12A	S-MS-3 S-MS-5	

**ACCESSORY TO PRIMARY NONRESIDENTIAL USES USE CLASSIFICATION**

USE CATEGORY	SPECIFIC USE TYPE	L - Applicable to all Zone Districts										APPLICABLE USE LIMITATIONS
		NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	
Accessory to Primary Non-residential Uses  (Parking is Not Required for Accessory Uses Unless Specifically Stated in this Table or in an Applicable Use Limitation)	Unlisted Accessory Uses	L - Applicable to all Zone Districts										\$11.7; \$11.10.1
	Amusement Devices Accessory to Eating/Drinking Establishments, College/University and Theater Uses	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.7; \$11.10.2
	Automobile Rental Services Accessory to Certain Retail Uses*	NP	NP	NP	NP	L	Not Applicable - See Permitted Primary Uses	NP	NP	Not Applicable - See Permitted Primary Uses	Not Applicable - See Permitted Primary Uses	\$11.7; \$11.10.3
	Book or gift store; media recording and production facilities accessory to public libraries, museums, places of religious assembly, colleges or universities	L	L	L	L	Not Applicable - See Permitted Primary Uses						\$11.7; \$11.10.4
	Car Wash Bay Accessory to Automobile Services	NP	NP	NP	NP	L-ZP	L-ZP	NP	NP	L-ZP	NP	\$11.7; \$11.10.5
	College accessory to a Place for Religious Assembly	L	L	L	Not Applicable - See Permitted Primary Uses			L	Not Applicable - See Permitted Primary Uses			\$11.7; \$11.10.6
	Conference Facilities Accessory to Hotel Use	NP	NP	NP	NP	L	L	NP	NP	L	L	\$11.7; \$11.10.7
	Drive Through Facility Accessory to Eating/Drinking Establishments and to Retail Sales, Service, and Repair Uses*	NP	NP	NP	NP	L-ZP	L-ZP	NP	L-ZP	L-ZP	L-ZP	\$11.7; \$11.10.8
	Garden*	L	L	L	L	L	L	L	L	L	L	\$11.7; \$11.10.9
	Keeping of Animals	L/L-ZPIN	L/L-ZPIN	L/L-ZPIN	L/L-ZPIN	L/L-ZP/L-ZPIN	L/L-ZP/L-ZPIN	L/L-ZPIN	L/L-ZP/L-ZPIN	L/L-ZP/L-ZPIN	L/L-ZP/L-ZPIN	\$11.7; \$11.10.10
	Nonresidential Uses in Existing Business Structures In Residential Zones - Accessory Uses	L	L	L	L	Not Applicable						\$11.7; \$11.4.5
	Occasional Sales, Services Accessory to Places of Religious Assembly*	L	L	L	L	L	L	L	L	L	L	\$11.7; \$11.10.11
	Outdoor Eating and Serving Area Accessory to Eating/Drinking Establishment Use*	NP	NP	NP	NP	L-ZP/ZPSE	L-ZP/ZPSE	L-ZP/ZPSE	L-ZP/ZPSE	L-ZP/ZPSE	L-ZP/ZPSE	\$11.7; \$11.10.12
	Outdoor Entertainment Accessory to an Eating/Drinking Establishment Use*	NP	NP	NP	NP	L-ZPIN/ZPSE	L-ZPIN/ZPSE	NP	NP	L-ZPIN/ZPSE	L-ZPIN/ZPSE	\$11.7; \$11.10.13
	Outdoor Retail Sale and Display*	NP	NP	NP	NP	L-ZP	L-ZP	NP	L-ZP	L-ZP	L-ZP	\$11.7; \$11.10.14
	Outdoor Storage, General*	NP	NP	NP	NP	L-ZP	L-ZP	NP	NP	L-ZP	NP	\$11.7; \$11.10.15
	Outdoor Storage, Limited*	NP	NP	NP	NP	L	L	L	L	L	L	\$11.7; \$11.10.16
Rental or Sales of Adult Material Accessory to a Permitted Bookstore Retail Sales Use	NP	NP	NP	NP	L	L	L	L	L	L	\$11.7; \$11.10.17	

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 When no ZP, ZPIN, ZPSE listed = No Zoning Permit required

USE CATEGORY	SPECIFIC USE TYPE											APPLICABLE USE LIMITATIONS															
	• Vehicle Parking Reqmt: # spaces per unit of measurement • Bicycle Parking Reqmt : # spaces per unit of measurement (% Required Spaces in Enclosed Facility /% Required Spaces in Fixed Facility)	S-SU-A	S-SU-D	S-SU-F	S-SU-F1	S-SU-I	S-TH-2.5	S-MU-3	S-MU-5	S-MU-8	S-MU-12	S-MU-20	S-CC-3x	S-CC-3	S-CC-5	S-MX-2x	S-MX-2	S-MX-3	S-MX-3A	S-MX-5	S-MX-5A	S-MX-8	S-MX-5A	S-MX-12	S-MX-12A	S-MS-3	S-MS-5

**TEMPORARY USE CLASSIFICATION**

Temporary Uses (Parking is Not Required for Temporary Uses Unless Specifically Stated in this Table or in an Applicable Use Limitations)	Unlisted Temporary Uses	L - Applicable to all Zone Districts										\$11.11.1
		NP	NP	NP	L-ZP	Not Applicable - See Permitted Primary Uses						
Ambulance Service - Temporary	NP	NP	NP	NP	L-ZP	Not Applicable - See Permitted Primary Uses						
Amusement / Entertainment - Temporary*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Bazaar, Carnival, Circus or Special Event*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.4
Building or yard for construction materials*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.5
Concrete, Asphalt, and Rock Crushing Facility*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.6
Fence for Demolition or Construction Work	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.7
Health Care Center	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	P-ZP	\$11.11.8
Noncommercial Concrete Batching Plant*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.9
Outdoor Retail Sales - Pedestrian / Transit Mall*	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	
Outdoor Retail Sales*	NP	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	NP	\$11.11.11
Outdoor Sales, Seasonal*	NP	NP	NP	NP	NP	L-ZP	L-ZP	L-ZP/ ZPIN	L-ZP/ZPIN	L-ZP	L-ZP	\$11.11.12
Parking Lot Designated for a Special Event*	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.13
Retail Food Establishment, Mobile*	NP	NP	NP	NP	NP	L-ZP	L-ZP	NP	L-ZP	L-ZP	NP	\$11.11.14
Temporary Construction Office	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.15
Temporary Office - Real Estate Sales	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	L-ZP	\$11.11.16
Tent for Religious Services	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP	

## SECTION 10.10.9 MIXED USE 2X, **SUBURBAN NEIGHBORHOOD CONTEXT MIXED USE 2A**, AND MAIN STREET 2X ZONE DISTRICTS SIGN STANDARDS

### 10.10.9.1 General

- A. Signs may be erected, altered and maintained only for and by a use by right or conditional use in the district in which the signs are located; shall be located on the same zone lot as the use by right or conditional use and shall be clearly incidental, customary and commonly associated with the operation of the use by right or conditional use; provided, however, that no sign of any type shall be erected or maintained for or by a single unit dwelling except signs permitted according to Sections 10.10.3.1.A, 10.10.3.1.B, 10.10.3.1.E, 10.10.3.1.G, 10.10.3.1.I, and signs identifying home occupations according to Section 11.9.2.4.
- B. The sign standards contained within this Section apply to the following Zone Districts: S-MX-2x; **S-MX-2A**; E-MX-2x; E-MS-2x; U-MX-2x; U-MS-2x

### 10.10.9.2 Permanent Signs

Permanent signs shall comply with the following standards:

<b>Contents</b>	Identification by letter, numeral, symbol or design of the use by right or conditional use by name, use, hours of operation, services offered and events.
<b>Sign Types</b>	Wall, window, ground, projecting, and arcade, except that projecting signs are prohibited for uses without direct street access on the ground story.
<b>Maximum Number</b>	<p>Projecting Signs Only: Each user may display 1 projecting sign adjacent to every street upon which the user has frontage and an entry, or 1 projecting sign at the corner of a building where the user has 2 frontages, provided that the approval of the manager of public works has been given pursuant to the provisions of Section 49-436 of the Revised Municipal Code.</p> <p>All Other Signs, including a Mix of Projecting and Other Sign Types: Each use may have the greater number of the following: 5 signs; or 2 signs for each front line of the zone lot on which the use is located.</p>
<b>Maximum Sign Area</b>	<p>Dwelling, Multiple Unit: 20 square feet or 1 square foot of sign area for each dwelling unit in a multiple unit dwelling not, however, to exceed 96 square feet of total sign area for any use and not more than 32 square feet of sign area to be applied to any 1 street front.</p> <p>Lodging Accommodations: On zone lots having a linear street frontage of 100 feet or less, 100 square feet; on zone lots having a linear street frontage of more than 100 feet, 1 square foot of sign for each linear foot of street front; provided, however, computations shall be made and sign area shall be determined on each street frontage separately and, provided further, that in no event shall more than 300 square feet of sign area be applied to any 1 street front. No sign shall exceed 300 square feet in size.</p> <p>University or College: The following regulations shall apply to the campus. 2 square feet of sign area for each 5 linear feet of street frontage of the zone lot; provided, however, that: the total area of all signs along any 1 street front shall not exceed 150 square feet of sign area, and no sign over 50 square feet shall be located within 100 feet of the zone lot line or campus boundary.</p> <p>All Others: 20 square feet or the total permitted sign area for each use shall be determined by one of the following provisions; not, however, to exceed 192 square feet of total sign area for any 1 use and not more than 96 square feet of sign area to be applied to any 1 street front:</p> <ul style="list-style-type: none"> <li>• For a zone lot having but 1 use by right or conditional use. 2 square feet of sign area for each 5 linear feet of street frontage of the zone lot; provided, however, that in computing the area of such signs not more than 2 street fronts, 1 contiguous with the other shall be used.</li> <li>• For a zone lot having 2 or more uses by right or conditional uses. 20 square feet plus 1 square foot of sign area for each 2 horizontal linear feet of that portion of the building frontage occupied by the use by right or conditional use.</li> </ul>



- A. Permitted sign types: Wall and ground.
- B. Permitted maximum number: 1 wall sign or 1 ground sign for each front line of the zone lot.
- C. Permitted sign area: 1 square foot of sign area for each 2 linear feet of street frontage; provided, however, that the total sign area shall not exceed 200 square feet.
- D. Permitted maximum height above grade: 20 feet.
- E. Permitted location: Shall be set back at least 5 feet from every boundary line of the zone lot in districts requiring a front setback for structures; otherwise need not be set back from the boundary lines of the zone lot. Wall signs may project into the required setback space the permitted depth of the sign. In districts not requiring a front setback for structures, wall signs attached to walls which are adjacent to a street right-of-way line may project into the right-of-way in accordance with D.R.M.C., Section 49-436.
- F. Permitted illumination: May be illuminated and all direct illumination shall not exceed 25 watts per bulb.
- G. Prohibited: Flashing signs are prohibited and animated signs are prohibited.

## SECTION 10.10.10 MIXED USE COMMERCIAL ZONE DISTRICTS-TIER 1 SIGN STANDARDS

### 10.10.10.1 General

- A. Signs may be erected, altered and maintained only for and by a use by right in the district in which the signs are located; shall be located on the same zone lot as the use by right and shall be clearly incidental, customary and commonly associated with the operation of the use by right.
- B. The sign standards contained within this Section apply to the following Zone Districts:

SUBURBAN NEIGHBORHOOD CONTEXT	URBAN EDGE NEIGHBORHOOD CONTEXT	URBAN NEIGHBORHOOD CONTEXT	GENERAL URBAN NEIGHBORHOOD CONTEXT	URBAN CENTER NEIGHBORHOOD CONTEXT	MASTER PLANNED CONTEXT
S-CC-3x	E-CC-3x	U-MX-2	G-MX-3	C-MX-3	M-MX-5
S-CC-5x	E-MX-2A	U-MX-3		C-MX-5	M-IMX-5
S-MX-2	E-MX-2	U-MS-2		C-MX-8	M-IMX-8
<u>S-MX-3A</u>	E-MX-3A			C-MX-12	M-IMX-12
S-MX-3	E-MX-3			C-MX-16	M-GMX
<u>S-MX-5A</u>	E-MS-2			C-MX-20	
S-MX-5					
<u>S-MX-8A</u>					
S-MX-8					
<u>S-MX-12A</u>					
S-MX-12					

### 10.10.10.2 Permanent Signs

Permanent signs shall comply with the following standards:

<b>Contents</b>	Identification by letter, numeral, symbol or design of the uses by right by name, use, hours of operation, services and products offered, events and prices of products and services.
<b>Sign Types</b>	Wall, window, ground, projecting, and arcade, except that projecting signs are prohibited for uses without direct street access on the ground story.

**From:** [Planning Services - CPD](#)  
**To:** [Dalton, Kyle A. - Community Planning and Development](#)  
**Subject:** FW: Zoning Text Amendment Planning Board Public Hearing Notification: S-MX-\_A Zone District Series – Text Amendment #5  
**Date:** Wednesday, September 02, 2015 8:55:08 AM

**From:** sturtz@reagan.com [mailto:sturtz@reagan.com]  
**Sent:** Tuesday, September 01, 2015 9:15 PM  
**To:** Planning Services - CPD  
**Subject:** RE: Zoning Text Amendment Planning Board Public Hearing Notification: S-MX-\_A Zone District Series – Text Amendment #5

We all know, (including the city attorney) this is just more of the same corrupt, bribery influenced, bullshit from the City of Denver.

-----Original Message-----

**From:** "Planning Services - CPD" <[PlanningServices@denvergov.org](mailto:PlanningServices@denvergov.org)>  
**Sent:** Tuesday, September 1, 2015 10:50am  
**To:**  
**Cc:** "Dalton, Kyle A. - Community Planning and Development" <[Kyle.Dalton@denvergov.org](mailto:Kyle.Dalton@denvergov.org)>, "Showalter, Sarah K - CPD Planning Services" <[Sarah.Showalter@denvergov.org](mailto:Sarah.Showalter@denvergov.org)>  
**Subject:** Zoning Text Amendment Planning Board Public Hearing Notification: S-MX-\_A Zone District Series - Text Amendment #5

DENVER ZONING CODE TEXT AMENDMENT PLANNING BOARD PUBLIC HEARING NOTIFICATION			
<b>NAME AND NUMBER</b>	S-MX-_A Zone District Series – Text Amendment #5		
<b>APPLICANT</b>	Brad Buchanan, Executive Director of Community Planning & Development		
<b>SUMMARY OF CONTENTS</b>	Creates a new series of Suburban Neighborhood Context mixed use zone districts (S-MX-3A, S-MX-5A, S-MX-8A, and S-MX-12A) with maximum heights of 3, 5, 8, and 12 stories. The purposes are to adjust building form standards to reinforce strong street edges in appropriate locations consistent with suburban neighborhood contexts, and implement adopted plans including transit-oriented development plans in greenfield locations.		
<b>CASE MANAGER</b>	Kyle Dalton, AICP Senior City Planner	<b>PHONE/EMAIL</b>	(720) 865-2972 <a href="mailto:Kyle.dalton@denvergov.org">Kyle.dalton@denvergov.org</a>
PLANNING BOARD PUBLIC HEARING INFORMATION			
<b>DATE</b>	Wednesday, September 16 <sup>th</sup> , 2015		
<b>TIME</b>	3:00pm		
<b>PLACE</b>	Wellington E. Webb Municipal Building at 201 W. Colfax Avenue		
<b>ROOM</b>	4 <sup>th</sup> floor conference room #4.F.6/4.G.2		
<b>** NOTICE IS PROVIDED TO ALL REGISTERED NEIGHBORHOOD ORGANIZATIONS **</b>			
<b>** NOTICE IS PROVIDED TO ALL CITY COUNCIL MEMBERS **</b>			

A redline draft of the above-referenced proposed Text Amendment to the Denver Zoning Code and a summary of the process can be viewed at <http://www.denvergov.org/TextAmendments/>.

Any questions regarding this amendment may be directed to the Case Manager above.

RNOs are encouraged to submit the "RNO Position Statement.pdf" located at <http://www.denvergov.org/Rezoning/> by email to Community Planning and Development at [PlanningServices@denvergov.org](mailto:PlanningServices@denvergov.org) prior to the Planning Board Public Hearing.

**WRITTEN COMMENTS WILL BE DISPERSED AS FOLLOWS:**

Written comments received by 5 p.m. 9 days prior to the Planning Board Public Hearing will be attached to the staff report that is provided to the Board.

Written comments received after that time and prior to 12 p.m. (noon) on the day before the Hearing will be emailed regularly to the Board; hard copies of these comments also will be distributed to the Board at the Hearing.

Written comments received after 12 p.m. (noon) on the day before the Hearing will not be distributed to the Board; to ensure these comments are considered by the Board, please submit them to the Board during the Hearing.

**ALL INTERESTED PERSONS AND ORGANIZATIONS SHOULD EXPRESS THEIR CONCERNS OR SUPPORT AT THE PLANNING BOARD HEARING AND AT THE PUBLIC HEARING BEFORE CITY COUNCIL.**



Heidi Tippetts | Operations Assistant  
Community Planning and Development | Planning Services  
City & County of Denver  
720\*865\*2557 Phone | [Heidi.Tippetts@denvergov.org](mailto:Heidi.Tippetts@denvergov.org)

SINCE 1904  
**FULENWIDER**  
HISTORY LAND PEOPLE VISION

Kyle A. Dalton, AICP, Senior City Planner  
Community Planning & Development  
City and County of Denver  
201 W. Colfax Ave., Dept. 205  
Denver, CO 80202

Dear Kyle,

L. C. Fulenwider, Inc. (LCF) is in full support of the proposed Text Amendment S-MX-\_A. In partnership with Denver International Airport (DIA), LCF is developing the transit-oriented development ("TOD") at the 61<sup>st</sup> and Peña Station area on the RTD East Line from Union Station to DIA. This TOD is unique in that it is the first greenfield TOD in the City and County of Denver. Thus, while our plan is a mixed-use, pedestrian-oriented TOD as the Planning Board approved with the 61<sup>st</sup> and Peña Station Area Plan, its greenfield nature presents special challenges. S-MX-\_A gives us the flexibility to address those challenges while maintaining the goal of and establishing the criteria to achieve a world class TOD.

We ask that you approve the proposed Text Amendment S-MX-\_A.

Sincerely,



Ferd Belz  
Senior Vice President  
L. C. Fulenwider, Inc.