

## 15-04-07 **Mixed Use Zone**

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

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

### **B. Procedures**

1. The Planning Commission will review all development proposals in the MU Zone. All exterior building elevations visible from adjacent properties or streets must also be reviewed and approved by the Planning Commission.
2. Prior to the Planning Commission taking action, plans must be submitted in accordance with the zoning ordinance.
3. All submissions shall be made well in advance of planned construction for proper coordination and feedback, and shall be reviewed by the City Development Review Committee and/or respective architectural review committee before submittal to the Planning Commission.
4. For a typical building project, 12 copies of the required information must be submitted for complete review and recommendation by the Planning Commission. One copy will remain on file with the Planning Division and the second copy will be returned with comments. Communication with the Planning Commission may be directed to the Community Development Director.
5. The owner's representative, for on-going coordination with the Planning Commission, must also be identified including address and telephone number.

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

1. Coverage for both buildings and paved areas (parking, loading and circulation) shall not exceed 90 percent, thereby reserving a minimum of 10 percent for landscaped areas and open space.
2. Parking terraces and underground parking is strongly encouraged. Surface parking (permanent or temporary) may be allowed in addition to, or in lieu of a parking structure, upon the approval of the Planning Commission, where it is screened from streets and where it can be shown that the phasing plan, design, size and scope of the project substantially provides a walkable community.
3. A signed development agreement, approved by the Planning Commission, shall be recorded as a deed restriction upon the property. Said agreement shall be binding to all future developers and property owners of said development, including the provision of homeowners' associations and/or other methods of preserving development standards and maintenance of facilities and landscape.

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

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

As a guiding principle, mixed use components should be within a five minute (or 1/4 mile) walking distance. The actual blend of 'vertical' and/or 'horizontal' mixed use development shall be determined by the Planning Commission depending upon the size, scale, and location of the development. Where size and scale permit, housing units shall include a mix of housing types, housing size, and number of bedrooms, encouraging neighborhoods with a mix of family cycles and incomes.

2. **Ancillary Uses.** All permitted and conditional land uses within the MU Zone may conduct ancillary uses, as specifically defined in §15-15, Definitions, of the Land Development Code, Revised Ordinances of Sandy City, provided such use is not regulated by other sections or is listed as a prohibited land use in this zone.

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

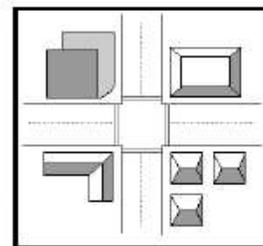
1. **"Mixed Use Master Plan"** Regardless of the size and ownership of individual parcels, a walkable "Mixed Use Master Plan" must be submitted to the Planning staff for review and approval by the Planning Commission. The Plan must show all phases of the development (including any phasing plans) and both existing and reasonable projected development on adjoining properties, determined through consultation with city staff and adjoining property owners.

- a. The intent of the above is to achieve a consistent overall mixed use development with uniform and compatible site standards when the project area is completely built out. Standards that will be applied to a Master Plan are set forth in this chapter.
- b. Remnant parcels left from old developments, rebuilds of existing parcels, or pads within existing center developments, are required to make reasonable compliance with mixed use development standards through consultation with the Community Development Director.

2. **Parcel Size.** Parcels shall be of sufficient size to assure compliance with building setbacks, landscaping, access, parking, and walkability standards.

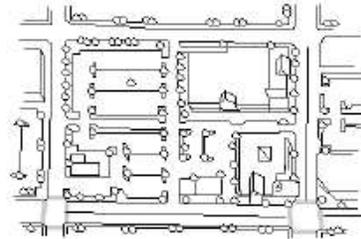
3. **Building Placement and Massing**

- a. **Setbacks.** Building facades shall comprise at least 70% of each street edge identified as "build-to lines." To meet this requirement, building facades must be 0-5 feet from streetside (typically inside edge of sidewalk) property lines where build-to lines are drawn. Awnings and architectural features may project beyond build-to lines, as approved by the Planning Commission. Streetside setback variations may be used when an activity related to pedestrian use is maintained, i.e. special landscaping, outside seating for a restaurant. Recessed plazas, courtyards, and trellises are encouraged.



Buildings to the street

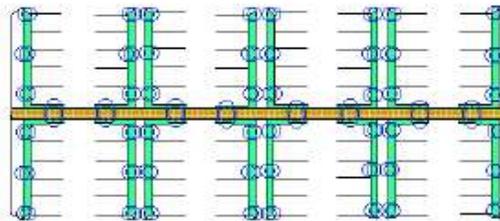
Zero lot line side setbacks with attached structures, in compliance with the Uniform Building Code may be required except for necessary driveway access, pedestrian access, open space, and landscape areas. Rear setbacks shall be of sufficient depth to allow proper parking and landscaped areas to the rear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



Anchor Retail

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

Access from parking areas may be via mid-block passageways or "paseos," to the street.



Walkways thru parking areas

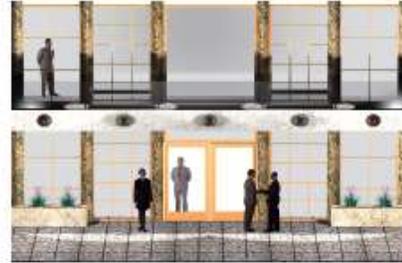
- c. **Building Height.** Buildings at build-to lines shall have a minimum and maximum height as indicated on the table by building type, with height to be measured in accordance with the City's adopted ordinances and standards.

Land Use	Commercial, Office & Vertical Mixed -Use	Condos, Town-homes, Garden Apartments	Single-Family, Twin Homes, & Quads	Civic Uses & other stand alone uses
Minimum Building Height	Two stories	Two Stories	One Story	One Story
Maximum Building Height	Four Stories	Three Stories	Two Stories	Three Stories

Buildings of greater height than allowed in the above table may be approved by the Planning Commission on a limited basis, based upon the size, scale, topography, and uniqueness of the development. Approved structures with additional height may be required to include suitable "step-back" architecture and other architectural features which encourage a 'village' feel on street level.

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

In order to encourage public safety thru natural surveillance, natural access control, and territorial reinforcement, blank walls are not permitted adjacent to streets, pedestrian areas, and open space amenities. Symbolic barriers, such as low lying fences/wall, landscaping and signage shall be used, as appropriate, to discourage crime and to promote safety. Ground floor parking garages are not permitted immediately adjacent



Natural Surveillance

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

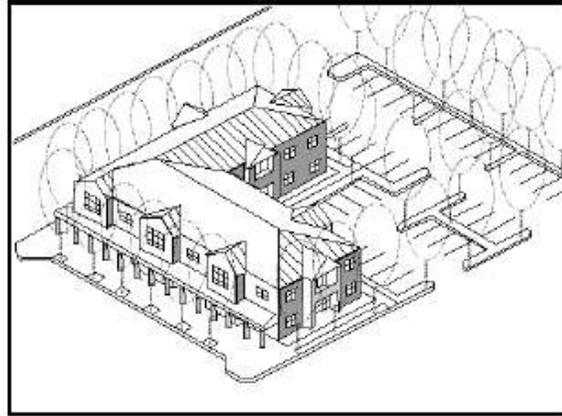
4. **Land Use Impact and Buffering.** Landscape buffers are preferred over fences and walls where a separation is desirable. A visually open look should be encouraged between compatible uses. Visual screening which creates 'outdoor rooms' is often more important than a physical separation and the Planning Commission may, at its own option, require special treatment of such areas. Fences or walls, if determined to be necessary or desirable, must be reviewed for their effectiveness in protecting private space while not creating isolated uses or dead space void of natural surveillance. Approved fences or walls shall be compatible in color, texture, and design in relationship to building materials.

In order to mitigate any negative impacts, the Planning Commission, after due consideration, may modify building setbacks and heights, and require additional architectural and/or landscape elements, as needed between uses, within and without a mixed use development.

5. **Architectural Design and Materials.** The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with the proportions of other surrounding buildings, and yet provides diversity in design. Requirements applicable to all buildings are stated below:
- All sides of buildings shall receive equal design consideration, particularly where exposed to pedestrian and/or vehicular traffic and adjacent properties.
  - Basic building materials shall include, but are not necessarily limited to, architecturally treated pre-cast concrete, brick, stone, granite, ceramic tile, architectural metals and glass. All residential uses shall be predominantly brick or masonry. Limited amounts of stucco and masonite siding may be considered if the quality of the design merits such consideration. The use of exposed concrete (architectural concrete excepted), metal, or plastic for storefront facades is not permitted. All buildings within the development shall possess a similar architectural theme and have common architectural elements creating a unifying development.
  - No more than four colors may be used per development. Earth tone colors are encouraged to help buildings blend into the environment, however, color may vary if approved by the Planning Commission as being compatible with

surrounding developments. Approved tinted glass surfaces shall be considered as one of the colors allowed and shall conform to the color requirements included herein. Building styles shall be compatible with existing buildings within the respective MU Zone.

- d. Buildings shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls, creating easy pedestrian access from sidewalks, parking areas, etc. Commercial buildings shall be designed



Building facades and relationship to street

with ground floor architectural separation in order to enhance street activity and walkability. All buildings shall have expansive windows, balconies, terraces, or other design features which are oriented to the street, or other people spaces, in order to maximize interface connection. Windows, display windows, doors, and arcades must make up at least 70% of street-facing facades on the first story of commercial developments. Window shapes and sizes shall be so designed to be compatible from building to building. Tinted windows or windows with reflective film or glass are not permitted at street level.

- e. Mechanical equipment shall be located or screened so as not to be visible from streets, pedestrian areas, and adjacent developments. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or on the roof.
  - f. Plans for significant exterior modifications to any existing structures must be submitted to the Planning Commission for approval and must meet the same requirements as all other structures within the MU Zone.
4. **Signage.** Proper design and placement of signs and their lighting is critical and shall be compatible with structures and uses. Mixed use developments shall have a sign theme which promotes mixed use compatibility. Permitted signs within the MU Zone shall be in compliance with Chapter 15-10, except that free-standing and off-premise signs or billboards shall not be permitted. Wall signs, projecting wall signs, and window signs, approved as part of a sign theme, are encouraged.

Monument signs and directional signs are discouraged. Where approved, a monument sign must comply with the following limitations: the sign shall have as the prominent feature the name of the development (i.e., "Jordan Village", "Jordan Plaza", etc). All other lettering shall be no taller than four [4] inches in height. The maximum height of the sign shall be four [4] feet for the portion containing general copy, with an overall maximum height of six [6] feet above sidewalk grade. It is intended that the top two [2] feet be utilized to identify the name of the development. The lettering font style for tenant identification shall be the same for all tenants. Monument signs shall be constructed with the materials similar to that of the main building. Monument signs may not extend into the required sign visibility triangle, unless otherwise approved by the City Transportation Engineer.

5. **Open Space.** Significant usable open space shall be provided within the Mixed Use development, depending upon size, scale, and nature of the development as determined by the Planning Commission. Approved open space may include but is not limited to: commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts, and trail connections. A 'Village Green', as a commons area, may be required adjacent to mass transit connections or other significant activity. Building materials used within open space areas shall be related to the materials of adjacent buildings and shall be a non-skid finish. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate.

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

6. **Landscaping**. Landscaping guidelines are established to improve and then maintain site qualities while minimizing alteration, removal, or degradation of approved landscaping. Land-scaping, in general, shall follow CPTED (Crime Prevention Through Environmental Design) principles.
  - a. No plans for any building, structure or other improvements shall be approved by the Planning Commission unless there shall also have been submitted landscape and streetscape plans satisfactory to the Planning Commission.
  - b. Landscaping in accordance with the plans submitted must be installed within 30 days following the occupancy of the site or as otherwise approved by the Planning Division as seasonal conditions may dictate.
  - c. Future development areas or land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be kept in a weed-free condition or landscaped, as approved by the Planning Commission.
  - d. The developer shall bond for such landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the City for street improvements.
  - e. **Plant Materials**
    - (1) 60% medium size trees; deciduous trees with a caliper from 2 to 3 inches and evergreen trees with a height from 5 to 8 feet. 40% small size trees and shrubs in a combination with deciduous trees with a caliper of 1 ½ to 2 inches and evergreen trees with a minimum height of 4 feet. Where possible, a 50/50 mix of deciduous and evergreen trees and shrubs shall be used for on-site landscaping.
    - (2) Street trees with a minimum 2 inch caliper shall be installed along all public rights-of-way by the developer. The species-type, location, and spacing of trees shall be as shown on the approved landscape plan, in compliance with designated streets within the City's Streetscape Plan. For streets not specified in the Streetscape Plan, the following trees may be used as part of an approved landscape plan, depending upon space requirements:

<b>Bur Oak</b>	( <i>Quercus macrocarpa</i> )
<b>Flowering Pear</b>	( <i>Pyrus calleryana</i> 'Redspire')
	( <i>Pyrus calleryana</i> 'Aristocrat')
<b>Hedge Maple</b>	( <i>Acer campestre</i> )
<b>Little Leaf Linden</b>	( <i>Tilia cordata</i> 'Greenspire')
	( <i>Tilia cordata</i> 'Rancho')
<b>London Plane</b>	( <i>Platanus acerifolia</i> 'Bloodgood')
<b>Norway Maple</b>	( <i>Acer platanoides</i> 'Cleveland')
	( <i>Acer platanoides</i> 'Columnare')
	( <i>Acer platanoides</i> 'Emerald Queen')
	( <i>Acer platanoides</i> 'Schwedleri')

	( <i>Acer platanoides</i> 'Deborah')
	(Improved Schwedleri))
<b>Red Maple</b>	( <i>Acer rubrum</i> 'October Glory')
	( <i>Acer rubrum</i> 'Red Sunset')
<b>Red Oak</b>	( <i>Quercus rubrum</i> )
<b>Redmond Linden</b>	( <i>Tilia euchlora</i> 'Redmond')
<b>Sycamore Maple</b>	( <i>Acer pseudoplatanus</i> )

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

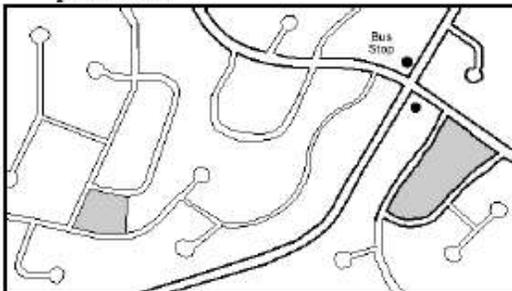
<b>Bechtel Crab</b>	( <i>Malus ioensis</i> 'Klehms Improved')
<b>Crimson King Maple</b>	( <i>Acer platanoides</i> 'Crimson King')
	( <i>Acer platanoides</i> 'Royal Red')
<b>Flowering Plum</b>	( <i>Prunus cerasifera</i> 'Blireiana')
<b>Kwanzan Cherry</b>	( <i>Prunus serrulata</i> 'Kwanzan')
<b>Washington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

- f. **Installation.** It shall be the responsibility of the developer to grade, place topsoil, seed, sod, install sprinkler irrigation systems, and properly plant trees, shrubs, and other approved plant materials.
  - g. **Maintenance.** It shall be the responsibility of the developer and/or property association to properly maintain landscaped areas including watering, mowing, pruning, fertilizing, and the removal and replacement of dead plant materials in a timely manner.
  - h. **Vegetation Modification/Removal.** Pruning vegetation for "exposure," which results in unnatural plant specimens, is prohibited. Necessary vegetation removal shall be replaced with equal or better quality plant materials. Trees that are necessarily removed shall be replaced with trees with comparable total caliper. Street trees replacement shall be in compliance with the City's Streetscape Plan, unless otherwise approved by the Planning Division.
  - i. **Utility Connections.** When disturbances are made to existing landscaped areas, the existing landscaping must be replaced to its previous condition. Other modification of landscaped areas shall require approval by the Community Development Director.
7. **Outdoor Lighting.** The lighting of streets, pedestrian areas, parking lots, and open space is required. Exterior wall mounted floodlights are expressly prohibited. Indirect lighting, bollard lighting, and landscape lighting is encouraged. Lighting of a building and site identification signs are permitted as allowed elsewhere in this Code.

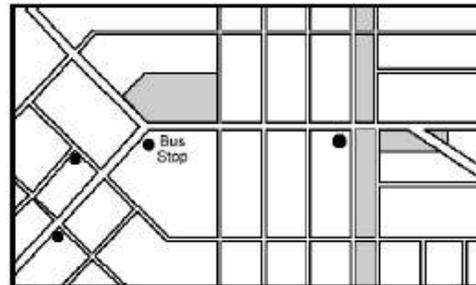
Lighting will be judged as to how adequately it meets its intended purpose. Design and location of standards and fixtures shall be specified on the site development drawings. Intensities shall be controlled so that 'safety' lighting is provided while neighboring areas are protected from glare or excessive direct light. See cross section illustration for additional requirements in the report: "Sandy Civic Center Development Master Plan." Street light design fixtures shall evoke a 'village' feel and be installed as required by the Street Lighting Policy.

8. **Streets and Pedestrian Ways**

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



Disconnected Street System



Connected Modified Grid System

b. Widths. Street widths shall be determined during site plan review as may be recommended by the City Transportation Engineer and approved by the Planning Commission. In general, streets shall be designed to meet the level of travel and service, while incorporating principles of traffic calming and pedestrian compatibility, i.e. tree lined streets with pedestrian ways and linkages, decreasing the need for pavement width by spreading traffic through a grid or modified street hierarchy system.

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

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

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

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

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

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

10. **Parking Areas.** Parking areas shall be considered as structures since they present a three-dimensional appearance when occupied.

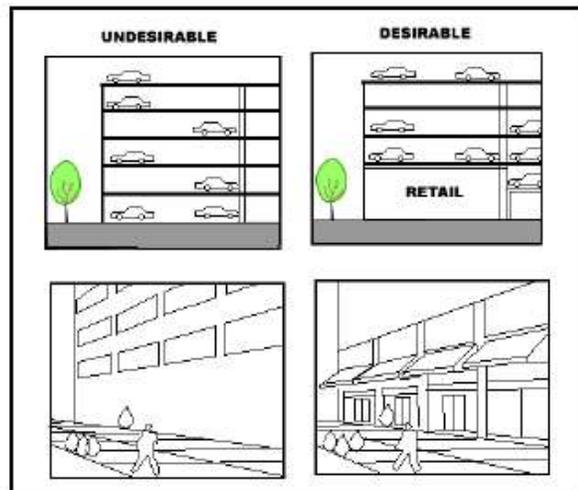
a. Location of parking shall be determined not only from its visual relationship to the building and site, but also as it relates to safe convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by and Planning Commission on the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

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

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

c. Unless otherwise approved by the Planning Commission, parking lots are prohibited adjacent to any street.

d. Underground parking, deck or terrace parking, and parking garages are encouraged and may be required in conjunction with structures of three [3] stories or more. Said structures shall have architectural treatments compatible with adjoining buildings. Parking structures with first level parking immediately adjacent to the frontage of a street are prohibited.



Parking Structures

Parking structures shall be designed around natural light with 'safety' lighting added as needed. Landscaping, within and without, may be required to enhance compatibility and safety.

e. Developments are not allowed to be 'over parked' without justification. Developments may be approved with less than required parking if evidence can be shown that the nature of the land use proposed will not generate the number of stalls as recommended in the city's parking ordinance, as may be approved by the Planning Commission. Developments may also be 'under parked' if justified with a walkable design that demonstrates such, and/or where local multi-modal transit systems exist or are immediately planned, which would help reduce the number of needed parking stalls and/or automobile trips. Shared parking arrangements may be required in order to reduce unnecessary parking areas and to encourage pedestrian activity.

- f. Where possible, on-street parking shall be provided adjacent to developments, and a pro-rated share of such, may be used to satisfy overall parking requirements. Parallel or angle parking may be approved based upon the overall design and width of the street, as recommended by the City Transportation Engineer and approved by the Planning Commission.

**F. Environmental Concerns**

1. Building, landscape, and solar design should adjusted, where possible, to be compatible with the local climate. Such design should include, but may not be limited to, window placement, building recesses, overhangs, trellises, awnings, porches, and landscape placement, planned in such a way to enhance livability and reduce energy costs.
2. The use of lighter colored building materials (i.e. roof tops), fences/walls, and extensive deciduous and evergreen tree cover shall be incorporated into developments in order to reduce the urban heat island effect. Where possible, streets, driveways, parking lots, etc., should use concrete or other materials which absorb less sunlight. Parking lot landscaping shall be provided at the ratio of at least one tree per six parking stalls.
3. Where possible, drought resistant ground covers, shrubs, and trees shall be incorporated into the landscape to reduce water usage and storm runoff. Extensive areas of grass or other high water use plants without a public purpose are discouraged.

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

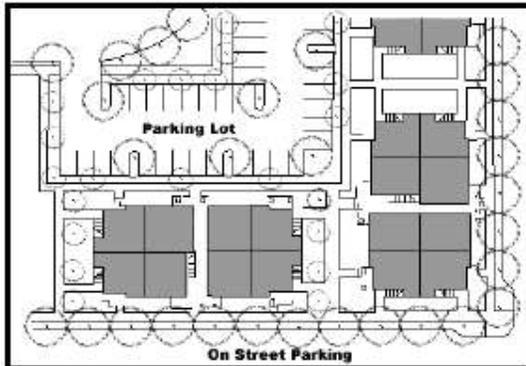
1. Multi-family residential use shall comprise a variety of types of housing, fulfilling housing needs with a wide assortment of housing options and shall be designed using "Traditional Neighborhood Development" (TND) design principles. The number of bedrooms per unit and other housing design options shall be varied in proportions to assist in providing suitable housing for a market range of household incomes, family size, and life cycles. The site plan design of multi-family development shall conform to requirements heretofore presented. Setbacks shall be determined by the Planning Commission based upon acceptable layout and design. Where practically possible, like housing shall face like housing or open space.

The following TND standards shall be required for multi-family residential:

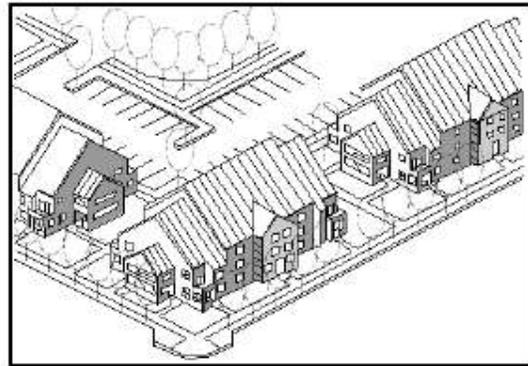
- a. Properly designed off-street surface parking hidden from streets, parking terraces, or underground parking. Garage units associated with multi-family development should be rear loaded. Where only front loaded garages are possible, they shall be subservient to the residential structure.
- b. Roofs with a 4/12 pitch or greater.
- c. Dwelling and garage gables facing streets and alleys.
- d. Extensive windows facing streets, alleys and pedestrian connections.
- e. Covered entrance porches.
- f. Entry sidewalks that connect directly to public sidewalks.

The following TND standards for multi-family residential shall be encouraged:

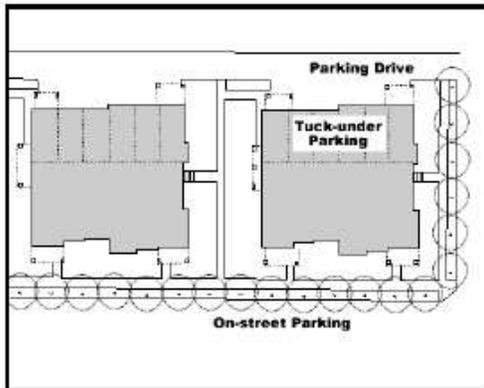
- g. Multi-level structures.
- h. Dormers and/or shutters, and other window treatments.
- i. Streetside balconies/decks.
- j. Streets which de-emphasize the need and speed of automobiles.
- k. Other pedestrian oriented design



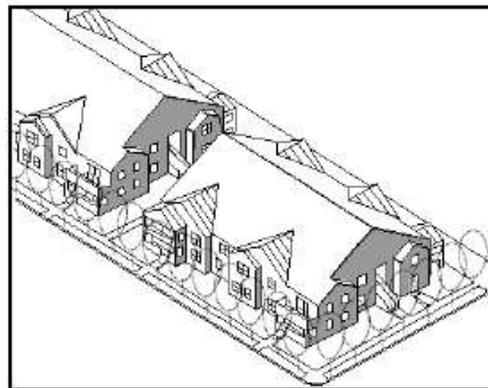
Garden Apartments – Plan View



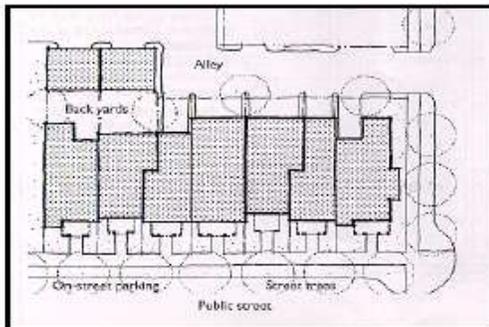
Garden Apartments – Elevations



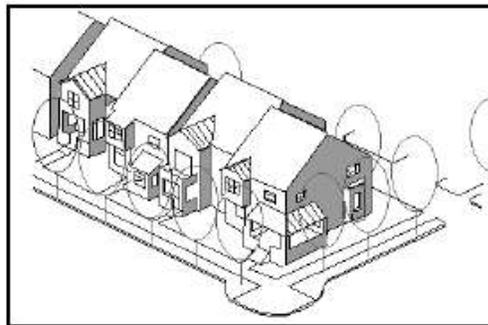
Condos w/ Underground Parking – Plan View



Condos w/ Underground Parking – Elevations



Townhomes – Plan View



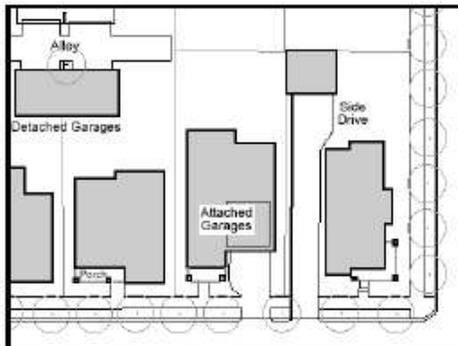
Townhomes – Elevations

2. Single family residential uses, if approved, shall be designed using "Traditional Neighborhood Development" (TND) design principles. Front setbacks shall range between twelve and twenty feet typically measured from the inside edge of sidewalk to the porch. Front loaded garages shall be subservient to the dwelling and shall not have a setback less than eighteen feet. Side and rear setbacks shall be determined by the Planning Commission based upon acceptable subdivision layout and design. The following TND standards shall be required for single family residential:
  - a. Subservient' garages, i.e. back loaded detached with alley access, front loaded detached, attached but setback from the front line of the home by at least five feet, side entry attached, or a combination of the above.
  - b. Roofs with a 4/12 pitch or greater.
  - c. Dwelling and garage gables facing streets and alleys.
  - d. Covered open front porches comprising at least 50% of the front elevation (not including the

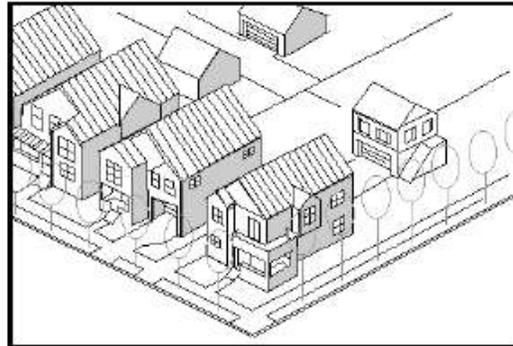
- garage), in no case being no less than 15 feet in width.
- e. Entry sidewalks that connect directly to public sidewalks.

The following TND standards for single family residential shall be encouraged:

- f. Two-story dwellings.
- g. House dormers and/or shutters, and other window treatments.
- h. Streetside balconies/decks.
- i. Wran-around porches, particularly on corner lots.
- j. Streets which de-emphasize the need and speed of automobiles.
- k. Other pedestrian oriented design.



Single Family Residential – Plan View



Single Family Residential – Elevations

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

Except for approved and screened R.V. storage lots associated with a residential use, storage areas, including the storage of materials, merchandise, pallets, etc, shall be within buildings.