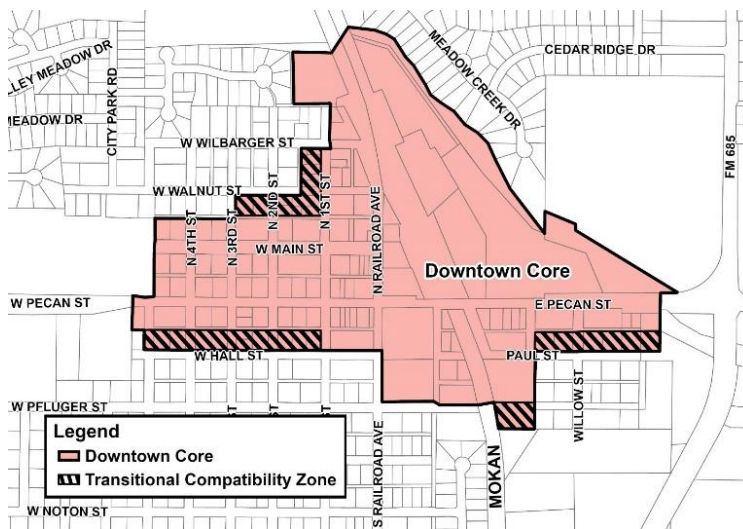


Summary of Transitional Compatibility Zone

General

The proposed Downtown code amendments are intended to maintain the current regulatory framework with improved residential compatibility standards and provide for more clarity within the regulations for ease of use and enforceability. These amendments do not rezone any property and provide for the regulatory requirements for future development or redevelopment of property within the Downtown. A Transitional Compatibility Zone (TCZ) is proposed within the Downtown Core Sub-district to provide for improved residential compatibility by providing for more restrictive land use provisions and development requirements, as outlined below:

- Bar/Tavern, Body Art Studio, Brewpub/ Wine Bar, and a Lounge are prohibited in TCZ.
- Building setbacks are applied in the TCZ rather than the ‘build-to-line’ standards that yield a more urban streetscape yard.
- More restrictive 70% maximum lot coverage (Building Footprints) and 70% maximum impervious cover standards are applied to the TCZ. (This is comparable to the requirements for a Single-Family Suburban (SF-S) zoned lot.)
- Increased landscaping standards in the TCZ which, provide for more landscape area and plantings.
- Streets along the TCZ such as W. Hall Street, Paul Street, and W. Walnut Street are no longer classified as “Build-to-Line” streets to ensure improved residential compatibility and scale.
- Development within the Transitional Compatibility Zone is limited to a maximum building height of 35’. (This is comparable to the requirements for a Single-Family Suburban (SF-S) zoned lot.)



Transitional Compatibility Zone - Land Uses / Zoning

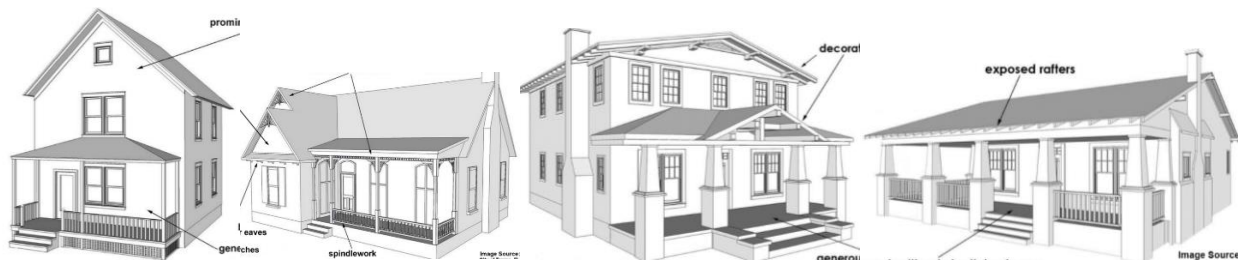
In the Downtown, land uses are governed by city-wide base zoning districts as well as the regulatory Downtown District Overlay. A base zoning district is the standard tool for regulating land uses in the City. Single-Family Suburban (SF-S), General Business - 1 (GB-1), Retail (R), and Office (O) zoning districts are examples of base zoning districts that can be found in the Downtown District Overlay. The Downtown District Overlay serves as a tool to restrict more intensive commercial land uses in the Downtown that would otherwise be permitted by the base zoning district and provides for specific development standards related to the Downtown District Overlay. The Transitional Compatibility Zone (TCZ) further prohibits uses that are generally associated with nighttime operations, including Bar/Tavern, Body Art Studio, Brewpub/Wine Bar, and a Lounge.

Transitional Compatibility Zone – Development Standards

The Downtown Core Sub-district further provides for a Transitional Compatibility Zone (TCZ), which requires specific, context-sensitive development regulations relating to architecture, site design, maximum impervious cover and lot coverage, building height, and landscaping to ensure improved compatibility with the surrounding residential neighborhood.

Instead of what development standards are applied to the Downtown Core Sub-district as a whole, lots within the TCZ will have more restrictive standards for maximum lot coverage and maximum impervious cover (i.e., 70% maximum lot coverage and 70% maximum impervious cover). This limitation of 70% maximum lot coverage and maximum impervious cover is comparable to the standards applied to a Single-Family Suburban (SF-S) zoned lot.

Additionally, the scale of development within these areas will need to resemble a single-family residential structure in terms of aesthetics and placement on the property. In regard to architectural standards, new development within these areas would be required to have residential building design (e.g., Craftsman Style, Queen Anne, and Folk Victorian) regardless of the land use on the property. New construction of single-family detached, single-family attached (townhomes), duplexes, and condominiums with similar structure types in the Downtown District Overlay shall comply with base zoning development regulations established per [Section 4.2 of the Unified Development Code](#), and the architectural styles required in the Downtown. Refer to examples below for the type of architectural styles that would be required within the Transitional Compatibility Zone.



Transitional Compatibility Zone – Parking within the TCZ

The proposed code amendments address the location and orientation of parking within the Transitional Compatibility Zone, as provided below.

- For lots within the Transitional Compatibility Zone, on-site alley-loaded parking shall be prioritized above on-street parking in satisfying the parking requirements per Section G.3.a.
- When a lot abuts an alley, on-site parking shall be provided to the rear along the alley.
- When a lot does not abut an alley, parking shall be oriented to the side yard, if provided; however, in this case, on-street parking may be prioritized in order to lessen the visual impact on the streetscape yard.

Transitional Compatibility Zone – Building Heights

In addition to the building height compatibility provisions related to single-family adjacency or across the street or alley from single-family zoning, new development within the Transitional Compatibility Zone (TCZ) is limited to a maximum building height of 35'. New construction of buildings within the TCZ shall not be required to be a minimum of 2-stories in building height.

Transitional Compatibility Zone – Removed Build-to-Line Standards

A Build-to-Line requirement means a building shall be situated and setback a certain distance from the front property line to create a consistent streetscape. Build-to-Line standards within the Downtown Overlay are currently required along certain street segments within the Downtown District Overlay. The proposed amendments remove street segments governed by the “Build-to-Line” standards within residential areas or along the Transitional Compatibility Zone to ensure improved residential compatibility and scale. (i.e., Hall Street is no longer classified as a Build-to-Line Primary Street segment.)

Example of application of Build-to-Line requirement:



Current vs. Proposed Build-To-Line Street Segments:

