

	Downtown Districts	Main Street Corridors	Suburban Corridor (urbanizable)	Downtown Adjacent Neighborhood	Main Street Adjacent Neighborhood
Parking	<p>Stage 1</p> <ol style="list-style-type: none"> Parking must be located behind buildings, in structures, or on the street. Parking is not required for uses within the main street corridor. <ol style="list-style-type: none"> Alt: Reduce minimum on-site parking requirements. <p>Stage 2</p> <ol style="list-style-type: none"> Shared parking is permitted between uses within 800 feet of each other. Automobile access must be from alleys where available. Service access should be from alleys if available. Service access should be from alleys if available. 	<p>Stage 1</p> <ol style="list-style-type: none"> Parking must be located behind buildings, in structures, or on the street. Parking is not required for uses within the main street corridor. <ol style="list-style-type: none"> Alt: Reduce minimum on-site parking requirements. <p>Stage 2</p> <ol style="list-style-type: none"> Shared parking is permitted between uses within the main street corridor. Automobile access should be shared between adjacent lots. Automobile access must be from alleys where available. Service access should be from alleys if available. 	<p>Stage 1</p> <ol style="list-style-type: none"> Require perimeter landscaping or architectural treatment where parking exists between the building and the sidewalk. Drive-thru lanes are not permitted between the building and the sidewalk. <p>Additional Considerations</p> <ol style="list-style-type: none"> Surface lots shall not be located on the corner of a block. Automobile access should be shared between adjacent lots. Shared parking is permitted. Parking must be located behind or to the side of buildings. Sprawl condition (Ex: Telegraph): No more than a single bay of parking is permitted in the front for new development. The remainder may be located in the rear or side. <ol style="list-style-type: none"> Automobile access must be from side streets where available. Automobile access is limited in width to X. 	<p>Stage 1</p> <ol style="list-style-type: none"> Automobile access must be from alleys where available. Garages must be set back a minimum of 20 feet from the building facade except along side streets. <p>Stage 2</p> <ol style="list-style-type: none"> Off-street parking is not required. <ol style="list-style-type: none"> Alt: Reduce minimum parking to 1 vehicle per unit for single family residential uses and 0.5 vehicles per unit for multi-family residential uses. 	<p>Stage 1</p> <ol style="list-style-type: none"> Automobile access must be from alleys where available. Garages must be set back a minimum of 20 feet from the building facade except along side streets. <p>Stage 2</p> <ol style="list-style-type: none"> Off-street parking is not required. <ol style="list-style-type: none"> Alt: Reduce minimum parking to 1 vehicle per unit for single family residential uses and 0.5 vehicles per unit for multi-family residential uses.
Frontages	<p>Stage 1</p> <ol style="list-style-type: none"> A build-to zone is established within a range of 0 ft. minimum to 15 ft. maximum from the front property line. Every building must have a functional entry along a sidewalk. Blank walls longer than 30 feet are prohibited along sidewalks. Ground floor retail uses must have a minimum of 50% clear glass along sidewalks. <p>Stage 2</p> <ol style="list-style-type: none"> Buildings must occupy a minimum of 70% of the width of the lot within the build-to zone. 	<p>Stage 1</p> <ol style="list-style-type: none"> A build-to zone is established within a range of 0 ft. minimum to 15 ft. maximum from the front property line. Every building must have a functional entry along a sidewalk. Blank walls longer than 30 feet are prohibited along sidewalks. Ground floor retail uses must have a minimum of 50% clear glass along sidewalks. <p>Stage 2</p> <ol style="list-style-type: none"> Buildings must occupy a minimum of 70% of the width of the lot within the build-to zone. Ground floor facades must have a retail frontage for all uses. 	<p>Stage 1</p> <ol style="list-style-type: none"> The minimum front setback is 5 ft. Every building must have a functional entry visible and accessible from the sidewalk. Blank walls longer than 50 feet are prohibited facing sidewalks. <p>Additional Considerations</p> <ol style="list-style-type: none"> Ground floor retail uses must have a minimum of 30% clear glass along sidewalks. Buildings must occupy a minimum of 70% of the width of the lot along the front setback line. Ground floor facades must have a retail frontage for all uses. 	<p>Stage 1</p> <ol style="list-style-type: none"> The front setback must match buildings on an adjacent parcel. Buildings must have a functioning entrance facing the sidewalk. <p>Stage 2</p> <ol style="list-style-type: none"> Buildings must occupy a minimum of 50% of the width of the lot along the front setback line. Townhouses and multi-family buildings are exempt from design standards requiring vertical or horizontal alignment changes. 	<p>Stage 1</p> <ol style="list-style-type: none"> The front setback must match buildings on an adjacent parcel. Buildings must have a functioning entrance facing the sidewalk. <p>Stage 2</p> <ol style="list-style-type: none"> Buildings must occupy a minimum of 50% of the width of the lot along the front setback line. Townhouses and multi-family buildings are exempt from design standards requiring vertical or horizontal alignment changes.
Uses	<p>Stage 1</p> <ol style="list-style-type: none"> Simplify use categories to retail, office, lodging, residential, civic, institutional, and industrial; include a list of prohibited uses. A mix of uses are permitted but not required within buildings and parcels. Retail is not required on ground floors. <p>Stage 2</p> <ol style="list-style-type: none"> Temporary uses are permitted for a period of two years; temporary use permits may be renewed. Parking as a primary use should be publicly accessible. Residential uses are permitted. 	<p>Stage 1</p> <ol style="list-style-type: none"> Simplify use categories to retail, office, lodging, residential, civic, institutional, and industrial; include a list of prohibited uses. A mix of uses are permitted but not required within buildings and parcels. Retail is not required on ground floors. <p>Stage 2</p> <ol style="list-style-type: none"> Temporary uses are permitted for a period of two years; temporary use permits may be renewed. Parking as a primary use should be publicly accessible. Residential uses are permitted except at the ground floor along the front lot line. 	<p>Stage 1</p> <ol style="list-style-type: none"> Encourage temporary uses to activate unoccupied lot frontages. Residential uses are permitted except at the ground floor within 20 feet of the front lot line. <p>Additional Considerations</p> <ol style="list-style-type: none"> Simplify use categories to retail, office, lodging, residential, civic, institutional, and industrial; include a list of prohibited uses. 	<p>Stage 1</p> <ol style="list-style-type: none"> All residential uses are permitted. Permit home occupations by-right. (requires local calibration) <p>Stage 2</p> <ol style="list-style-type: none"> Accessory Dwelling Units are permitted. Consider permitting small scale neighborhood commercial within the neighborhood. (requires local calibration) 	<p>Stage 1</p> <ol style="list-style-type: none"> Multi-family and attached single-family residential is permitted within 500 feet of Main Street Corridors. Permit home occupations by-right. (requires local calibration) <p>Stage 2</p> <ol style="list-style-type: none"> Accessory Dwelling Units are permitted. Consider permitting small scale neighborhood commercial within the neighborhood. (requires local calibration)
Form	<p>Stage 1</p> <ol style="list-style-type: none"> 100% lot coverage is permitted. (provided coordination with life safety standards) <ol style="list-style-type: none"> New buildings must have a minimum facade height of 24 feet along sidewalks. <p>Stage 2</p> <ol style="list-style-type: none"> Establish transition requirements to adjacent districts. <ol style="list-style-type: none"> Ex: Buildings must step-down in height to meet the maximum height of the adjacent district within 50 feet of adjacent districts. Density and FAR restrictions do not apply to the downtown district. <p>Note: The ability to build vertically will be directly tied to parking requirements, height, and setbacks.</p>	<p>Stage 1</p> <ol style="list-style-type: none"> 100% lot coverage is permitted. (provided coordination with life safety standards) New buildings must have a minimum facade height of 24 feet along sidewalks. <p>Stage 2</p> <ol style="list-style-type: none"> Establish transition requirements to adjacent districts. <ol style="list-style-type: none"> Ex: Buildings must step-down in height to meet the maximum height of the adjacent district within 50 feet of adjacent districts. Density and FAR restrictions do not apply to the main street district. <p>Note: The ability to build vertically will be directly tied to parking requirements, height, and setbacks.</p>	<p>Stage 1</p> <ol style="list-style-type: none"> Liner buildings are permitted along the front lot line despite existing site development standards. Liner building must have clear glass for a minimum of 50% of the ground floor facade along the sidewalk. <p>Additional Considerations</p> <ol style="list-style-type: none"> New development or remodels greater than 50% in value or building area must bring the building and site design elements into greater compliance with Main Street Corridor standards for Frontages and Form. 	<p>Stage 1</p> <ol style="list-style-type: none"> Existing lots with dwellings made non-conforming by zoning standards specifying minimum lot size or dimension are hereby deemed to be conforming lots. <p>Stage 2</p> <ol style="list-style-type: none"> Consider changing the minimum lot width or size to reflect existing lots. Density and FAR restrictions do not apply. <ol style="list-style-type: none"> Note: Intensity is restricted by height and setback standards. 	<p>Stage 1</p> <ol style="list-style-type: none"> Existing lots with dwellings made non-conforming by zoning standards specifying minimum lot size or dimension are hereby deemed to be conforming lots. <p>Stage 2</p> <ol style="list-style-type: none"> Consider changing the minimum lot width or size to reflect existing lots. Density and FAR restrictions do not apply. <ol style="list-style-type: none"> Note: Intensity is restricted by height and setback standards.
Public Realm	<p>Stage 1</p> <ol style="list-style-type: none"> Maintain existing streets and alleys <p>Stage 2</p> <ol style="list-style-type: none"> Travel lane width should not exceed 10' unless a transit route Establish on-street parking wherever possible Return 1-way streets to 2-way where possible Permit encroachments into public ROW Implement your complete street policy into a design practice for downtown Develop public realm standards for downtown including: <ol style="list-style-type: none"> Sidewalk widths On-street parking requirements Required street trees Pedestrian-scaled lighting Options for off-site stormwater management including fee in lieu 	<p>Stage 1</p> <ol style="list-style-type: none"> Maintain existing streets and alleys <p>Stage 2</p> <ol style="list-style-type: none"> Travel lane width should not exceed 10' unless a transit route Establish on-street parking wherever possible Return 1-way streets to 2-way where possible Permit encroachments into public ROW Implement your complete street policy into a design practice for downtown Develop public realm standards for downtown including: <ol style="list-style-type: none"> Sidewalk widths On-street parking requirements Required street trees Pedestrian-scaled lighting Options for off-site stormwater management including fee in lieu 	<p>Stage 1</p> <ol style="list-style-type: none"> Maintain existing streets and alleys perpendicular to the corridor. <p>Additional Considerations</p> <ol style="list-style-type: none"> Establish a minimum spacing standard for streets and paths perpendicular to the corridor. Implement your complete street policy into design practice for your corridor context. Develop public realm standards for: <ol style="list-style-type: none"> Sidewalk widths On-street parking Pedestrian-scaled lighting in selected corridor segments Options for off-site stormwater management including fee in lieu 	<p>Stage 1</p> <ol style="list-style-type: none"> Maintain existing streets and alleys. <p>Stage 2</p> <ol style="list-style-type: none"> Upon street improvements, reduce lane widths to reflect a target speed of 20 MPH or less. Permit yield streets Implement your complete street policy into a design practice for your downtown adjacent neighborhood context Develop public realm standards for neighborhood streets including: <ol style="list-style-type: none"> Sidewalk widths On-street parking requirements Required street trees Pedestrian-scaled lighting Options for off-site stormwater management including fee in lieu 	<p>Stage 1</p> <ol style="list-style-type: none"> Maintain existing streets and alleys. <p>Stage 2</p> <ol style="list-style-type: none"> Upon street improvements, reduce lane widths to reflect a target speed of 20 MPH or less. Permit yield streets Implement your complete street policy into a design practice for your downtown adjacent neighborhood context Develop public realm standards for neighborhood streets including: <ol style="list-style-type: none"> Sidewalk widths On-street parking requirements Required street trees Pedestrian-scaled lighting Options for off-site stormwater management including fee in lieu