

# Central Corridor/Traditional Neighborhood Zoning Study: Draft Zoning Text Amendments – 10/15/10

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## Chapter 60. Zoning Code - General Provisions and Definitions; Zoning Districts and Maps Generally

### Sec. 60.213. L.

Light rail station area. The area within a ¼ mile radius from the centerpoint of a light rail transit station platform. For split platform stations, this is measured from the centerpoint between the two platforms.

### Sec. 60.214. M.

Multiuse ~~retail~~ center. A single, unified development on one (1) zoning lot that provides ~~commercial~~ space to a variety of ~~retail~~ commercial uses and has at least twenty thousand (20,000) square feet of gross floor area.

[The term “*commercial*” includes retail as well as things such as insurance and real estate offices, dental offices, and restaurants that are common in multiuse centers.]

### Sec. 60.301. Zoning districts established.

- (b) Traditional neighborhood districts.
  - TN1 traditional neighborhood district
  - TN2 traditional neighborhood district
  - TN3 traditional neighborhood district
  - T4 traditional neighborhood district

### Sec. 60.307. More restrictive or less restrictive districts.

When the code refers to more restrictive districts or less restrictive districts, the districts in order from more to less restrictive are: CV, CO, RL, R1, R2, R3, R4, RT1, RT2, RM1, RM2, RM3, TN1, OS, B1, BC, TN2, B2, TN3, B3, T4, B4, B5, IR, I1, I2, I3. The VP district shall be as restrictive as the district for which the VP district provides accessory parking.

## Chapter 61. Zoning Code - Administration and Enforcement

### Sec. 61.402. Site plan review by the planning commission

- (b) *Site plan application:*

(5) ~~Alley access; notice. Where a site plan application review has been delegated to the zoning administrator and notification to adjacent property owners is required in section 63.310(f), a notice shall be sent at least ten (10) days prior to a site plan review meeting by city staff to the applicant and owners of record of property located within three hundred fifty (350) feet of the proposed alley access. Notice shall be delivered either personally or~~

by mail at the address of the owner contained in the records of the county department of property taxation.

[The Central Corridor Development Strategy and individual station area plans encourage the use of alleys to access parking and businesses, and identify them as an important secondary circulation route, particularly along transit corridors. The notification provision in section 63.310(f) does not require any subsequent process (simply notification), has proven to be a waste of time and money, and is proposed to be deleted, making Sec. 61.402(b)(5) irrelevant. Early Notification System (ENS) notice, which is now done electronically and required within 2 days of a site plan review application, along with electronically posted site plan review agendas, provides adequate and reasonable public notification for all site plan review applications more efficiently than mailed notice.]

## Chapter 63. Zoning Code - Regulations of General Applicability

### Sec. 63.122. Travel demand management.

- (b) *Applicability.* This section applies to any development or redevelopment, including phased construction, providing requiring one hundred (100) or more accessory off-street parking spaces, and to any change ~~in use~~ resulting in a parking increase of twenty-five (25) percent or fifty (50) accessory off-street parking spaces, whichever is less, and providing requiring one hundred (100) or more parking spaces, ~~based upon the parking requirements in sections 63.207 and 63.208.~~ TDM plans may be done for other development, but are not required by this section.

[Station area plans generally call for reducing or eliminating accessory parking requirements, and reducing single-use surface parking lots. A proposed change to section 63.207(b) below would eliminate the minimum accessory parking requirement for light rail station areas. However, accessory parking *may* still be provided, and if provided in the amounts that would trigger travel demand management (TDM) requirements, TDM requirements should apply even if the parking spaces are not “*required*” accessory parking spaces. This proposed change to § 63.122(b) would not only mean that TDM requirements would apply in light rail station areas where there are no parking requirements; it would also mean that TDM requirements would apply in B4 and B5 central business districts where there are no parking requirements. The last sentence provides for TDM plans for smaller parking facilities such as may be required by new language in § 63.207(c) below.]

### Sec. 63.207. Parking requirements by use.

- (a) *Off-street parking minimum.* The minimum number of off-street parking spaces by type of use shall be determined in accordance with *Table 63.207, Minimum Required Off-Street Parking By Use.*
- (b) *Off-street parking reductions.* The minimum number of off-street parking spaces as determined in Section 63.207(a) shall be reduced by one hundred (100) percent [option: in traditional neighborhood districts] when more than fifty (50) percent of both the building and the parcel are within [options: a light rail station area or ¼ mile of University Avenue between Emerald Street and Marion Street], and may also be reduced for:
1. Shared parking, as described in Section 63.206(d);
  2. Bicycle parking, as described in Section 63.210(b);
  3. Shared vehicle parking, as described in Section 63.211.

Such reduction does not change the requirements of paragraphs (c) and (d) below when minimum parking is exceeded, nor does it change the maximum number of off-street parking spaces permitted for the use.

[Station area plans generally call for reducing or eliminating accessory parking requirements in light rail station areas, where there is less need for parking. This is beneficial in meeting minimum FAR requirements in station

areas, and in creating more compact, walkable, transit-oriented development. It can decrease the cost of development and improve housing affordability, particularly for lower income households that tend to have lower auto ownership. Eliminating the minimum parking requirement in light rail station areas allows the market, business and property owners, the individual needs of a development, and the cost of land to have a bigger role in the determination of parking supply, subject to the parking maximum below.]

- (c) *Off-street parking maximum.* Surface parking facilities with more than fifteen (15) spaces ~~shall not be created~~ that exceed the specified off-street parking minimum for food and beverage uses by more than two hundred (200) percent, or by more than one hundred (100) percent in light rail station areas, or that exceed the specified minimum for all other uses by more than seventy (70) percent, or by more than forty (40) percent in light rail station areas, shall not be created unless a conditional use permit is approved based on demonstration of need (including in a TDM plan for surface parking facilities with more than fifty (50) spaces in light rail station areas). As an alternative, parking spaces over the maximum may be provided in a structured parking facility.

[Station area plans call for reducing surface parking in order to create more compact, walkable, transit-oriented development. These maximums apply everywhere, including where there is no minimum parking requirement.]

### **Sec. 63.310. Entrances and exits.**

- (e) *Alley access from residential property.* ~~Entrances and exits to and from all~~ Off-street parking facilities ~~located on land zoned for~~ in residential use zoning districts shall be permitted access to an alley except where it is determined in the review of a site plan application that permitting alley access may be harmful to the public peace, health and safety.

For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.

Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.

[Without changing “use” to “zoning districts” in (e), the two requirements in (e) and (f) would be internally inconsistent. Adding the alley access provision for 7 or fewer residential parking spaces makes (e) consistent with the same existing provision in (f) below for 7 or fewer nonresidential parking spaces.]

- (f) *Alley access from nonresidential property.* ~~Entrances and exits to and from all~~ Off-street parking facilities ~~which are located on land~~ in nonresidential zoning districts ~~and which abutting~~ residentially zoned land across an alley shall be denied alley access except where the applicant can establish, in the review of a site plan application, that allowance of alley access would not create or aggravate an unsafe condition and one (1) or more of the following conditions exist:
- (1) Alternatives to alley access are unsafe due to traffic volumes, traffic speeds, proximity to an intersection, steep slopes, a blind pedestrian crossing, or some other unsafe condition;
  - (2) The location of existing structures on the property prohibits access to the street;
  - (3) A comprehensive plan or a neighborhood plan approved by the city council recommends that new off-street parking facilities be located in the rear of development sites or discourage additional curb cuts or driveways across sidewalks; or
  - (4) The number of parking spaces in the off-street parking facility is seven (7) or fewer less.

~~If a new alley access is proposed which will serve eight (8) or more parking spaces, notice to adjacent property owners and opportunity for them to comment shall be provided in the manner set forth in section 61.402(b)(5). Decisions to grant or deny alley access are subject to appeal pursuant to the provisions of section 61.700.~~

For parking facilities of seven (7) or fewer parking spaces, the spaces may be directly off of the alley and the maneuvering lane may include the alley.

Uses prohibited alley access elsewhere in the zoning code shall not be permitted alley access by the provisions of this section.

[The Central Corridor Development Strategy and individual station area plans encourage the use of alleys to access parking and businesses, and identify them as an important secondary circulation route, particularly along transit corridors. The notification provision does not require any subsequent process (simply notification) and has proven to be a waste of time and money. Early Notification System (ENS) notice, which is now done electronically and required within 2 days of a site plan review application, along with electronically posted site plan review agendas, provides adequate and reasonable public notification for all site plan review applications more efficiently than mailed notice. The appeal provisions in Sec. 61.700 apply to all administrative, BZA and Planning Commission decisions pertaining to the zoning code, and need not/should not be called out in individual paragraphs.]

## Chapter 64. Zoning Code - Signs

### Sec. 64.503. ~~TN1- TN3~~ T4 traditional neighborhood and OS--BC business districts.

(a) *Business and identification signs:*

- (3) ~~One (1) projecting sign per entrance on a street frontage is permitted, except in the BC community business (converted) district where they are not permitted. There shall be a minimum of twenty (20) feet of lot frontage per projecting sign, and a projecting sign shall be a minimum distance of twenty (20) feet from any other projecting sign. Signs may project into a public right-of-way up to three (3) feet. The maximum display area shall be sixteen (16) square feet per side. The highest point on a projecting sign shall be no more than thirty (30) feet above grade.~~
- (4)~~(3)~~ No sign shall project higher than thirty-seven and one-half (37 1/2) feet above grade, except wall signs and freestanding signs on zoning lots abutting principal and intermediate arterials. Wall signs may project to the height allowed by the height restriction in the zoning code. On zoning lots which abut a principal or intermediate arterial, one (1) freestanding sign may project to thirty-seven and one-half (37 1/2) feet above the surface of the arterial.
- (5)~~(4)~~ Sign materials shall be compatible with the original construction materials and architectural style of the building facade on or near which they are placed. Natural materials such as wood and metal are generally more appropriate than plastic.
- (6)~~(5)~~ Illumination of signs shall conform to the provisions of section 63.116, exterior lighting, and shall not exceed one (1) footcandle four (4) feet from the sign. Signs should have light letters on a dark background; indirect and subdued lighting is preferred; and except for neon, internally lit electric signs are discouraged.
- (7)~~(6)~~ Dynamic displays shall be monochromatic, shall not scroll or change their displays faster than every twenty (20) minutes, and shall be turned off between 11:00 PM and 7:00 AM or after business hours, whichever is later.

[Projecting signs are a traditional sign form that was overlooked in the creation of the traditional neighborhood districts. The added language permits them in traditional neighborhood, OS and B1 districts with the restrictions in the B2 district plus restrictions in the Grand Avenue Special Sign District. Projecting signs would not be permitted in the BC community business (converted) district, which is designed specifically to retain the residential character of houses converted for business uses.]

## Chapter 65. Zoning Code - Land Use Definitions and Development Standards

### Sec. 65.153. Community residential facility, licensed human service.

- (b) In RL--RT1 residential districts, the facility shall serve six (6) or fewer facility residents. In RT2 residential, ~~TN1-TN3~~ traditional neighborhood, OS--B3 business and IR--I2 industrial districts, the facility shall serve sixteen (16) or fewer facility residents.

### Sec. 65.158. Shelter for battered persons.

- (a) In residential, ~~TN1-TN3~~ traditional neighborhood and OS--B2 business districts, a conditional use permit is required for facilities serving more than four (4) adult facility residents and minor children in their care.
- (d) In RL--RT2 residential, ~~TN1-TN3~~ traditional neighborhood, OS--B3 business and IR--I2 industrial districts, the facility shall serve sixteen (16) or fewer adult facility residents and minor children in their care.

### Sec. 65.159. Transitional housing facility.

- (a) In residential, ~~TN1-TN3~~ traditional neighborhood and OS--B2 business districts, a conditional use permit is required for facilities serving more than four (4) adult facility residents and minor children in their care.
- (d) In RL--RT1 residential districts, the facility shall serve six (6) or fewer adult facility residents and minor children in their care. In RT2 residential, ~~TN1-TN3~~ traditional neighborhood, OS--B3 business and IR--I2 industrial districts, the facility shall serve sixteen (16) or fewer adult facility residents and minor children in their care.

### Sec. 65.452. Hospital.

- (a) In RM2--RM3 residential and ~~TN2-TN3~~ traditional neighborhood districts, hospitals and other similar health and medical institutions shall qualify as nonprofit institutions under the laws of the state, and the site shall have direct access to an arterial or collector street.

### Sec. 65.510. General retail.

#### *Standards and conditions:*

In TN2-TN3 traditional neighborhood districts, these uses are intended to be of a moderate size compatible with neighborhood-level retail. ~~and In traditional neighborhood districts,~~ a conditional use permit is required for establishments of more than ~~10,000~~ fifteen thousand (15,000) square feet in ~~gross~~ floor area.

[15,000 sq. ft. is consistent with the type of neighborhood-level retail, such as drug stores and small grocery stores, encouraged in these districts. "Gross" floor area is specifically only for computing shared parking.]

### Sec. 65.513. Drive-through sales and services, primary and accessory.

#### *Additional conditions in the TN2 traditional neighborhood district:*

- (g) Drive-through sales and services are prohibited along the entire length of block faces adjacent to light rail transit station platforms.

**Sec. 65.518. Garden center, outdoor.**

*Standards and conditions in TN2-TN34 traditional neighborhood districts:*

**Sec. 65.532. Photocopying.**

*Standards and conditions:*

In the TN1 traditional neighborhood district, the total floor area shall not exceed two thousand five hundred (2,500) square feet. In TN2-TN34 traditional neighborhood districts, ~~the total floor area shall not exceed 10,000~~ a conditional use permit is required for establishments of more than fifteen thousand (15,000) square feet.

[Change to be consistent with condition for *general retail*.]

**Sec. 65.534. Service business with showroom or workshop.**

*Standards and conditions:*

In TN2-TN34 traditional neighborhood districts, the showroom or sales area shall be located at the front of the building and designed in a manner consistent with traditional storefront buildings, and ~~total floor area shall not exceed ten~~ a conditional use permit is required for establishments of more than fifteen thousand (15,000) square feet.

[Change to be consistent with condition for *general retail*.]

**Sec. 65.612. Coffee shop, tea house.**

*Standards and conditions in TN2-TN34 traditional neighborhood districts:*

See section 65.613, restaurant.

**Sec. 65.613. Restaurant.**

*Standards and conditions:*

In TN2-TN3 traditional neighborhood districts, these uses are intended to be of a moderate size compatible with neighborhood-level retail, ~~and~~ In traditional neighborhood districts, a conditional use permit is required for establishments of more than ~~10,000~~ fifteen thousand (15,000) square feet in gross floor area. Drive-through uses (primary or accessory) are not allowed in TN2-TN3 traditional neighborhood districts unless specifically permitted by a conditional use permit.

[Change to be consistent with condition for *general retail*. Permitted/conditional uses are covered by the use table in Sec. 66.321; the information should not be duplicated here.]

**Sec. 65.615. Restaurant, fast-food.**

*Standards and conditions:*

- (a) Except in I1-I2 industrial districts, a conditional use permit is required for establishments of more than 10,000 square feet in gross floor area, and for any establishment with drive-through service. In TN2-TN3 traditional neighborhood districts, these uses are intended to be of a moderate size compatible with neighborhood-level retail.
- (b) In the B2 community business district, fast-food restaurants shall be incorporated within a multi-use retail center, and shall not provide drive-through service.

[Change to match the defined term in Sec. 60.214. ]

**Sec. 65.644. Indoor recreation.**

*Additional standards and conditions in TN2-TN34 traditional neighborhood districts:*

**Sec. 65.701. Auto body shop.**

A shop in the business of making substantial repairs to the shell or body of any automobile, and of major or substantial painting of the shell or body, and where the following services may also be carried out: general auto repair; engine rebuilding; rebuilding or reconditioning of motor vehicles; collision service, such as body, frame or fender straightening and repair; overall painting and undercoating.

Standards and conditions:

In the IR light industrial restricted district this use shall be limited to parcels within ¼ mile of University Avenue, subject to standards and conditions (b) and (e) in section 65.703, auto service station, and there shall be no outside storage.

**Sec. 65.703. Auto service station.**

A place where gasoline or any other automobile engine fuel (stored only in underground tanks), kerosene, motor oil, lubricants, grease (for operation of motor vehicles), or minor accessories are retailed directly to the public on the premises and/or where the servicing or minor repair of automobiles may occur.

*Standards and conditions:*

- (a) The construction and maintenance of all driveways, curbs, sidewalks, pump islands or other facilities shall be in accordance with current city specifications. Such specifications shall be developed by the planning administrator, traffic engineer and city fire marshal, and shall be approved by the planning commission, and filed with the city clerk.
- (b) A ten-foot buffer area with screen planting and an obscuring wall or fence shall be required along any property line adjoining an existing residence or residentially zoned property.
- (c) The minimum lot area shall be fifteen thousand (15,000) square feet, and so arranged that ample space is available for motor vehicles which are required to wait. Auto service stations which are intended solely for the sale of gasoline, oil and minor accessories and having no facilities for incidental servicing of automobiles (including lubricating facilities) may be permitted on a lot of twelve thousand (12,000) square feet, subject to all other provisions herein required.

*Additional standards and conditions in traditional neighborhood districts:*

- (de) The principal building shall comply with the dimensional standards and design guidelines applicable to traditional neighborhood districts, except that the maximum setback requirement may be modified by the planning commission so that pump islands may be placed in front of the building if this arrangement is considered preferable for circulation, aesthetics or buffering of neighboring uses.

Additional standards and conditions in traditional neighborhood and IR industrial districts:

- (ed) All vehicles awaiting repair or pickup shall be stored on the site within enclosed buildings or defined parking spaces in compliance with section 63.301.
- (f) There shall be no exterior storage or sales of goods or equipment, other than the dispensing of motor fuel.
- (g) In the T2 traditional neighborhood and IR light industrial restricted districts this use shall be limited to parcels within ¼ mile of University Avenue.

### **Sec. 65.705. Auto repair station.**

A place where the following services may be carried out: general repair of automobiles, trucks, motorcycles, boats, etc.; engine rebuilding; and rebuilding or reconditioning of motor vehicles. The sale of engine fuels may or may not also be carried on.

#### *Standards and conditions:*

- (a) The minimum lot area shall be fifteen thousand (15,000) square feet.
- (b) A ten-foot landscaped buffer with screen planting and an obscuring fence shall be required along any property line adjoining an existing residence or adjoining land zoned residential.
- (c) All repair work shall be done within an enclosed building.
- (d) There shall be no outside storage.
- (e) In the IR light industrial restricted district this use shall be limited to parcels within ¼ mile of University Avenue, and all vehicles awaiting repair or pickup shall be stored on the site within enclosed buildings or defined parking spaces in compliance with section 63.301.

### **Sec. 65.706. Auto sales and rental, outdoor.**

Outdoor sales space for the sale or rental of new, secondhand, or pawned automobiles, trucks, motorcycles, trailers, or boats.

#### *Standards and conditions:*

- (a) A site plan shall be submitted showing the layout of the vehicles for sale or rent, employee parking, and customer parking. The lot or area shall be provided with a permanent, durable and dustless surface, and shall be graded and drained so as to dispose of all surface water accumulated within the area.
- (b) Vehicular access to the outdoor sales area shall be at least sixty (60) feet from the intersection of any two (2) streets.
- (c) No repair or refinishing shall be done on the lot unless conducted within a completely enclosed building.
- (d) Except in the IR light industrial restricted district, the minimum lot area shall be fifteen thousand (15,000) square feet. ~~A site plan shall be submitted showing the layout of the vehicles for sale or rent, employee parking, and customer parking.~~
- (e) In the IR light industrial restricted district this use shall be limited to parcels within ¼ mile of University Avenue, limited to rental only (no sales), and limited to no more than twelve (12) vehicles for rent on the site at any time.
- (f) In the case of pawnbrokers, the businesses shall be separated from residentially zoned property by a distance of one hundred fifty (150) feet measured from property line to property line; provided, however, that a modification may be granted pursuant to section 61.500 from the foregoing requirement upon the following conditions:
  - (1) There is no existing pawnshop within five thousand two hundred eighty (5,280) feet of the proposed location, measured from the nearest building wall of the existing pawnshop to the nearest building wall of the proposed use, or if there is no building, to the nearest lot line of the proposed use.
  - (2) Customer entrances shall not be oriented toward residentially zoned property. Customer parking shall not be closer to residentially zoned property than the primary entrance.

- (3) The location of a pawnshop at this location will not be contrary to any adopted district plan or other city program for neighborhood conservation or improvement, either residential or nonresidential.
- (4) The proposed use meets all other requirements for conditional use permits provided in section 61.500.

**Sec. 65.731. Parking facility, commercial.**

*Standards and conditions in the T3 and T4 traditional neighborhood ~~development~~ districts:*

- (a) In T3M districts, the facility shall be in a mixed use area identified in the master plan for the district. [Parking facilities may be in districts without a master plan.]
- (b) At least fifty (50) percent of the length of any parking structure facade adjacent to a public street shall consist of retail, office, civic, institutional, ~~or other similar nonresidential, or other similar non-parking uses at street level.~~
- (c) All parking spaces shall be underground or within a parking structure. Thirty (30) percent of the floor area of the commercial parking facility may be counted toward meeting the minimum floor area ratio.

[Station area plans generally call for reducing or eliminating accessory parking requirements, getting away from single-use surface parking lots, and providing opportunities for more efficient publicly or privately owned and operated parking ramps for shared use by area destinations, incorporating non-parking uses (that may include civic, institutional and residential uses as well as retail and office uses) on the first floor along the street edges.

Proposed amendments to the *Traditional Neighborhood District Dimensional Standards Table* would apply the minimum floor area ratio (FAR) to parking structures in the T3 district, and require it for parking structures in the new T4 district, to ensure that parking structures help achieve the desired densities for these districts. Active first floor uses along the street edges alone would not be enough to meet these minimum FAR requirements for commercial parking facilities if they are located on a separate lot that does not include other principal uses. Therefore, paragraph (c) in this section is written to allow use of a portion of the floor area of a commercial parking facility toward meeting the minimum floor area ratio in these districts.]

**Sec. 65.773. Limited production and processing.**

*Standards and conditions:*

- (a) In traditional neighborhood ~~development~~ districts, a conditional use permit is required for such uses with more than ~~five-fifteen~~ thousand (15,000) square feet of gross floor area, ~~and total floor area shall not exceed ten thousand (10,000) square feet.~~ In T2-T3 traditional neighborhood districts, these uses are intended to be of a size compatible with neighborhood-level retail.

["Gross" floor area is specifically only for computing shared parking.]

**Sec. 65.774. Malt liquor production manufacturing.**

*Standards and conditions in traditional neighborhood and B2-B5 business districts.*

- (a) ~~The manufacturing shall be conducted in conjunction with a brew on premises store.~~ In traditional neighborhood districts and B2 business districts, a conditional use permit is required for such uses with more than fifteen thousand (15,000) square feet of floor area. In T2-T3 traditional neighborhood districts and B2 community business districts, these uses are intended to be of a size compatible with neighborhood-level retail.
- (b) Fewer than ~~two~~ five thousand (25,000) barrels of malt liquor shall be produced ~~manufactured~~ in a year.
- (c) The malt liquor shall not be ~~erved~~ sold to customers for consumption on the site where manufactured.

**Sec. 65.776. Printing and publishing.**

*Standards and conditions:*

In traditional neighborhood ~~development~~ and B2 business districts, a conditional use permit is required for such uses with more than ~~five-fifteen~~ thousand (15,000) square feet of gross floor area, ~~and total floor area shall not exceed ten thousand (10,000) square feet.~~ In T2-T3 traditional neighborhood districts, these uses are intended to be of a size compatible with neighborhood-level retail.

**Chapter 66. Zoning Code - Zoning District Uses, Density and Dimensional Standards**

ARTICLE III. 66.300. TRADITIONAL NEIGHBORHOOD DISTRICTS

Division 1. 66.310. Intent

**Sec. 66.311. General intent, TN traditional neighborhood districts.**

TN traditional neighborhood districts are intended to foster the development and growth of compact, pedestrian-oriented urban villages. All ~~three (3)~~ four (4) districts are intended to encourage a compatible mix of commercial and residential uses within buildings, sites and blocks; new development in proximity to major transit streets and corridors; and additional choices in housing.

**Sec. 66.312. Intent, TN1 traditional neighborhood district.**

The TN1 traditional neighborhood district is intended to provide for compact, pedestrian-oriented mixed-use areas of limited size, with a variety of residential, office and service uses that primarily serve neighborhood needs. It is also intended to serve as a transitional use of land along major thoroughfares, between commercial or industrial districts and residential districts or other less intensive land uses.

**Sec. 66.313. Intent, TN2 traditional neighborhood district.**

The TN2 traditional neighborhood district is designed for use in existing or potential pedestrian and transit nodes. Its intent is to foster and support compact, pedestrian-oriented commercial and residential development that, in turn, can support and increase transit usage. It encourages, but does not require, a variety of uses and housing types, with careful attention to the amount and placement of parking and transitions to adjacent residential neighborhoods.

**Sec. 66.314. Intent, TN3 traditional neighborhood district.**

The TN3 traditional neighborhood district provides for higher-density pedestrian- and transit-oriented mixed-use development. It is designed for development or redevelopment of land on sites large enough to support:

...

The TN3 district is also intended for smaller sites in an existing mixed-use neighborhood center where some of the above elements already exist, or in an area identified in the comprehensive plan as a potential "urban village" site. The above elements may be found within the TN3 district or adjacent to it; the intent is that all would be present within a reasonable walking distance.

**Sec. 66.315. Intent, T4 traditional neighborhood district.**

The T4 traditional neighborhood district provides for high-density, transit-supportive, pedestrian-friendly mixed-use development. It is particularly intended for use near transit stops along fixed rail transit (including commuter rail, light rail and trolley) corridors, where a greater reliance on transit makes high-density mixed-use development possible and desirable.

Division 2. 66.320. Principal Uses in Traditional Neighborhood Districts

**Sec. 66.321. Principal uses.**

Table 66.321, principal uses in traditional neighborhood districts, lists all permitted and conditional uses in the TN1-TN34 traditional neighborhood districts, and notes applicable development standards and conditions.

**Table 66.321. Principal Uses in Traditional Neighborhood Districts**

Use	TN1	TN2	TN3	T4	Development Standards
<b>Residential Uses</b>					
<i>Dwellings</i>					
One-family dwelling	P	P	P		✓
Two-family dwelling	P	P	P		
Townhouse	P	P	P	<u>P</u>	
Multiple-family dwelling	P	P	P	<u>P</u>	
Carriage house dwelling	C	C	P		✓
Housing for the elderly	P	P	P	<u>P</u>	
<i>Mixed Commercial-Residential Uses</i>					
Home occupation	P	P	P	<u>P</u>	✓
Live-work unit	P	P	P	<u>P</u>	✓
<u>Mixed residential and commercial use</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<i>Congregate Living</i>					
Foster home, freestanding foster care home	P	P	P	<u>P</u>	
Community residential facility, licensed human service	P	P	P	<u>P</u>	✓
Community residential facility, licensed correctional	C	C	C	<u>C</u>	✓
Community residential facility, health department licensed	C	C	C	<u>C</u>	✓
Emergency housing facility	C	C	C	<u>C</u>	✓
Shelter for battered persons	P/C	P/C	P/C	<u>P/C</u>	✓
Transitional housing facility	P/C	P/C	P/C	<u>P/C</u>	✓
Sober House	P/C	P/C	P/C	<u>P/C</u>	✓
Roominghouse, boardinghouse	C	P	C	<u>C</u>	✓
Nursing home, boarding care home, assisted living	P	P	P	<u>P</u>	✓
Hospice	P	P	P	<u>P</u>	✓
Dormitory	P/C	P	P	<u>P</u>	✓
Fraternity, sorority	P/C	P	P	<u>P</u>	✓
<b>Civic and Institutional Uses</b>					

<b>Educational Facilities</b>					
Day care	P	P	P	<u>P</u>	✓
School, grades K--12	P	P	P	<u>P</u>	✓
College, university, seminary, etc.	P	P	P	<u>P</u>	✓
Trade school, arts school, dance school, etc.	P	P	P	<u>P</u>	
<b>Social, Cultural, and Recreational Facilities</b>					
Club, fraternal organization, lodge hall		<u>P</u>	<u>P</u>	<u>P</u>	
Museum	P/C	P	P	<u>P</u>	✓
Public library	P	P	P	<u>P</u>	
Public and private park, playground	P	P	P	<u>P</u>	
Recreation, noncommercial	P	P	P	<u>P</u>	
<b>Religious Institutions</b>					
Church, chapel, synagogue, place of worship	P	P	P	<u>P</u>	
Rectory, parsonage	P	P	P	<u>P</u>	✓
Convent, monastery, religious retreat	P	P	P	<u>P</u>	✓
<b>Public Services and Utilities</b>					
Antenna, cellular telephone	P/C	P/C	P/C	<u>P/C</u>	✓
Municipal building or use	P	P	P	<u>P</u>	✓
Utility or public service building	C	C	C	<u>C</u>	✓
<b>Commercial Uses</b>					
<b>Offices</b>					
Administrative office	P	P	P	<u>P</u>	
Artist, photographer studio, etc.	P	P	P	<u>P</u>	
Insurance office, real estate office, sales office	P	P	P	<u>P</u>	
Professional office	P	P	P	<u>P</u>	
<b>Medical Facilities</b>					
Clinic, medical or dental	P	P	P	<u>P</u>	
Hospital		C	C	<u>C</u>	✓
Medical laboratory	P	P	P	<u>P</u>	
Veterinary clinic		P	P	<u>P</u>	✓
<b>Retail Sales and Services</b>					
General retail		P/C	P/C	<u>P/C</u>	✓
Bank, credit union	P	P	P	<u>P</u>	
<b>Business sales and services</b>					
Drive-through sales and services, primary and accessory		C			✓
Dry cleaning, commercial laundry		P	P	<u>P</u>	✓
Food and related goods sales		P/C	P/C	<u>P/C</u>	✓
Food shelf	P	P	P	<u>P</u>	
Garden center, outdoor		P	P	<u>P</u>	✓
Laundromat, self-service		P	P	<u>P</u>	
Liquor store		P/C	P/C	<u>P/C</u>	✓
Massage center	P	P	P	<u>P</u>	
Mortuary, funeral home		P	P	<u>P</u>	
Photocopying	P	<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓

Post office	P	P	P	<u>P</u>	
Service business	P	P	P	<u>P</u>	✓
Service business with showroom or workshop		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Small appliance repair		P	P	<u>P</u>	
Tattoo shop		P	P	<u>P</u>	
Tobacco shop		P	P	<u>P</u>	
<b><i>Food and Beverages</i></b>					
Brew on premises store		P	P	<u>P</u>	✓
Catering		P	P	<u>P</u>	
Coffee shop, tea house	<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Restaurant		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Restaurant, carry out, deli		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Restaurant, fast food		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Restaurant, outdoor		P	P	<u>P</u>	✓
<b><i>Commercial Recreation, Entertainment and Lodging</i></b>					
Bed and breakfast residence	P	P	P	<u>P</u>	✓
Hotel, inn		P	P	<u>P</u>	
Health/sports club		P	P	<u>P</u>	
Indoor recreation		<u>C</u>	<u>C</u>	<u>C</u>	✓
<u>Reception hall</u>			<u>C</u>	<u>C</u>	
Theater, assembly hall		<u>C</u>	<u>C</u>	<u>C</u>	✓
<b><i>Automobile Services</i></b>					
Auto convenience market		<u>C</u>	<u>C</u>		✓
Auto service station		<u>C</u>	<u>C</u>		✓
<b><i>Parking Facilities</i></b>					
Parking facility, commercial			<u>C</u>	<u>C</u>	✓
<b><i>Transportation</i></b>					
<u>Bus or railroad passenger station</u>			<u>C</u>	<u>C</u>	
Railroad right-of-way	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	✓
<b><i>Limited Production and Processing</i></b>					
Limited production and processing		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
<u>Mail order house</u>		<u>P</u>	<u>P</u>	<u>P</u>	
<u>Malt liquor production</u>		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
Printing and publishing		<u>P/C</u>	<u>P/C</u>	<u>P/C</u>	✓
<b><i>Accessory Uses</i></b>					
Accessory use	P	P	P	<u>P</u>	

[One- and two-family dwellings are not appropriate in the new higher-density T4 district. Auto service stations are common neighborhood-oriented businesses that fit the intent of T2 as long as they conform to the additional conditions, dimensional standards and design guidelines that apply in T2. Likewise, fraternal organizations, business sales and services, and mail order houses (which can be fairly small) fit the intent of certain traditional neighborhood districts as noted above if they conform to the additional conditions, dimensional standards and design guidelines that apply in traditional neighborhood districts. Reception halls, commercial parking facilities, and bus or railroad passenger stations, proposed as “C” conditional uses in T3-4 districts, are worthy of the additional review of a conditional use permit process to ensure that in a specific case they fit the particular

location and comply with applicable subarea or station area plans. Station area plans generally call for reducing or eliminating accessory parking requirements, getting away from single-use surface parking lots, and providing opportunities for more efficient publicly or privately owned and operated parking ramps for shared use by area destinations (such as commercial parking facilities).]

### Division 3. 66.330. Traditional Neighborhood District Density and Dimensional Standards

#### Sec. 66.331. Density and dimensional standards table.

Table 66.331, traditional neighborhood district dimensional standards, sets forth density and dimensional standards that are specific to traditional neighborhood districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability. Where an existing building does not conform to the following requirements, the building may be expanded without fully meeting the requirements as long as the expansion does not increase the nonconformity.

**Table 66.331. Traditional Neighborhood District Dimensional Standards**

Building Type by Zoning District	Density	Lot Size Minimum (per unit)		Height (feet)		Yard Setbacks (feet)		
		Area (sq. ft.)(a)	Width (feet)	Min. (stories)	Max. (feet)	Front Min. - Max.	Side Min.	Rear Min.
<b>TN1</b>								
1-family dwelling	6 - 12 units/acre (b)	3500 (b)	30	none	35 (d) (e)	15 - 25 (h) (i)	(j) (k)	15
2-family/townhouse	8 - 20 units/acre (b)	2000 (b)	20	none	35 (d) (e)	10 - 25 (h) (i)	(j) (k)	15
Multifamily	10 - 25 units/acre (b)	1700 (b)	n/a	none	35 (d) (e)	<del>15</del> 10 - 25 (h) (i)	(j) (k)	(j) (k)
Nonresidential or mixed use (including parking structures)	0.3 - 1.0 FAR	n/a	n/a	none	35 (d) (e)	0 - 15	(j) (k)	(j) (k)
<b>TN2</b>								
1-family dwelling	6 - 12 units/acre (b)	3500 (b)	30	none	35 (d) (e)	15 - 25 (h) (i)	(j) (k)	15
2-family/townhouse	8 - 20 units/acre (b)	2000 (b)	20	none	35 (d) (e)	10 - 25 (h) (i)	(j) (k)	15
Multifamily	<del>10 - 34 units/acre (b)</del> FAR as for mixed use	<del>1,300 (b)</del> n/a	n/a	none	35 (d),(e),(f)	<del>15</del> 10 - 25 (h) (i)	(j) (k)	(j) (k)
Nonresidential or mixed use (including parking structures)	<del>0.5</del> 0.3 - 2.0 FAR with surface parking and 0.5 0.3 - 3.0 FAR with structured parking (c)	n/a	n/a	none	35 (d),(e),(f)	0 - 10 (j)	(j) (k)	(j) (k)
<b>TN3</b>								
1-family dwelling	8 - 12 units/acre (b)	3500 (b)	30	25	35 (d) (e)	15 - 25 (h) (i)	(j) (k)	15
2-family/townhouse	10 - 20 units/acre (b)	2000 (b)	20	25	35 (d) (e)	10 - 25 (h) (i)	(j) (k)	15
Multifamily	<del>30 - 44 units/acre (b)</del> 0.5 - 3.0 FAR (d)	<del>1,000 (b)</del> n/a	n/a	25	45 (d),(f),(j) (e),(g),(l)	<del>15</del> 10 - 25 (h) (i)	(j) (k)	(j) (k)
Nonresidential or mixed use	<del>1.0</del> 0.5 - 3.0 FAR (d)	n/a	n/a	25	55 (f),(j) (e),(g),(l)	0 - 10 (j)	(j) (k)	(j) (k)
Parking structures	n/a	n/a	n/a	n/a	45 (g)	0 - 25	20	20
<b>T4</b>								
Multifamily	0.5 min. FAR (d)	n/a	n/a	25	75 (h)	10 - 25 (i)	(k)	(k)
Nonresidential or mixed use	0.5 min. FAR (d)	n/a	n/a	25	75 (h)	0 - 10 (j)	(k)	(k)

Min. - Minimum    Max. - Maximum    FAR - Floor Area Ratio    n/a - not applicable

[Minimum FAR is one of the traditional neighborhood standards that was entirely new to the St. Paul zoning code in 2004, something we had no experience with, adopted with the expectation that it would be reviewed after a few years of experience. The minimum 0.5 and 1.0 FAR for nonresidential development in T2 and T3 has been the most problematic of the new traditional neighborhood standards, unrealistically high even with underground parking. The commercial development in traditional neighborhood districts closest to meeting the minimum FAR in the last 6 years was a 0.38 FAR for a Trader Joe's with underground parking. There also was an office building (which needs less parking per sq. foot than most retail) that got a parking variance and managed to achieve a 0.38 FAR. Other retail uses with surface parking in traditional neighborhood districts, including a credit union and a grocery store, have only managed to achieve a density in the 0.25 FAR range. Peter Calthorpe's book *The Next American Metropolis*, which provides principles and standards for building patterns consistent with traditional neighborhood districts, recommends a minimum 0.3 FAR for retail with surface parking, and goes on to state that as land values rise, structured parking (and therefore higher density) will become economically feasible. A minimum 0.3 FAR in T2 and minimum 0.5 FAR in T3 are more realistic, but not easy, standards for commercial uses with surface parking.

The density standard for "multifamily" building types in T2 and T3 is changed from units/acre to FAR, consistent with the density requirement for multifamily uses in a mixed-use building. The FAR would then be the same for multifamily uses whether or not there is some other mixed use in the building, and there would be no density requirement issues with changing the use of a building from multifamily to mixed use or from mixed use to multifamily. This change is also intended to eliminate an artificial disincentive to providing smaller, less expensive multifamily units.

The "parking structures" building type in T3 is folded into the "nonresidential or mixed use" building type row to be consistent with T1, T2, and T4 and have a minimum floor area ratio requirement apply to commercial parking facilities. Parking structures that serve a nonresidential use are a nonresidential building type; this does not need to be noted in the table with the language "(including parking structures)." A 2-car garage providing parking for a single-family house is a parking structure that should be regulated as an accessory residential structure, not as a "nonresidential or mixed use" building type in this table.]

**Notes to table 66.331, traditional neighborhood district dimensional standards:**

- (a) ~~Units per acre is calculated based on net acreage for residential development. Density based on units per acre must be calculated for parcels of an acre or more in size. For smaller parcels, the maximum number of units may be calculated based upon minimum lot size per unit. In calculating the area of a lot that adjoins a dedicated public alley, for the purpose of applying minimum lot area and maximum density requirements, one-half the width of such alley adjoining the lot shall be considered as part of the lot. The minimum FAR applies to new buildings. For a new building on a zoning lot where an existing building will remain, or where the new building and its associated parking and landscaping will cover only part of the site and leave the rest of the site open for an additional building, minimum FAR may be calculated based on the area of the site covered by the new building and its associated parking and landscaping. Public gathering, landscaped, public art, and outdoor seating areas may be counted toward meeting the minimum FAR.~~

[This is language from the CC overlay district to allow additions, etc. to a site that gets closer to the minimum FAR. The first sentence is moved to (b) below.]

- (b) Units per acre is calculated based on net acreage. Density based on units per acre must be calculated for parcels of an acre or more in size. For smaller parcels, the maximum number of units may be calculated based upon minimum lot size per unit. [Moved here from (a).]

In calculating the area of a lot for the purpose of applying lot area and density requirements, the lot area figure may be increased by three hundred (300) square feet for each parking space (up to two parking spaces per unit) within a multiple-family structure or otherwise completely underground. Parking spaces within an above-ground parking structure, except for those on the top level, may also be used for this lot area bonus. The maximum number of units possible on a lot using this lot area bonus can be calculated using the formula  $X = L \div (A - 600)$ , where X = maximum units allowed, L = lot area in square feet, and A = required lot area per unit in square feet. A site plan showing parking layout and dimensions shall be required when applying for this

lot area bonus.

- (c) Floor area ratio (FAR) shall be prorated upon the percentage of required parking that is provided as structured parking. A minimum FAR of 0.5 is required in light rail station areas. Thirty (30) percent of the floor area of structured parking within, above, or below the principal structure may be counted toward meeting the minimum FAR.

[A higher FAR is possible and appropriate in light rail station areas, where there is less need to use space for parking and a desire to create more compact, walkable, transit-oriented development. The minimum 0.5 FAR is a challenge for retail development even with structured parking. The new language for counting part of the floor area of structured parking within, above, or below the principal structure toward the minimum FAR addresses this and is an added incentive for the most land-efficient and also the most expensive structured parking.]

- (d) 1.0-3.0 FAR in light rail station areas for lots more than twenty-five thousand (25,000) square feet in area, with no maximum FAR in T4. Thirty (30) percent of the floor area of structured parking within, above, or below the principal structure may be counted toward meeting the minimum FAR. For lots more than twenty-five thousand (25,000) square feet partly in a light rail station area, minimum FAR shall be prorated upon the percentage of the lot in a light rail station area.

[A higher FAR is possible and appropriate for lots of more than 25,000 sq. feet in light rail station areas, where there is less need to use space for parking, there is a desire to create more compact, walkable, transit-oriented development, and the lot is large enough for efficient structured parking. The minimum 1.0 FAR is a challenge, particularly for retail development, even with structured parking. The new language for counting part of the floor area of structured parking within, above, or below the principal structure toward the minimum FAR addresses this and is an added incentive for the most land-efficient and also the most expensive structured parking.]

- (ed) Except in the river corridor overlay district, height of structures may exceed the maximum if set back from side and rear setback lines a distance equal to additional height.
- (fe) A maximum height of forty-five (45) feet may be permitted with a conditional use permit when the structure is within six hundred (600) feet of an existing or planned transit stop on a designated transit street. A maximum height of sixty-five (65) feet may be permitted with a conditional use permit for property along University Avenue within six hundred (600) feet of an existing or planned transit stop, except on the following blocks, where heights greater than forty-five (45) feet would generally be incompatible with the surrounding neighborhoods: north side of University between Aldine Street and St. Albans Street, and between Kent Street and Galtier Street; and south side of University between Oxford Street and St. Albans Street, and between Mackubin Street and Galtier Street.
- (gf) Except in the river corridor overlay district, a maximum height of ninety (90) feet may be permitted with a conditional use permit.
- ~~(g) Except in the river corridor overlay district, a maximum height of sixty five (65) feet may be permitted with a conditional use permit.~~

[This applied only to parking structures in T3, which have been folded into the “nonresidential or mixed use” row (which would then include nonresidential parking structures) to be consistent with T1, T2, and T4 and have a minimum floor area ratio requirement apply to commercial parking facilities.]

- (h) Additional height may be permitted with a conditional use permit.

[The 25 ft. minimum height is enough to create a sense of enclosure for the street, and the 75 ft. maximum provides for 6 stories of standard construction. Station area plans call for taller buildings from 6-15 stories on large parcels, along University Avenue, and in other prominent locations, with point towers to be set back from the base podium to reduce their impact at ground level. Additional height with a conditional use permit provides for taller buildings where they are consistent with station area plans.]

- (ih) Where at least fifty (50) percent of the front footage of the block is built up with principal structures, the minimum front yard setback for new structures shall be the average setback of the

existing structures, or the normal setback requirement in the district plus half the amount the average setback is greater than the normal setback requirement, whichever is less. Existing structures set back twenty (20) percent more or less than the average shall be discounted from the formula. The minimum front yard setback shall not exceed the maximum front yard setback requirement. Sixty (60) percent of the front facade must fall within the maximum setback. For local heritage preservation sites, the standard may be modified to comply with the preservation program and design review guidelines.

- (j) For properties fronting on University Avenue between Marion and Emerald Streets a minimum four (4) foot front yard setback is required. The four (4) foot setback shall be either landscaped or paved. If paved (preferred), the property owner may provide a permanent easement to the City to provide additional sidewalk space. An additional six (6) feet may be added to provide an outdoor activity zone, pedestrian seating or amenities, resulting in a building setback of ten (10) feet. For local heritage preservation sites, the standard may be modified to comply with the preservation program and design review guidelines.

[A goal identified in the Central Corridor Development Strategy and station area plans is to provide a 14 foot wide sidewalk/pedestrian zone. In most areas along University this requires an additional 4 feet. The 10 ft. maximum setback allows for such things as recessed entries and sidewalk cafes.]

- (k) No side or rear yards are required along the interior lot lines except as otherwise specified in the building code; provided, that if walls of structures facing such interior lot lines contain windows or other openings, yards of not less than six (6) feet shall be provided. Side and rear yards of at least six (6) feet shall be required when a nonresidential use adjoins a side yard of a residential property. These setback requirements from interior lot lines shall be waived when an easement agreement is recorded as to the affected properties. Proof of such recorded easement shall be provided at the time of application for a building permit. The recording of the easement agreement shall be interpreted to mean that the following intents and purposes of these setback requirements are met: adequate supply of light and air to adjacent property; sufficient space for maintenance of the building from the same lot; and prevention of damage to adjoining property by fire or runoff from roofs. The setback shall be a minimum of thirteen (13) feet from the centerline of an adjoining alley.

[Alleys are a particularly important part of a safe and efficient circulation system in T districts. This setback requirement from the centerline of alleys helps ensure they have enough room for delivery vehicles, passing, and backing out of parking spaces.]

- (l) In developments for which a master plan was adopted by the city council as of August 23, 2001, and for which there was a signed, approved redevelopment agreement with the housing and redevelopment authority of the city as of August 23, 2001, a maximum height of sixty-five (65) feet may be permitted without a conditional use permit, and a maximum height of one hundred (100) feet may be permitted with a conditional use permit, provided that such developments, to the extent reasonably possible, follow the design guidelines of the "Sustainable Decisions Guide for City Facilities" or other sustainable development guidelines. In developments for which there was a signed, approved redevelopment agreement with the housing and redevelopment authority of the city as of March 17, 2004, a maximum height of seventy-five (75) feet may be permitted with a conditional use permit.

#### Division 4. 66.340. Required Conditions

##### **Sec. 66.341. Required conditions in TN1 - TN2 traditional neighborhood districts.**

- (a) *Amount of parking.*

For properties within one-quarter (1/4) mile of a transit street, as defined, the minimum amount

of required off-street parking for residential uses specified in section 63.207, Parking requirements by use, may be reduced by twenty-five (25) percent ~~to one (1) parking space per dwelling unit~~. This provision applies to principal and secondary dwelling units and units in mixed-use buildings, but not to live-work units.

[Recent amendments to § 63.207 created graduated residential parking requirements based on unit size: 1 space / 1-2 room unit, 1.5 spaces / 3-4 room unit, and 2 spaces / 5+ room unit. This 25% reduction would make that 0.75 space / 1-2 room unit, 1.125 spaces / 3-4 room unit, and 1.5 spaces / 5+ room unit.]

(b) *Placement of parking.* Surface parking may be located:

- (1) To the rear of the principal building or within the rear yard of the parcel;
- (2) In an interior side yard if rear parking is impractical or insufficient, provided that surface parking areas and entrance drives occupy no more than fifty (50) percent of the total lot frontage; Surface parking areas in light rail station areas shall occupy no more than sixty (60) feet of the lot frontage.

[This amendment is consistent with the Central Corridor Interim Overlay requirements. Larger parking lots can detract from the pedestrian realm and create unsafe pedestrian environments.]

(3) ...

(c) In the TN1 district, all activities except for off-street parking and loading shall take place within completely enclosed buildings, with the exception of outdoor seating areas for coffee shops or similar uses. Drive-through sales and services (primary or accessory) are not allowed in the TN1 district, and are not allowed unless specifically permitted by a conditional use permit in the TN2 district.

(d) ...

(e) ...

### **Sec. 66.342. Parking requirements in the TN3 - T4 traditional neighborhood districts.**

(a) *Amount of parking.*

The minimum amount of required parking for residential uses specified in Section 63.207, Parking requirements by use, may be reduced by twenty-five (25) percent ~~to one (1) parking space per dwelling unit~~. On-street parking located along the frontage of a property may be used to meet parking requirements for that property.

[Recent amendments to § 63.207 created graduated residential parking requirements based on unit size: 1 space / 1-2 room unit, 1.5 spaces / 3-4 room unit, and 2 spaces / 5+ room unit. This 25% reduction would make that 0.75 space / 1-2 room unit, 1.125 spaces / 3-4 room unit, and 1.5 spaces / 5+ room unit.]

(b) *Placement of parking.* Surface parking may be located:

- (1) To the rear of the principal building or within the rear yard area of the parcel.
- (2) In an interior side yard if rear parking is impractical or insufficient. Surface parking areas and entrance drives accessory to a principal building or use may occupy no more than ~~thirty (30) percent~~ sixty (60) feet of the total lot frontage.

[This amendment is consistent with the Central Corridor interim overlay requirements. Larger parking lots can detract from the pedestrian realm and create unsafe pedestrian environments.]

(3) ...

(4) ...

**Sec. 66.343. Traditional neighborhood district design standards.**

- (a) *Applicability.* The traditional neighborhood district design standards under paragraph (b) below apply to development within TN1-TN34 traditional neighborhood districts, as indicated in table 66.343, applicability of traditional neighborhood district design standards. Site plans and other development proposals within traditional neighborhood districts shall be consistent with the applicable design standards unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable. In cases where more specific design standards or guidelines have been developed as part of city council-approved master plans, small area plans, or other city-approved plans for specific sites, those shall take precedence. All standards in section 63.110, general design standards, are also applicable to development within TN1-TN3 traditional neighborhood districts.

**Table 66.343. Applicability of Traditional Neighborhood District Design Standards**

<b>TN Guidelines</b>	<b>TN1</b>	<b>TN2</b>	<b>TN3</b>	<b>T4</b>
1. Land use diversity			✓	✓
<del>2. Similar facing buildings</del>		✗	✗	
<del>2-3. Transitions to lower-density neighborhoods</del>		✓	✓	✓
<del>3-4. Block length</del>		✓	✓	✓
<del>4-5. Compatible rehabilitation and reuse</del>	✓	✓	✓	✓
<del>5-6. Use established building facade line</del>	✓	✓	✓	
<del>6-7. Buildings anchor the corner</del>	✓	✓	✓	✓
<del>7-8. Front yard landscaping</del>	✓	✓	✓	✓
<del>8-9. Building facade continuity</del>		✓	✓	✓
<del>9-10. Building facade articulation - base, middle and top</del>	✓	✓	✓	✓
<del>11. Building facade articulation - vertical</del>	✗	✗	✗	
<del>10-12. Building height - treatment of 1-story buildings</del>	✓	✓	✓	✓
<del>11-13. Definition of residential entries</del>	✓	✓	✓	✓
<del>12. Entrance location</del>	✓	✓	✓	✓
<del>13-14. Door and window openings - minimum and character</del>	✓	✓	✓	✓
<del>14-15. Materials and detailing</del>	✓	✓	✓	✓
<del>15-16. Screening of equipment and service areas</del>		✓	✓	✓
<del>16-17. Interconnected street and alley network</del>		✓	✓	✓
<del>17-18. On-street parking both sides of streets</del>		✓	✓	✓
<del>18-19. Parking location and entrance design</del>	✓	✓	✓	✓
<del>19-20. Residential garage location</del>	✓	✓	✓	✓
<del>20-21. Parking lot lighting</del>		✓	✓	✓
<del>21-22. Entrance location for transit access</del>	✓	✓	✓	✓
<del>22-23. Street trees</del>	✓	✓	✓	✓
<del>23-24. Sidewalks</del>	✓	✓	✓	✓

- (b) *Traditional neighborhood district design standards.*

- (1) *Land use diversity.* In general, it is desirable for each block to include some diversity in housing type, building type, and mix of land uses. In T3M districts any two (2) abutting

block faces shall include more than one (1) land use or building type.

[The new higher-density T4 district and T3 districts without a master plan are intended to provide more flexibility. T3 districts without a master plan do not dictate building type.]

~~(2) *Similar facing buildings.* Buildings that face each other across a street shall be generally similar in height, scale and articulation.~~

[This standard can be inconsistent with standard #1 encouraging land use, housing type, and building type diversity. It can be inconsistent with standard #2 below for density transitions; it may be appropriate for buildings to be lower on the north side of University Avenue where they are across the alley from low density residential lots, for example, than across the street on the south side of University Avenue where there are no nearby low density residential lots. This standard can also be inconsistent with standard #9, *building facade articulation*, and standard #10, *building height*, in cases where the buildings across the street do not conform to these standards.]

~~(23) *Transitions to lower-density neighborhoods.* Transitions in density or intensity shall be managed through careful attention to building height, scale, massing and solar exposure.~~

~~(3-4) *Block length.* Block faces in mixed use areas shall typically not exceed four hundred (400) feet. Block faces in residential areas shall typically follow the pattern of neighboring blocks, but shall not exceed six hundred sixty (660) feet, the length of the standard Saint Paul block. This standard may be modified to ensure compliance with the city's adopted comprehensive plan and development or project plans for sub-areas of the city.~~

~~(45) *Compatible rehabilitation and reuse.* Remodeling, additions or other alterations to existing traditional buildings shall be done in a manner that is compatible with the original scale, massing, detailing and materials of the original building. Original materials shall be retained and preserved to the extent possible.~~

~~(56) *Use established building facade lines.* New buildings shall relate to the established building facade line on the block where they are located. On most nonresidential or mixed use blocks, this is the inside edge of the sidewalk. For corner buildings, each facade that fronts a public street shall maintain the established building facade line. Portions of the facade may be set back a greater distance to emphasize entries or create outdoor seating and gathering areas.~~

~~(67) *Buildings anchor the corner.* New buildings on corner lots shall be oriented to the corner and both public streets. On corner lots at light rail transit station platforms, no portion of a structure shall be permitted in the triangular area of the lot included within fifteen (15) feet of the corner along each lot line.~~

[This improves site lines and pedestrian safety and circulation on corners at light rail transit stations where there is high pedestrian and vehicular traffic volume.]

~~(78) *Front yard landscaping.* Front yard areas located between the principal building and the street shall be landscaped, except on University Avenue where the first four (4) feet may be paved similar to the public sidewalk. Other hard surfaced front yard areas should include amenities such as benches, tables, and planters.~~

[This is consistent with a goal identified in the Central Corridor Development Strategy and station area plans is to provide a 14 foot wide sidewalk/pedestrian zone. In most areas along University this requires an additional 4 feet.]

~~(89) *Building facade continuity.* New buildings along commercial and mixed-use streets shall provide a continuous facade along the street. Where breaks occur, the street edge shall be continued through the use of fencing, low walls and/or landscaping.~~

~~(910) *Building facade articulation—base, middle and top.*~~

~~a.—Most traditional buildings in the city have a strong pattern of base, middle and top,~~

created by variations in detailing, color and materials. New buildings shall respond to this pattern.

- b. Articulated tops shall be considered in the design of all new buildings. This articulation might consist of pitched roofs, dormers, gable ends, cornice detailing, etc.
- e. The bottom twenty-five (25) feet base of the buildings shall include elements that relate to the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc.

~~(11) *Building facade articulation – vertical.* Consistent with most traditional buildings in the city, a building width of forty (40) feet or less is encouraged. New buildings of more than forty (40) feet in width shall be divided into smaller increments, between twenty (20) and forty (40) feet in width, through articulation of the facade. This can be achieved through combinations of the following techniques, and others that may meet the objective.~~

- a. ~~Facade modulation – stepping back or extending forward a portion of the facade.~~
- b. ~~Vertical divisions using different textures or materials (although materials should be drawn from a common palette).~~
- c. ~~Division into storefronts, with separate display windows and entrances.~~
- d. ~~Variation in roof lines by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.~~
- e. ~~Arcades, awnings, window bays, arched windows and balconies at intervals equal to the articulation interval.~~

~~(102) *Building height - treatment of 1-story buildings.* New buildings of two (2) or more stories are encouraged in TN1 and TN2 districts and required in the TN3 district. One-story buildings, where constructed, shall be designed to convey an impression of greater height in relation to the street. This can be achieved through the use of pitched roofs with dormers or gables facing the street, a higher parapet, and/or the use of an intermediate cornice line to separate the ground floor and the upper level.~~

[The minimum height standard in Table 66.331 is changed from stories to feet.]

~~(113) *Definition of residential entries.* Porches, steps, pent roofs, roof overhangs, hooded front doors or similar architectural elements shall be used to define all primary residential entrances.~~

(12) *Entrance location.* There shall be a primary pedestrian building entrance on all arterial or collector streets. At a corner location where both streets are arterial or collector streets, this standard may be satisfied with a single entrance at the corner. In multi-tenant buildings, any ground floor use with street frontage shall have an entrance facing the street.

~~(13-4) *Door and window openings - minimum and character.*~~

- a. For new commercial and civic buildings, windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor ~~of the~~ along arterial and collector ~~primary~~ street facades.
- b. Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow.
- c. Glass on windows and doors shall be clear or slightly tinted, and ~~allowing~~ views into and out of the interior.
- d. Window shape, size and patterns shall emphasize the intended organization of the

facade and the definition of the building.

(145) *Materials and detailing.*

- a. Residential buildings of more than six (6) units and nonresidential or mixed use buildings shall be constructed of high-quality materials such as brick, stone, textured cast stone, or tinted masonry units, concrete, glass or metal. The following materials are generally not acceptable:
  - Unadorned plain or painted concrete block;
  - Tilt-up concrete panels;
  - Synthetic stucco products ~~Pre-fabricated steel or sheet metal panels;~~
  - Reflective glass; and
  - ~~Aluminum~~, Vinyl, fiberglass, asphalt or fiberboard siding.
- b. All building facades visible from a public street or walkway shall employ materials and design features similar to those of the front facade.

(156) *Screening of equipment and service areas.* If an outdoor storage, service or loading area is visible from adjacent residential uses or a public street or walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure.

(167) *Interconnected street and alley network.* The existing street and alley network shall be preserved and extended as part of any new development. If the street network has been interrupted, it shall be restored whenever possible. Cul-de-sac streets are discouraged; crescent-shaped or courtyard street arrangements may be used when street connections are impractical.

(178) *On-street parking.* Streets shall generally have parking on both sides to buffer pedestrians, calm traffic and supplement off-street parking unless the space is needed to accommodate traffic volume, emergency vehicles, transit or deliveries. Parking bump-ins are permitted in special cases (such as adjacent to large development sites) in conjunction with a redevelopment project that has at least three-hundred (300) feet of street frontage.

(189) *Parking location and entrance design.*

- a. Off-street parking shall be provided within a principal structure, underground, or to the rear of buildings to the greatest extent possible. Limited side yard parking may be appropriate. Entrance drives and garage doors for underground or structured parking may face the street, except adjacent to light rail transit platforms, but shall be designed for pedestrian convenience and safety.
- b. Surface parking shall not be located within thirty (30) feet of a corner. Buildings shall be located to emphasize and "anchor" the corner whenever possible.
- c. Vehicular entrances to structured parking shall be minimized so that they do not dominate the street frontage of the building. Possible techniques include recessing the entry; extending portions of the structure over the entry; using screening and landscaping to soften the appearance of the entry; using the smallest curb cut and driveway possible; and subordinating the vehicular entrance to the pedestrian entrance in terms of size, prominence in the streetscape location, and design emphasis.
- d. New above-grade parking structures fronting on arterial and collector streets shall be lined with active commercial/retail uses at street level with direct access to the sidewalk.

e. Upper levels of new parking structures shall be designed with exterior wall treatments, detailing, fenestration and materials that screen the view of vehicles and relate to existing adjacent buildings.

(190) *Residential garage location.* Attached residential garages shall be recessed at least ten (10) feet behind the front facade of the building. Detached residential garages shall be located in the side or rear yard, recessed at least twenty-five (25) feet behind the front facade of the building. When an alley is present, garages shall be located in the rear yard and accessed through the alley. Individual residential unit garage entrances shall be off alleys or interior courtyards.

(204) *Parking lot lighting.* Pedestrian-scale lighting shall be provided within parking areas. Light standards shall be ~~nine (9) to twelve (12)~~ no more than twenty-five (25) feet in height in parking lots and sixteen (16) feet in height along interior sidewalks and walkways, and have a downcast glow.

[Sixteen feet is consistent with the height of historic St. Paul lantern style street lights. Twenty-five feet is an optimal height for the most efficient LED parking lot lighting.]

(212) *Entrance location for transit access.* New and existing retail, office and multifamily housing shall coordinate with the transit agency in locating bus stops and related improvements. Building entrances shall be located to provide easy access to bus stops and shelters.

(223) *Street trees.* Street trees in the street right-of-way, as prescribed by the city forester and section 69.600 of the subdivision regulations, and other landscape improvements shall be provided along all streets at regular intervals to help define the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five (5) feet wide between the curb and sidewalk, or in a planter or planting structure of a design acceptable to the city.

(234) *Sidewalks.* Streets shall be designed with sidewalks on both sides except where they abut a park or other open space. Sidewalk width shall be at least five (5) feet, and six (6) feet or more in areas of high pedestrian activity. The T4 district is defined as an area of high pedestrian activity.

#### **Sec. ~~66.344~~ 66.345. TN3-T4 district planning requirements.**

- (a) *Previous plans.* Any pre-existing city-approved plans, such as small area plans, station area plans, precinct plans or master plans, prepared for the site or the surrounding area shall be incorporated as appropriate in preparing any development plan for a TN3 or T4 traditional neighborhood district site. It is understood that these plans may occasionally be amended as conditions change. The intent of such plans shall be realized to the extent possible in any subsequent development plans. For a T3 or T4 development site that, together with adjoining T3 or T4 parcels of land held by the same owner, is fifteen (15) acres or more in area, prior to issuance of building permits for new buildings on the site, a conceptual site plan shall be provided showing how the land under single ownership will be developed in conformance with any pre-existing city-approved plans.
- (b) *Master plan.* For any TN3 or T4 district of fifteen (15) acres or more in area, a master plan may ~~shall~~ be provided for review and recommendation by the planning commission and approval by city council resolution. The master plan may be already in existence, or it may be prepared by city staff or by the applicant or developer. A TN3 or T4 area for which a master plan has been adopted by the city council shall be designated as a TN3(M) or T4M district. The master plan may ~~shall~~ include the following information:

[T3-T4 zoning is an important tool for implementing city-approved plans. Development of a master plan, particularly for an area with multiple owners, can be impractical, unreasonable, unnecessary, and a barrier to appropriate use of T3-T4 zoning. For T3-T4 areas being newly developed or substantially redeveloped, a master plan may appropriately be quite complex and thorough. In T3-T4 areas that are largely already developed, it may be useful or necessary for a master plan only to address a few key issues or elements. For implementation of station area plans and other city approved plans, it is helpful to provide for more flexible use of master plans and T3-T4 zoning.]

- (1) ~~A~~ Location maps of suitable scale showing the boundaries and dimensions of the site within the context of the community and adjacent parcels, including. ~~The map or maps shall show:~~
  - a. Locations of any streets; railroads; significant natural, geographic or topographic features; and other major features within five hundred (500) feet of the site; and
  - b. Existing parks, open space, major institutions, and concentrations of commercial use within one-half mile of the site.
- (2) A site inventory and analysis to identify site resources and constraints, including floodplain, wetlands, poorly drained soils, soils with bedrock near surface, utility easements, slopes greater than twelve (12) percent, and areas of possible soil contamination.
- (3) Plan graphics, including but not limited to the following:
  - a. Topographic contours at five (5) foot intervals.
  - b. Layout of blocks.
  - c. Circulation system, indicating existing and proposed streets or rights-of-way, transit stops, bike routes, sidewalks and other walkways.
  - d. Street classification system, designating ~~all~~ streets by function within the site.
  - e. Block-level analysis, designating blocks or portions of blocks as “mixed residential,” “mixed use,” “edge,” “transition,” or other (see section ~~66.345~~ ~~66.344~~, Required Traditional neighborhood district master plan elements) and identifying primary building types on each block. Blocks may be designated for a range of traditional neighborhood elements and building types. Undesignated blocks would allow the full range of TN3 uses and building types. ~~Blocks shall be defined in relation to adjacent street classifications and open space.~~
  - f. Open space plan, including ~~all~~ areas to be set aside as public or private open space and their preliminary design treatment.
  - g. Preliminary landscape plan, indicating street trees and landscape treatment of ~~all~~ streets and public spaces.
- (4) Plan graphics may ~~(but are not required to)~~ include examples of building elevations for each building type; an indication of building scale, height, massing, parking location and relationship to the street; visual analysis of impact on critical views and vistas; and examples of streetscape and other public improvements, including light fixtures, screening walls and fences, benches and other street furniture.
- (5) A preliminary stormwater plan, identifying any wetlands or floodplain, and preliminary locations of structures and methods to be used in managing stormwater and surface water on the site. ~~Any wetlands or floodplain on the site shall be identified.~~ Integration of stormwater treatment into the landscape and site design is encouraged, as is the use of natural methods such as ponds, wetlands or swales.

- (6) Phasing plan, where applicable, including the phasing of open space and street improvements.
- (7) Utilities plan, indicating existing conditions and proposed changes, as appropriate.
- (c) *Changes to master plan.* Once approved, a master plan may be modified as follows:
  - (1) *Minor modification.* Minor modifications to an approved master plan may be requested by the property owner or developer. The planning administrator may approve minor modifications, including changes of less than ten (10) percent in land area designated in a specific category, provided such changes are consistent with the intent of the master plan.
  - (2) *Major modification.* Major modifications to an approved master plan may be initiated by the city council, the planning commission, or any person having an ownership or leasehold interest (contingent included) in property that is the subject of the proposed modification. Major modifications include changes of ten (10) percent or more in land area designated in a specific category; creation of a new public street or removal of a public street segment; removal of a park or open space area; or addition or removal of an entire block. Major modifications may be approved as an amendment to the master plan by city council resolution following planning commission review, public hearing and recommendation.

**Sec. ~~66.345~~ 66.344. TN3 Traditional neighborhood district master plan required elements.**

This section applies to TN3M and T4M districts for which a master plan designates blocks or portions of blocks as “mixed residential,” “mixed use,” “open space,” “edge,” or “transition area.” A TN3M traditional neighborhood district of fifteen (15) or more acres in area ~~shall~~ should include, at a minimum, a mixed residential area and the specified minimum percentage of open space within one-quarter (1/4) mile of a mixed-use neighborhood center. These elements may be found within the TN3M district or adjacent to it; the intent is that they would be present within a reasonable walking distance. A mixed use area and/or an edge/transition area may also be required, depending on the criteria listed below.

- (a) *Mixed use area.* The mixed use area consists of service and retail commercial uses, workplaces, civic uses, housing, and public open space. It contains the broadest variety of land uses, and is intended to function as a center of activity for residents of the entire TN3 district and, potentially, surrounding areas.
  - (1) All residential lots within a TN3M or T4M traditional neighborhood district should be located within approximately one-half mile of an existing or proposed mixed use area. ~~(2)~~ The ~~requirement to include~~ a mixed use areas may be existing fulfilled by adjacent mixed use areas such as neighborhood commercial nodes.
  - ~~(2)(3)~~ A mixed use area shall be composed of at least two of the following land use categories, as categorized in table 66.321, principal uses in traditional neighborhood districts:
    - a. commercial uses, such as general retail, restaurants, offices, services and accommodations-
    - b. residential uses, not including one-family or two-family dwellings-
    - c. civic and institutional uses such as school, place of worship, community meeting facility, library, and transit station-
  - ~~(3)(4)~~ A new mixed use area shall also include ~~(4)~~ centrally located public open space, in the form of a square, park or plaza.

- (b) *Mixed residential area.* A mixed residential area consists of a variety of housing types and limited office and service uses. It may be located anywhere within the ~~TN3~~ district, and is intended to be linked to surrounding areas by interconnected streets, paths and open spaces.
- (1) A minimum of fifty (50) percent of all dwelling units in a mixed residential area shall consist of multifamily units, units in mixed-use buildings, and/or attached single-family units such as townhouses and live-work units.
  - (2) If over fifty (50) units are proposed in a site plan or master plan, at least two housing types shall ~~must~~ be included from the following categories:
    - a. one- and two-family dwellings;
    - b. attached units such as townhouses and live-work units; ~~and~~
    - c. other multifamily dwellings
  - (3) For infill development, the required mix of residential uses may be satisfied by existing adjacent residential uses within a two-block radius.
  - (4) Up to twenty (20) percent of total floor area may consist of office and limited service uses as part of live-work units or integrated into residential structures.
  - (5) All residential lots shall be located within one-half (½) mile of existing or planned public or common open space.
- (c) *Edge or transition area.* An edge area may be required as a lower-density transitional zone responding to adjacent uses. The required mix of housing types specified in the previous sections shall ~~will~~ not apply in transition areas. Densities and uses will depend on adjacent conditions.
- (d) *Open space areas.* For a ~~TN3M~~ district of fifteen (15) or more acres in area, a minimum of twenty (20) percent of a district's gross acreage, exclusive of street or alley right-of-way, shall ~~must~~ be defined in the master plan as open space, which may include undevelopable areas such as steep slopes and wetlands, and stormwater basins.
- (1) A minimum of fifty (50) percent of the required open space shall be accessible to and usable by the public, such as a central square or plaza, neighborhood parks, greenways, trail corridors, or extensions of existing parks on the periphery (as specified in comprehensive or small area plans, or in the master plan process).
  - (2) Existing parks or open space adjacent to the area may satisfy the open space requirement; a fee-in-lieu of park dedication may be required for enhancements to such adjacent existing parks or open space.

## ARTICLE IV. 66.400. BUSINESS DISTRICTS

### Division 2. 66.420. Principal Uses in Business Districts

#### **Sec. 66.421. Principal uses.**

Table 66.421, principal uses in business districts, lists all permitted and conditional uses in the OS-B5 business districts, and notes applicable development standards and conditions.

**Table 66.421. Principal Uses in Business Districts**

Use	OS	B1	BC	B2	B3	B4	B5	Development standards
<b>Limited Production, Processing and Storage</b>								
Finishing shop					P		P	✓
Limited production and processing					P		P	✓
Mail order house			P	P	P	P	P	
Malt liquor <del>production</del> manufacturing				P/C	P	P	P	✓
Plastic products							P	
Printing and publishing				P/C	P	P	P	
Recycling collection center					P			✓
Recycling drop-off station			P	P	P	P	P	✓
Toiletries and cosmetic manufacturing							P	
Warehousing and storage							P	✓
Wholesale establishment					P	P	P	✓

ARTICLE V. 66.500. INDUSTRIAL DISTRICTS

Division 2. 66.520. Principal Uses in Industrial Districts

**Sec. 66.521. Principal uses.**

Table 66.521, principal uses in industrial districts, lists all permitted and conditional uses in the IR-I3 industrial districts, and notes applicable development standards and conditions.

**Table 66.521. Principal Uses in Industrial Districts**

Use	IR	I1	I2	I3	Development Standards
<b>Automobile Services</b>					
Auto body shop	<u>C</u>	P	P	P	<u>✓</u>
Auto convenience market	C	P	P		✓
Auto service station	<u>C</u>	P	P		✓
Auto specialty store	C	P	P		✓
Auto repair station	<u>C</u>	P	P		✓
Auto sales, indoor	<u>P</u>	P	P		
Auto sales and rental, outdoor	<u>C</u>	P	P		✓
Car wash		P	P		✓
<b>Limited Production, Processing and Storage</b>					
Finishing shop	P	P	P		✓
Limited production and processing	P	P	P		✓
Mail order house	P	P	P		
Malt liquor <del>production</del> manufacturing	P	P	P		

Plastic products	P	P	P		
Printing and publishing	P	P	P		
Recycling collection center		P	P		✓
Recycling drop-off station	P	P	P		✓
Storage facility, rental		P	P	P	
Toiletries and cosmetic manufacturing	P	P	P		
Warehousing and storage		P	P		
Wholesale establishment	P	P	P		

[These are appropriate uses in the IR district as long as they conform to the design standards noted below and the standards and conditions added for these uses in the IR district in Chapter 65.]

**Sec. 66.542. Required conditions in the IR light industrial restricted district special setbacks.**

- (a) *Placement of parking.* Surface parking may be located to the rear of the principal building, within the rear yard area of the parcel, in an interior side yard if rear parking is impractical or insufficient, or . . .
- (b) *Park setbacks.* In any yard which adjoins a publicly owned park, buildings may . . .
- (c) *Design standards.* Development shall be consistent with the design standards in section 66.343(b)(~~6~~), (7), (89), (10), (~~12~~), (~~13~~), (~~14~~), (15), (~~16~~), (~~189~~), (~~20~~) (21), (~~22~~), and (23), and (~~24~~), unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable.

**Chapter 69. Zoning Code - Subdivision Regulations**

ARTICLE V. GENERAL REQUIREMENTS AND DESIGN STANDARDS

**Sec. 69.502. Alleys.**

- (a) *Required.* Alleys shall be provided where topography renders driveways from the street to service or off-street parking areas impractical, where limited access streets prohibit driveways to off-street parking and service areas, and in a the TN3 or T4 district where alleys are designed as part of an interconnected street network in an approved master plan.