

§153.016 CENTRAL COMMERCIAL DISTRICT, OR C-C DISTRICT

1. Purpose. This district is intended to serve as the central trading area for the City and surrounding urbanized areas.
2. Uses Permitted Outright. The following uses are permitted in the C-C District:
 - A. Any Commercial enterprise conducted in accordance with the provisions of this Section.
 - B. Accessory uses and buildings customarily appurtenant to a permitted or approved conditional use, such as incidental storage, are permitted.
 - C. Secondary residential uses.
 - D. Light fabrication and assembly processing businesses that have a retail component and that follow the uses permitted outright in Section 153.014 (2) (A) & (B) which do not Use Permit. generate noise, odor, vibration, dust, or hazard outside of the property.
3. Conditional Uses. The following conditional uses may be permitted subject to a Conditional A. Any public facility.
 - B. Housing for the elderly or handicapped person subject to §153.052. 13 of this development code.
 - C. Circuses, Carnivals, Animal Rides, Animal Displays, Amusement Rides, Flea Markets, Christmas Tree Lots subject to §153.052 of this Code.
 - D. Cemetery, Crematory, Mausoleum, or Columbarium subject to §153.052 of this Code.
 - E. Bed and Breakfast establishments which are consistent with §153.073 .14.
4. Height Regulations. No building or structure shall be hereafter erected, enlarged or structurally altered to exceed a height of 100 feet. For exceptions, see §153.050.
5. Lot, Site Development and Building Design Requirements. The following lot requirements and design standards shall be observed and apply to all new development.
 - A. Lot Area: No requirements.
 - B. Lot Width: No requirements.
 - C. Lot Depth: No requirements.
 - D. Front Yard: None, except on corners where the setback shall be ten (10) feet.
 - E. Side Yard: None, except when a side lot line is abutting a R-7.5, R-5.0 or R-O District.

Then the side yard shall be a minimum of ten (10) feet. The required side yard shall be increased by one-half (1/2) foot for each foot exceeding 35 feet of building height.

F. Rear Yard: None, except when a rear lot line is abutting a R-7.5, R-5.0 or R-O District. Then the side yard shall be a minimum of ten (10) feet. The required rear yard shall be increased by one-half (1/2) foot for each foot exceeding 35 feet of building height.

G. Site and Building Design: the following site and building design standards are required.

1. Buildings and their entrances shall be oriented towards the street for pedestrian circulation, safety and crime prevention except if conditions such as lot size, shape, topography or other circumstances over which the applicant has no control apply to the property.
2. Parking lots are located at the side or rear of (or under) buildings for reduced interrupted pedestrian circulation and safety and site appearance.
3. Garages accessed by the alley may be provided for attached housing, duplexes, triplexes, and fourplexes to reduce the dominance of the garage and automobile presence on the property, and improve attractive and pedestrian-friendly streetscapes.
4. Alleys are encouraged in new development. Alleys may be provided under recorded access easements and do not count against required minimum lot area.
5. Permanent solid waste containers and receptacles shall be screened away from public view.
6. Address numbers on buildings are oriented towards the street for clear identification of the building.
7. Building Sites.
 - a) Size and Shape. The size, shape, width and orientation of building sites shall be appropriate for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of the Zoning Code.
 - b) Lot and Parcel Side Lines. The lines of lots and parcels, as far as practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall radial to the curve.
 - c) Large Building Sites. In dividing tracts into large lots or parcels which at some future time are likely to be redivided, the Planning Commission may require that the blocks be of such size and shape, be so divided into building sites and contain such site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size.

8. Pedestrian and Bicycle Access and Circulation

- a) Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of this Code.
- b) Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances, and all adjacent streets.
- c) Pathway connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Street Standard of §153.051. Pathways shall also be provided where cul-de-sacs or deadend streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments as per Cul-de-Sac standards of §153.051. Pathways used to comply with these standards shall conform to all of the following criteria:

9. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 6 feet wide and located within a 10 foot right-of-way or easement that allows access for emergency vehicles;

10. If surrounding streets are lighted, pathways shall also be adequately lit;

H. Lot Coverage: No requirements, only that all other lot and parking requirements are met.

6. Signs: Permitted as per §153.053.

7. Off-Street Parking and Loading. Off-Street Parking and loading spaces or an equivalent as accepted by the Planning Commission shall be provided as required in §153.054.

Exception: The parking and loading requirements shall be exempted from the area contained by the C-4 District below.